



**The Great Grid Upgrade**

Norwich to Tilbury

# Preliminary Environmental Information Report

Volume III – Technical Appendices – 4 of 4

April 2024



# Contents

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## Volume III - Part 1 of 4:

**Appendix 1.1 – Competent Experts**

**Appendix 4.1 – Draft Outline Code of Construction Practice (CoCP)**

**Appendix 5.1 – National Grid’s Response to EIA Scoping Opinion**

**Appendix 7.1 – Air Quality Assessment Methodology**

**Appendix 7.2 – Air Quality Baseline Data**

**Appendix 7.3 – Air Quality Assessment Results**

**Appendix 8.1 – Habitat Report**

**Appendix 8.2 – Terrestrial Invertebrates Report**

**Appendix 8.3 – Reptile Report**

**Appendix 8.4 – Breeding Bird Report**

## Volume III - Part 2 of 4:

**Appendix 8.5 – Wintering/Passage Bird Report**

**Appendix 8.6 – Bat Roosting Report**

**Appendix 8.7 – Bat Activity Report**

**Appendix 8.8 – Hazel Dormouse Report**

**Appendix 8.9 – Otter and Water Vole Report**

**Appendix 8.10 – Species of Principal Importance Report**

**Appendix 9.1 – Baseline Information and Preliminary Contamination Risk Assessment**

**Appendix 9.2 – Preliminary Minerals Resource Assessment**

**Appendix 10.1 – Health and Wellbeing Baseline Statistics**

**Volume III - Part 3 of 4:**

**Appendix 11.1 – Historic Environment Baseline Report**

**Appendix 11.2 – Historic Environment Assessment Tables**

**Appendix 11.3 – EACN Substation Geophysical Survey Report**

**Appendix 12.1 – Hydrology and Land Drainage Baseline**

**Appendix 12.2 – Flood Risk Assessment Screening**

**Volume III - Part 4 of 4:**

**Appendix 13.1 – Landscape Baseline and Assessment**

**Appendix 13.2 – Visual Baseline and Assessment**

**Appendix 14.1 – Construction Noise and Vibration Data**

**Appendix 14.2 – Construction Traffic Noise Assessment**

**Appendix 14.3 – EACN Substation Operational Noise Assessment**

**Appendix 15.1 – Built Assets within 1km of the Local Study Area**

**Appendix 16.1 – Traffic and Transport Baseline Conditions**

**Appendix 16.2 – Future Baseline**

**Appendix 16.3 – Traffic and Transport Preliminary Construction Effects**

**Appendix 17.1 – Long List of Other Developments**

**Appendix 17.2 – Short List of Other Developments**

**Appendix 17.3 – Preliminary Assessment**

# Appendix 13.1: Landscape Baseline and Assessment

# Appendix 13.1 - Landscape Baseline and Assessment

## 13.1 Introduction

- 13.1.1 This section presents an overview of the landscape baseline within the study area (as shown on Figure 13.1: LVIA Study Area and Landscape Designations in Volume II) including the existing landscape character (and constituent landscape elements), as well as comments on landscape condition and designations assigned to the landscape (where relevant).
- 13.1.2 Potential landscape receptors within the study area are those which may experience direct or indirect effects because of the Project. Landscape receptors can typically be defined as follows:
- Physical Landscape Features: perceptible physical features (e.g., topographic features, woodland, hedgerows, field enclosure) which could be lost or altered through the introduction of the Project. These form part of the descriptions of Landscape Character Types (LCTs) and Landscape Character Areas (LCAs), see below
  - LCTs and LCAs: as defined within published landscape character assessments, and which display both physical and perceptual characteristics which could be affected by the Project
  - Designated Landscapes: areas of landscape which are principally designated for their scenic quality or rarity and considered of particularly increased value. Often defined by several key characteristics and/or special qualities informed by the underlying character of the landscape, consideration is given to how these may be affected, and how the integrity of the overall designation may be affected by the Project
  - Other designated areas: areas of designation which may in part be designated due to the contribution of landscape or scenic quality in combination with other reasons for designation (e.g., forest parks, conservation areas, biosphere reserves)
- 13.1.3 Available documents and guidelines which describe landscape character, landscape condition and landscape designations within the study area were reviewed, and the relevant data is detailed below. The assessment of landscape effects demonstrates the extent and level of effects likely to occur because of the Project.

## 13.2 Landscape Character

- 13.2.1 Landscape character is described at the national, regional and district/county scales as set out below.

## National Character Areas

- 13.2.2 At a national scale, the Project and study area lie within the following National Character Areas (NCAs) as described in the Natural England NCA profiles<sup>1</sup>: NCA 84 Mid Norfolk; NCA 83 South Norfolk and High Suffolk Claylands; NCA 86 South Suffolk and North Essex Clayland; NCA 111 Northern Thames Basin; and NCA 81 Greater Thames Estuary.
- 13.2.3 The location and key characteristics of these NCAs are described in Table A13.1.1 and they are shown on Figure 13.5: National Character Areas and East of England Typology in Volume II.

Table A13.1.1 - National Character Areas within the Study Area

NCA	Project Section(s)	Location and Key Characteristics
NCA 84 Mid Norfolk	A	<p>NCA 84 Mid Norfolk is located at the northern end of the study area between Norwich in the north and Swainsthorpe in the south. The key characteristics of the NCA which are of relevance to the study area are as follows:</p> <ul style="list-style-type: none"> <li>• <i>‘Broadly flat, glacial till plateau dissected by river valleys which create a more intricate landscape to the west of Norwich</i></li> <li>• <i>Chalk bedrock overlain by gravels, sands and glacial till left behind by the retreating ice of Anglian glaciations, and the resulting complexity of soils, determine natural vegetation patterns</i></li> <li>• <i>Underlying chalk aquifer; small, fast-flowing chalk streams and biodiversity-rich, wide, lush river valleys with wooded valley slopes, including the internationally important chalk-fed River Wensum</i></li> <li>• <i>Tranquil agricultural landscape with extensive areas of arable land, dominated by cereals with break-cropping of sugar beet and oilseed rape, and some pastures along valley floors</i></li> <li>• <i>Ancient countryside, much of it enclosed in the 14th century, with a sporadically rationalised patchwork field system, sinuous lanes, and mixed hedges with hedgerow oaks</i></li> <li>• <i>Largely fragmented, isolated mixed deciduous and pasture woodlands</i></li> <li>• <i>Important alkaline valley fen communities and areas of remnant heathland</i></li> </ul>

<sup>1</sup> Available online at: <https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making/national-character-area-profiles>

NCA	Project Section(s)	Location and Key Characteristics
		<ul style="list-style-type: none"> <li>• <i>Large number of 18th-century estates with their associated parkland, and a great density and stylistic variety of churches which are prominent features in the landscape</i></li> <li>• <i>Coherent vernacular architecture – marked by distinctive red brick and flint buildings with pantiled roofs, much dating from the 17th and 18th centuries, with some earlier timber frame – is an inherent component of the area’s character</i></li> <li>• <i>A mix of villages and many isolated farmsteads within a complex minor road network, with a traditional pattern of market towns connected by main roads., and the city of Norwich providing a centre for cultural and economic activity</i></li> <li>• <i>Dense network of public rights of way including bridleways<sup>2</sup></i></li> </ul>
NCA 83 South Norfolk and High Suffolk Claylands	A, B	<p>NCA 83 is located at the northern end of the study area, broadly between Mulbarton (south of Norwich) and Ipswich. Key characteristics of the NCA which are of relevance to the study area are as follows:</p> <ul style="list-style-type: none"> <li>• <i>‘Large plateau area of chalky glacial till that is generally flat or only gently undulating but can be locally concave. The edges of the plateau have been dissected by watercourses that form greater slopes, especially along the tributaries of the Waveney</i></li> <li>• <i>Views are frequently open, only sometimes confined by hedges and trees, with some woodland present. The small valleys support quite confined landscapes with intimate views</i></li> <li>• <i>Chalk bedrock overlain by glacial till, gravels, and sands. Heavy, seasonally waterlogged chalky clay soils occur on the plateau, with small areas of better soils at the edges. The valley bottoms contain areas of glacial outwash deposits as well as some areas of deep peat</i></li> <li>• <i>Scattered areas of ancient woodland, game copses, shelterbelts, valley floor plantation and carr woodland as well as hedgerow trees provide a treed landscape character, despite much boundary loss</i></li> <li>• <i>A mix of remnant medieval ancient countryside, some of it with a decidedly coaxial character, although irregular field patterns and large modern amalgamated open fields dominate</i></li> <li>• <i>Sinuuous field boundaries are formed by deep ditches, some with hedgerows and hedgerow trees</i></li> </ul>

<sup>2</sup> Available online at: <https://nationalcharacterareas.co.uk/mid-norfolk/>



NCA	Project Section(s)	Location and Key Characteristics
		<ul style="list-style-type: none"> <li>• Extensive areas of arable land dominated by cereals with breakcropping of sugar beet and oilseed rape, and some pastures along valley floors. Intensive pig and poultry production is common</li> <li>• Remnant parkland, ancient woodlands, commons, and greens with a diverse grassland flora. River valleys support areas of ecologically rich unenclosed 'semi-wild' fenland and remnant dry heaths dominated by poor dry grassland</li> <li>• Small slow-flowing rivers and streams and the River Waveney drain the clay plateau. The River Waveney has a relatively large-scale open valley landscape compared with the other river valleys which have narrow valley bottoms. High density of isolated farm ponds in the southern half of the NCA</li> <li>• Historic features include Palaeolithic archaeology, evidence of Roman enclosures, bronze- age and iron-age activity, remnant medieval and Tudor deer parks, scattered small parkland estates and Second World War airfields. Round-towered Saxo-Norman and medieval churches and 19th-century windmills are prominent historic landscape features</li> <li>• Large number of isolated moated timber-framed farmhouses and farm buildings with steeply pitched clay-tiled or long-straw thatched roofs. Little flint, some brick (especially in towns)</li> <li>• A dispersed settlement pattern of small nucleated market towns with architectural variety and colour, loosely clustered villages, and scattered hamlets. Settlement is often focused on large medieval greens. Many of the market towns have modern extensions</li> <li>• Some major transport links including the Norwich to London main rail line, but infrastructure routes are predominantly an extensive network of narrow lanes and byroads<sup>3</sup></li> </ul>
NCA 86 South Suffolk and North Essex Clayland	B, C, D, E, F	<p>NCA 86 is located covers parts of the study area from Stowmarket to Needham Market and Holton St Mary in Sections B and C, through to Great Tey, Coggleshall, Witham, and Chelmsford. Key characteristics of the NCA which are of relevance to the study area are as follows:</p> <ul style="list-style-type: none"> <li>• 'An undulating chalky boulder clay plateau is dissected by numerous river valleys, giving a topography of gentle slopes in the lower, wider valleys and steeper slopes in the narrower upper parts</li> </ul>

<sup>3</sup> Available online at: <https://nationalcharacterareas.co.uk/south-norfolk-and-high-suffolk/>

NCA	Project Section(s)	Location and Key Characteristics
		<ul style="list-style-type: none"> <li>• <i>Fragments of chalk give many of the soils a calcareous character, which also influences the character of the semi-natural vegetation cover</i></li> <li>• <i>South-east-flowing streams and rivers drain the clay plateau. Watercourses wind slowly across flood plains, supporting wet, fen-type habitats; grazing marsh; and blocks of cricket-bat willows, poplars, and old willow pollards. Navigation locks are present on some rivers</i></li> <li>• <i>Lowland wood pasture and ancient woodlands support the dormouse and a rich diversity of flowering plants on the clay plateau. Large, often ancient hedgerows link woods and copses, forming wooded skylines</i></li> <li>• <i>The agricultural landscape is predominantly arable with a wooded appearance. There is some pasture on the valley floors. Field patterns are irregular despite rationalisation, with much ancient countryside surviving. Field margins support corn bunting, cornflower, and brown hair</i></li> <li>• <i>Roman sites, medieval monasteries and castles and ancient woodlands contribute to a rich archaeology. Impressive churches, large barns, substantial country house estates and Second World War airfields dot the landscape, forming historical resources</i></li> <li>• <i>There is a dispersed settlement pattern of scattered farmsteads, parishes, and small settlements around ‘tyes’ (commons) or strip greens and isolated hamlets. The NCA features a concentration of isolated moated farmsteads and numerous well-preserved medieval towns and large villages</i></li> <li>• <i>Larger 20th-century development has taken place to the south and east around Chelmsford and, Ipswich. and the new towns of Harlow and Stevenage</i></li> <li>• <i>Traditional timber-frame, often elaborate buildings with exposed timbers, colour-washed render, pargeting, and steeply pitched roofs with pegtiles or long straw thatch. Sometimes they have been refronted with Georgian red brick or Victorian cream-coloured bricks (‘Suffolk whites’). Clay lump is often used in cottages and farm buildings</i></li> </ul>

NCA	Project Section(s)	Location and Key Characteristics
		<ul style="list-style-type: none"> <li>• <i>Winding, narrow and sometimes sunken lanes are bounded by deep ditches, wide verges, and strong hedgerows. Transport infrastructure includes the A12</i></li> <li>• <i>A strong network of public rights of way provides access to the area's archetypal lowland English countryside'<sup>4</sup></i></li> </ul>
NCA 111 Northern Thames Basin	C, D, E, F, G, H	<p>NCA 111 is located at the southern end of the study area, extending broadly between Colchester in the north and Tilbury in the south. Key characteristics of the NCA which are of relevance to the study area are as follows:</p> <ul style="list-style-type: none"> <li>• <i>'The landform is varied with a wide plateau divided by river valleys...extensive tracts of flat land are found in the south</i></li> <li>• <i>A diverse landscape with a series of broad valleys containing the major rivers Ver, Colne and Lea, and slightly steeper valleys of the rivers Stour, Colne and Roman</i></li> <li>• <i>The pattern of woodlands is varied across the area and includes considerable ancient semi-natural woodland...Significant areas of wood pasture and pollarded veteran trees are also present</i></li> <li>• <i>The field pattern is very varied across the basin reflecting historical activity</i></li> <li>• <i>Mixed farming, with arable land predominating in ... parts of the London Clay lowlands and Essex heathlands. Grasslands are characteristic of the river valleys throughout</i></li> <li>• <i>The diverse range of semi-natural habitats include ancient woodland, lowland heath and floodplain grazing marsh and provide important habitats for a wide range of species</i></li> <li>• <i>The medieval pattern of small villages and dispersed farming settlement remains central to the character of parts of...Essex. Market towns have expanded over time as have the London suburbs and commuter settlements, with the creation of new settlements such as...the planned town at Basildon'<sup>5</sup></i></li> </ul>
NCA 81 Greater Thames Estuary	H	NCA 81 is located at the southern end of the study area between Tilbury and Stanford-le-Hope, both north and south of the River

<sup>4</sup> National Character Area profile 86 South Suffolk and North Essex Clay land

<sup>5</sup> National Character Area profile 111: Northern Thames Basin

NCA	Project Section(s)	Location and Key Characteristics
		<p>Thames. Key characteristics of the NCA which are of relevance to the study area are as follows:</p> <ul style="list-style-type: none"> <li>• <i>‘Predominantly flat, low-lying coastal landscape where extensive open spaces are dominated by the sky, and the pervasive presence of water and numerous coastal estuaries extend the maritime influence far inland</i></li> <li>• <i>Open grazing pastures patterned by a network of ancient and modern reed-fringed drainage ditches and dykes, numerous creeks and few hedges or fences, with tree cover a rarity</i></li> <li>• <i>Traditional unimproved wet pasture grazed with sheep and cattle combined with extensive drained and ploughed arable land protected from floods by sea walls, with some areas of more mixed agriculture on higher ground</i></li> <li>• <i>Strong feelings of remoteness and wilderness persist on extensive salt marshes, mudflats and reclaimed farmed marshland, which support internationally important plants, invertebrates and populations of breeding and overwintering birds, notably overwintering Brent geese</i></li> <li>• <i>Distinctive landmarks of coastal military heritage including Napoleonic military defences, forts, and 20th-century pillboxes</i></li> <li>• <i>Highly urbanised areas within London and on marsh edges subject to chaotic activity of various major developments including ports, waste disposal, marine dredging, housing regeneration, mineral extraction, and prominent power stations plus numerous other industry-related activities</i></li> <li>• <i>Increasing development pressures around major settlements and especially towards London, with urban, industrial, and recreational sites often highly visible within the low-lying marshes<sup>6</sup></i></li> </ul>

## East of England Landscape Typology

13.2.4 The East of England Landscape Typology (Landscape East, 2010) is a regional level study which identifies Landscape Character Types (LCTs) across the East of England. The key characteristics of the LCTs within the study area are described in Table A13.1.2 and shown on Figure 13.5: National Character Areas and East of England Typology in Volume II.

<sup>6</sup> National Character Area profile 81: Greater Thames Estuary

13.2.5 Urban areas are not described in the study.

Table A13.1.2 - East of England Typology Regional Landscape Character Types within the Study Area

LCT	Project Section(s)	Location and Key Characteristics
Valley Settled Farmlands	A, B, C, D, E, F	<p>The Valley Settled Farmlands LCT occurs along the major river valleys that cut through the plateau within the study area. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Overall description: Settled, often busy landscapes which occur along the sides of the sinuous valley corridors that cut through the East Anglian clay plateau</i></li> <li>• <i>Landform: Gently sloping valleys cut through glacial till, often with deposits of sand and gravel in the valley bottoms</i></li> <li>• <i>Natural / water features: The upper reaches of most of the river valleys draining the clay plateau occur within this landscape</i></li> <li>• <i>Ecological character: Although it has a long farming history, this is a landscape with substantial and ancient hedges surrounding its predominantly arable fields, along with wet meadows in valley bottoms and patches of ancient woodland on upper valley slopes</i></li> <li>• <i>Primary land use: Mainly arable land, with peri-urban areas that have a more mixed landuse, including some recreational/equestrian use</i></li> <li>• <i>Tree cover: Hedgerow trees have a strong visual impact in this landscape, associated with the localised influence of landscaped parks (e.g., Helmingham). Woodland is mainly limited to the upper parts of the valley sides</i></li> <li>• <i>Historic features: Many towns and villages with distinctive medieval cores and late mediaeval churches. There are also many moated farmsteads of medieval date within this landscape</i></li> <li>• <i>Enclosure pattern: Small to medium scale landscape, sometimes with a complex enclosure pattern. Field pattern is commonly sinuous and sub-regular</i></li> <li>• <i>Settlement pattern: Clustered pattern of farmsteads and hamlets, with some larger market towns. Many of these settlements have experienced significant late 20th century growth. Main roads usually run along valley bottoms, while sunken lanes occur on valley sides. Vernacular houses are typically timber-framed (usually plastered and painted) and often interspersed with red-brick houses. Timber-</i></li> </ul>

LCT	Project Section(s)	Location and Key Characteristics
		<p><i>clad and tarred barns, with tiled (plain or pan tiles), or thatched roofs are also a feature in this landscape</i></p> <ul style="list-style-type: none"> <li>• <i>Historic development: Field shapes are generally organic in character, with substantial and long-established hedges. There are some patches of co-axial fields in the Waveney valley area. Narrow, riverine meadows are a feature on the upper valley floors</i></li> <li>• <i>Tranquility: Away from the busy valley settlements, this is often a tranquil and rural landscape</i></li> <li>• <i>Views: The nature of this landscape, with its strong hedgerow networks and linear valleys, gives rise to a varied visual experience characterised by a mixture of longer distance views and more intimate, semi-enclosed scenes'<sup>7</sup></i></li> </ul>
Wooded Plateau Claylands	A, B, C	<p>The Wooded Plateau Claylands LCT occurs in Norfolk, between Swardeston in the north and Bunwell in the south; and in Suffolk on the clay plateau edge south of Diss; north and south of the Gipping Valley, extending southwards from Stowmarket to Capel St Mary. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>'Overall description: An ancient wooded landscape of arable farms, associated with heavy clay soils on gently rolling plateaux, which are lightly dissected by minor river valleys</i></li> <li>• <i>Landform: A gently rolling landform associated mainly with glacial till plateaux, but also occurring on London clay in Essex. This landscape is often dissected by small river valleys around the edge of the plateau, creating more complex slopes</i></li> <li>• <i>Natural / water features: Areas of poor drainage/waterlogged soils where ponds are a common feature</i></li> <li>• <i>Ecological character: A scattering of small to medium-sized ancient woodlands, connected by an irregular network of similarly ancient hedgerows. A relatively high proportion of this landscape is primary habitat (&gt; 4%), but little is specifically protected (less than 1%)</i></li> <li>• <i>Primary land use: Arable land use</i></li> <li>• <i>Tree cover: Relic patches of ancient semi-natural woodland and scattered hedgerow trees (oak, ash, and field maple)</i></li> <li>• <i>Historic features: Villages often associated with medieval greens, in places called tyes. Parklands are prominent in some parts such as</i></li> </ul>

<sup>7</sup> Available online at: <http://landscape-east.org.uk/lct/valley-settled-farmlands>

LCT	Project Section(s)	Location and Key Characteristics
		<p><i>East Suffolk (e.g., Helmingham). There are also many medieval moats throughout this landscape</i></p> <ul style="list-style-type: none"> <li>• <i>Enclosure pattern: Varied field pattern including a mixture of irregular and sinuous boundaries, the latter often defined by bushy hedgerows. 20th-century boundary removal and reorganisation has led to some regularisation of field shapes</i></li> <li>• <i>Settlement pattern: Rural settlement is dense, comprising a clustered pattern of villages, hamlets, and large outlying farms, connected by a network of winding, often hedged lanes, and paths. Little to no 20th century development. Strong vernacular tradition of timber-framed buildings, tiled roofs, and some thatch. Also, some 19th and 20th century brick buildings, especially in the linear hamlets and on the enclosed greens</i></li> <li>• <i>Historic development: This is a landscape dominated by enclosures of medieval and earlier origin, including some areas with co-axial patterns. Late enclosures are a minor element. Fieldsapes have seen significant modification in the 20th century</i></li> <li>• <i>Tranquility: The rural nature of much of this landscape and high incidence of ancient woodland, mean that it has a high degree of tranquillity, despite a relatively dense rural settlement</i></li> <li>• <i>Views: Despite being a reasonably well-wooded landscape, the rolling plateau landform allows frequent longer views. The comprehensive network of winding lanes and tall hedges, however, often provide a more intimate feeling<sup>8</sup></i></li> </ul>
Settled Plateau Claylands	A, B	<p>The Settled Plateau Claylands LCT occurs in south Norfolk, between Bunwell and Diss, and in mid Suffolk, between Gislegham and Stowupland. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Overall description: An expansive, elevated, gently rolling plateau landscape, with an ancient enclosure and settlement pattern</i></li> <li>• <i>Landform: Gently rolling glacial plateau, dissected by small streams</i></li> <li>• <i>Natural / water features: The edges of the plateau are dissected by streams and their tributaries, providing some topographic variation</i></li> <li>• <i>Ecological character: A relatively uniform landscape characterised by arable farmland on heavy clay soils, with only occasional</i></li> </ul>

<sup>8</sup> Available online at: <http://landscape-east.org.uk/lct/wooded-plateau-claylands>

LCT	Project Section(s)	Location and Key Characteristics
		<p><i>fragments of ancient woodland. Less than 0.5% of this LCT is semi-natural habitat and there are no designated sites</i></p> <ul style="list-style-type: none"> <li>• <i>Primary land use: Arable land use</i></li> <li>• <i>Tree cover: Scattered hedgerow trees (oak and ash) and groups of trees around farmsteads, with occasional copses, often associated with ponds</i></li> <li>• <i>Historic features: Historically characterised by large greens, many of which were enclosed late, leaving a residue of rectilinear fields and straight roads. There are also many medieval moats throughout this landscape</i></li> <li>• <i>Enclosure pattern: An ancient organic field pattern with many sinuous boundaries, strongly co-axial in the northeast (South Elmhams and Ilketshalls) with many substantial mixed hedges, dominated in places with suckering elm</i></li> <li>• <i>Settlement pattern: Clustered pattern of hamlet-sized settlements, some centred-on churches, others on greens (or former greens). Farmsteads are scattered throughout this landscape, and many are moated. Few towns and little 20th century development. Strong local vernacular tradition of timber-framed buildings, tiled roofs, and some thatch. Also, some 19th and 20th century brick buildings, especially in the linear hamlets and enclosed greens</i></li> <li>• <i>Historic development: Historically, a landscape with large tracts of co-axial fields intermixed with other forms of early enclosure. Extensive changes to this pattern occurred from the mid-20th century onwards, resulting in the creation of areas of substantial boundary loss</i></li> <li>• <i>Tranquility: A settled and working arable landscape, yet one which is deeply rural. Tranquillity is often found in small valleys and away from main roads</i></li> <li>• <i>Views: Open views of arable land with small clusters of trees and houses on the horizon, although in places, changes in slope sometimes allow views to be confined by hedges and trees<sup>9</sup></i></li> </ul>
Valley Meadowlands	A, B, C, D, E, H	The Valley Meadowlands LCT follows the course of the following major river valleys within the study area: River Yare; River Tas; River Waveney; River Gipping; River Brett; River Stour; River Colne; River

<sup>9</sup> Available online at: <http://landscape-east.org.uk/lct/settled-plateau-claylands>



LCT	Project Section(s)	Location and Key Characteristics
		<p>Blackwater near Witham in Section E; and occurs at Bulphan Fen in Section H. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Overall description: Flat, low lying valley floors supporting a pastoral land use, associated with notable watercourses/rivers. Generally unsettled, with occasional areas of carr woodland and gravel extraction lakes, or ancient meres</i></li> <li>• <i>Landform: Flat, low-lying landform associated with deposits of river alluvium</i></li> <li>• <i>Natural / water features: Open water areas associated with gravel workings or ancient meres. Notable rivers/tributaries and drainage ditches</i></li> <li>• <i>Ecological character: Wet meadowland, lowland fen and other associated wetland vegetation reflect the wet valley nature of this landscape. Habitat survival is variable, reflected in the low cover (&lt; 2%) of protected sites</i></li> <li>• <i>Primary land use: A pastoral landscape with some areas of arable and gravel extraction</i></li> <li>• <i>Tree cover: Dense scattering of trees and areas of scrub, including willow and poplar trees, along the course of rivers</i></li> <li>• <i>Historic features: Notable medieval and Tudor moated sites</i></li> <li>• <i>Enclosure pattern: A landscape where the enclosure of fields is heavily influenced by topography, with boundaries running parallel, or perpendicular to the alignment of the river</i></li> <li>• <i>Settlement pattern: Generally unsettled although occasional mill buildings often provide local built features. Urban settlements in surrounding areas often impinge on this type</i></li> <li>• <i>Historic development: Historically this has been a grazing landscape, which over time, has been enclosed into a mosaic of riverine meadows. In places, large areas of valley floor have been removed by sand/gravel extraction and these now function as reservoirs</i></li> <li>• <i>Tranquility: The presence of water, limited settlement and often extensive areas of grazed water meadows create a tranquil, rural landscape, which is in places disturbed by mineral workings</i></li> </ul>

LCT	Project Section(s)	Location and Key Characteristics
		<ul style="list-style-type: none"> <li><i>Views: An enclosed, low-lying landscape comprising grassland meadows grazed by cattle in a wider arable setting. Valley floor woodland can confine views<sup>10</sup></i></li> </ul>
Plateau Estate Farmlands	C, D	<p>The Plateau Estate Farmlands LCT occurs in Babergh, Colchester and Tendring, on the plateau to the north and south of the Stour Valley. It also occurs to the west of Colchester. Key characteristics include:</p> <ul style="list-style-type: none"> <li><i>‘Overall description: A medium to large scale, ordered, arable landscape, for the most part associated with an open, rolling plateau on sandy soils, characterised by estate farms and discrete small villages/hamlets</i></li> <li><i>Landform: Elevated land, with a gently rolling topography, associated with low glacial plateaux</i></li> <li><i>Natural / water features: Frequent small streams drain this landscape, but these are not visually obvious</i></li> <li><i>Ecological character: The relatively flat topography and workable sandy soils have resulted in the development of an arable landscape with only fragments (&lt;1%) of lowland heath now remaining. Small patches of ancient woodland also survive in places</i></li> <li><i>Primary land use: Predominately arable cultivation</i></li> <li><i>Tree cover: Discrete tree belts, coverts, and occasional larger plantations, often associated with areas of 18th and 19th century parkland</i></li> <li><i>Historic features: There are many small parklands in this landscape, often with associated large country houses</i></li> <li><i>Enclosure pattern: Rectilinear fields with occasional earlier sinuous elements, giving rise to a regular, large-scale field pattern with well-trimmed hedgerows</i></li> <li><i>Settlement pattern: Low density of settlement comprising primarily discrete small villages/hamlets and estate farms. Towns are absent and there has been little 20th century development. Many buildings of brick and clay tile construction</i></li> <li><i>Historic development: Mainly late enclosure of common fields and rough grazing land, particularly in northwest Norfolk, (Agricultural</i></li> </ul>

<sup>10</sup> Available online at: <http://landscape-east.org.uk/lct/valley-meadowlands>

LCT	Project Section(s)	Location and Key Characteristics
		<p><i>Revolution of the 18th century). Around Colchester &amp; Ipswich, however, this landscape is characterised by earlier enclosures</i></p> <ul style="list-style-type: none"> <li>• <i>Tranquility: This is a tranquil rural landscape, which in places, can feel rather empty and remote</i></li> <li>• <i>Views: Estate farms and parkland give rise to a visually well-ordered landscape'<sup>11</sup></i></li> </ul>
Wooded Plateau Farmlands	C, D, E, F	<p>The Wooded Plateau Farmlands LCT occurs to the west of Ipswich at Copdock, west of Colchester in the Colchester District including at Fordham and Marks Tey, between Braintree and Witham in the Braintree District including Silver End and Cressing, and to the north and west of Chelmsford in the Chelmsford District including Great Waltham and Writtle. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>'Overall description: For the most part this is a settled, early enclosed landscape with frequent ancient woods, associated with a rolling, in places undulating glacial plateau, dissected by numerous shallow valleys</i></li> <li>• <i>Landform: A rolling landscape on a dissected glacial plateau, in places deeply dissected, especially in the southwest</i></li> <li>• <i>Natural / water features: This upland area is drained by numerous small watercourses which dissect the plateau, creating a series of shallow valleys. Field ponds are a feature in places</i></li> <li>• <i>Ecological character: Frequent small to medium-sized ancient woods, with some notably larger woods in places, connected by a network of ancient hedgerows. A relatively high survival of primary habitats (&gt; 7%), although relatively little is specifically protected (&lt; 1%)</i></li> <li>• <i>Primary land use: Most of the land is in arable production</i></li> <li>• <i>Tree cover: A wooded landscape with many ancient woods, copses, and occasional smaller plantations</i></li> <li>• <i>Historic features: For the most part an early enclosed landscape, with late enclosures only occurring to a limited extent, in certain places. Around Bedford, however, there are extensive areas of common fields which were subject to parliamentary enclosure</i></li> </ul>

<sup>11</sup> Available online at: <http://landscape-east.org.uk/lct/plateau-estate-farmlands>

LCT	Project Section(s)	Location and Key Characteristics
		<ul style="list-style-type: none"> <li>• <i>Enclosure pattern: An irregular pattern of medium to large sized fields. There has been much modification because of reorganisation/ boundary removal in the 20th century</i></li> <li>• <i>Settlement pattern: A settled character comprising a mixture of scattered farmsteads, hamlets and occasional larger villages, the latter often linear in form where they have grown along roads. Late 20th century development impinges in the southern part of the area. The core part of this landscape, between Hertfordshire and Suffolk, has a strong vernacular tradition of timber farmed buildings with tiled roofs. Some 19th/20th century brick buildings also occur in linear hamlets and around enclosed greens</i></li> <li>• <i>Historic development: Sinuous pattern of roads and lanes with small to medium-sized greens that are often triangular, or linear. These greens are often described as tyes in Suffolk and Essex</i></li> <li>• <i>Tranquility: Despite its settled character this landscape is deeply rural and tranquil often affording a sense of remoteness and continuity. This is lost in some locations close to larger settlements and roads, or where there are pylons</i></li> <li>• <i>Views: The network of winding, hedged lanes and paths coupled with the rolling countryside give a feeling of intimacy. In places field amalgamation has resulted in longer views over rolling, lightly wooded countryside<sup>12</sup></i></li> </ul>
Wooded Hills and Ridges	E, F, G, H	<p>The Wooded Hills and Ridges LCT occurs east of Kelvedon near Witham, and in the Chelmsford and Brentwood Districts between Edney Common, Billericay and the west of Basildon. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Overall description: This is a varied and textured landscape characterised by undulating hills and steep ridges, which are cloaked in woodland, with clearings of arable farmland and pasture</i></li> <li>• <i>Landform: Undulating land, often steeply sloping, with distinctive ridges and narrow plateau summits</i></li> <li>• <i>Natural / water features: Minor streams drain the hills and feed into adjacent river valleys/low lying landscapes</i></li> <li>• <i>Ecological character: A combination of heavy, gleyed soils supports a high cover of ancient deciduous woodland. Survival of Ancient</i></li> </ul>

<sup>12</sup> Available online at: <http://landscape-east.org.uk/lct/wooded-plateau-farmlands>

LCT	Project Section(s)	Location and Key Characteristics
		<p><i>Woodland is relatively high, much of which is found in large blocks and protected by designated sites (&gt;1%)</i></p> <ul style="list-style-type: none"> <li>• <i>Primary land use: Mixed farming (pasture and arable) between extensive areas of woodland. Some peri-urban land uses including horse grazing, golf courses and country parks</i></li> <li>• <i>Tree cover: Frequent, often large ancient woodlands, in places associated with parkland</i></li> <li>• <i>Historic features: Small to medium sized parklands and relic commons. Historic churches in settlements act as local landmarks</i></li> <li>• <i>Enclosure pattern: Field pattern is generally irregular and sinuous. Areas that have been extensively modified through field reorganisation tend to have a more regular pattern</i></li> <li>• <i>Settlement pattern: Settlement is densely dispersed, with many linear clusters along roadsides. The influence of towns (both new developments and vastly expanded historic settlements) are also a feature within this landscape</i></li> <li>• <i>Historic development: Historically this landscape has comprised a mixture of wooded areas and fields, many of which are likely to have been created by assarting. Fieldsapes tend to be dominated by early enclosures, with significant areas of co-axial fields</i></li> <li>• <i>Tranquility: The hilltops and lanes are relatively tranquil, however near to settlements and road infrastructure tranquillity reduces considerably</i></li> <li>• <i>Views: Enclosed character due to woodland cover and mature hedgerows. Where there are breaks in the woodland cover the elevated nature of these hills and ridges affords long distance views<sup>13</sup></i></li> </ul>
Lowland Settled Claylands	G, H	<p>The Lowland Settled Claylands LCT is located mainly in the southern part of Essex, south-west of Basildon. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Overall description: Low lying, rolling coastal farmland forming a hinterland between the Coastal Levels and the Wooded Hills further inland</i></li> <li>• <i>Landform: Low-lying, gently rolling topography, associated with London clay</i></li> </ul>

<sup>13</sup> Available online at: <http://landscape-east.org.uk/lct/wooded-hills-and-ridges>

LCT	Project Section(s)	Location and Key Characteristics
		<ul style="list-style-type: none"> <li>• <i>Natural / water features: Land is drained by a criss-cross pattern of drainage ditches</i></li> <li>• <i>Ecological character: The predominantly low-lying nature and clay character of the substrate indicate the potential presence of wetland habitats, a few fragments of which survive. These are relatively well protected, with a high proportion of designated sites</i></li> <li>• <i>Primary land use: Arable land use. Some areas of peri-urban landscape</i></li> <li>• <i>Tree cover: Sparse woodland cover, but some copses and shelter belts</i></li> <li>• <i>Historic features: Right angled bends in lanes reflecting an ancient field pattern and churches in historic settlements which act as local landmarks</i></li> <li>• <i>Enclosure pattern: An irregular/ sinuous field pattern, in places defined by a mixture of field sizes. Field boundaries mostly comprise well-trimmed low hedges, or ditches</i></li> <li>• <i>Settlement pattern: A densely dispersed settlement pattern comprising scattered farmsteads, hamlets, and clusters of dwellings, with occasional towns. There is a strong urban influence, with many new housing developments and some vastly expanded historic settlements</i></li> <li>• <i>Historic development: An early enclosed landscape dominated by co-axial fieldscapes. Late Enclosure is rare and usually associated with enclosure of commons</i></li> <li>• <i>Tranquility: Urban development and road infrastructure undermine the tranquillity of the area</i></li> <li>• <i>Views: An open farmed landscape, with long distance views over adjoining coastal levels and marshes<sup>14</sup></i></li> </ul>
Lowland Settled Farmlands	H	<p>The Lowland Settled Farmlands LCT occurs along the southern coastal fringe of Essex between Chadwell St Mary and Stanford-le-Hope. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Overall description: This is a settled agricultural landscape, often with a recurring estate character, associated with fertile rolling lowlands, often around the coastal fringe</i></li> </ul>

<sup>14</sup> Available online at: <http://landscape-east.org.uk/lct/lowland-settled-claylands>

LCT	Project Section(s)	Location and Key Characteristics
		<ul style="list-style-type: none"> <li>• <i>Landform: Low-lying, gently rolling topography associated with deposits of glacial sand and gravel, often associated with river valleys and adjoining areas of gently rolling ground</i></li> <li>• <i>Natural / water features: Well drained by a network of small streams and rivers</i></li> <li>• <i>Ecological character: A landscape of productive, free draining soils with little surviving semi-natural habitat. Some patches of ancient woodland survive in areas with wetter gleyed soils</i></li> <li>• <i>Primary land use: Predominately arable land use, with occasional damp meadows on lower ground in river valleys. Some mineral extraction (e.g., for brick making in Marston vale) and recreational land uses (e.g., golf courses)</i></li> <li>• <i>Tree cover: Widespread groups of trees and small plantations, with occasional ancient woodlands</i></li> <li>• <i>Historic features: Extensive network of hedged and occasionally sunken lanes. There are also numerous small parklands. Brickwork kilns and chimneys are also a distinctive feature in Beds</i></li> <li>• <i>Enclosure pattern: Field forms are generally medium sized and sinuous, but rectilinear patterns are also common in places, reflecting more planned, surveyor enclosures</i></li> <li>• <i>Settlement pattern: Rural settlement is dense and clustered with a mixture of riverside towns, small, nucleated villages/hamlets, and many individual farms. There are limited urban fringe influences in this landscape</i></li> <li>• <i>Historic development: A landscape with a mixed historical evolution, including both late enclosures from common field and heath in Norfolk and early co-axial field types in Essex &amp; Hertfordshire</i></li> <li>• <i>Tranquillity: Much of this landscape has a deeply rural character with a high degree of tranquillity. However, in areas of mineral extraction, tranquillity is often significantly reduced</i></li> <li>• <i>Views: A generally more enclosed landscape, with a complex mosaic of wooded and tree lined vistas, in places giving rise to an intimate character<sup>15</sup></i></li> </ul>

<sup>15</sup> Available online at: <http://landscape-east.org.uk/lct/lowland-settled-farmlands>

LCT	Project Section(s)	Location and Key Characteristics
Coastal Levels	H	<p>The Coastal Levels LCT occurs along the River Thames in Thurrock, near East Tilbury. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Overall description: An open, low-lying former marshland landscape, with a strong horizontal emphasis and characterised by wide skies and large fields bounded by a grid like pattern of drains and ditches</i></li> <li>• <i>Landform: Low-lying, drained former coastal marshes adjacent to the coast</i></li> <li>• <i>Natural / water features: Drained by series of ditches and dykes</i></li> <li>• <i>Ecological character: A relatively uniform landscape characterised by extensive patches of coastal grazing marsh. The ecological importance of this landscape for breeding waders is reflected in the relatively high level of protection</i></li> <li>• <i>Primary land use: Land used for cattle grazing and some arable cultivation</i></li> <li>• <i>Tree cover: An open landscape with little or no tree cover</i></li> <li>• <i>Historic features: Sea banks and drainage dykes</i></li> <li>• <i>Enclosure pattern: Complex, sinuous historic dyke networks with sea walls. Recent enclosures are generally more rectilinear, while early enclosures are particularly obvious in the Broads and around the Blackwater estuary</i></li> <li>• <i>Settlement pattern: A largely unsettled landscape with domestic buildings only on the fringes</i></li> <li>• <i>Historic development: This is a landscape created by the drainage of coastal marshlands from the medieval period onwards</i></li> <li>• <i>Tranquility: Strong sense of remoteness and tranquillity - often the landscape has a sense of being windswept and desolate</i></li> <li>• <i>Views: Open character with few field boundaries<sup>16</sup></i></li> </ul>
Saltmarsh/ Intertidal Flats	H	<p>The Saltmarsh / Intertidal Flats LCT is located along the north side of the River Thames in Thurrock, west of Tilbury. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Overall description: A dynamic coastal landscape comprising extensive natural habitats of saltmarsh and intertidal mudflats. A</i></li> </ul>

<sup>16</sup> Available at: <http://landscape-east.org.uk/lct/coastal-levels>



LCT	Project Section(s)	Location and Key Characteristics
		<p><i>natural landscape where human influence occurs in the form of recreation, fishing activity, or sea defences</i></p> <ul style="list-style-type: none"> <li>• <i>Landform: Flat, low-lying landscape interspersed by tidal creeks and inlets with a natural and organic form</i></li> <li>• <i>Natural / water features: Extensive areas of salt marsh and brackish lagoons - transition between land and sea - interspersed with tidal creeks</i></li> <li>• <i>Ecological character: This is a largely semi-natural landscape type, dominated by intertidal mudflats, large areas of which remain extant</i></li> <li>• <i>Primary land use: Amenity uses</i></li> <li>• <i>Tree cover: Unwooded</i></li> <li>• <i>Historic features: Sea defences and occasional shipwrecks</i></li> <li>• <i>Enclosure pattern: Unenclosed</i></li> <li>• <i>Settlement pattern: Settlement is notably absent</i></li> <li>• <i>Historic development: Marsh and inter-tidal areas historically utilised as a local resource (e.g., grazing, fowling, and salting) and not formally enclosed, or farmed</i></li> <li>• <i>Tranquility: Natural landscape, with few human influences and a strong sense of remoteness, tranquillity, and relative wildness</i></li> <li>• <i>Views: Expansive landscape with distant open views<sup>17</sup></i></li> </ul>

## District / County Landscape Character Types and Areas

13.2.6 The landscape of the study area is described within a series of district and county level landscape character assessments. Landscape Character Types (LCTs) and Landscape Character Areas (LCAs) within the study area are described in Tables A13.1.3 to A13.1.9 and shown on Figure 13.6: Landscape Character Types and Landscape Character Areas in Volume II. A preliminary assessment of effects on LCAs and LCTs during construction and operation (and maintenance) is provided in Table A13.1.3 to A13.1.9.

<sup>17</sup> Available at: <http://landscape-east.org.uk/lct/saltmarsh-and-intertidal-flats>

Table A13.1.3 - Preliminary Assessment of Landscape Character Areas in South Norfolk (Project Section A)

Project Section(s) LCT LCA	Location and Key Characteristics of LCA within South Norfolk Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
A  Norwich Urban Area	The Norwich Urban Area encompasses the southern edge of Norwich within the study area. This part of the city comprises low density housing interspersed with green areas, including East Golf Club, school and nursery grounds and semi-natural space including at Marston Marshes along the River Yare.	The majority of the draft Order Limits would be more than 2 km from the Norwich Urban Area LCA, and construction activity is not likely to be perceptible. This is due to intervening buildings, infrastructure and layers of vegetation.  It is judged that there would be <b>no effect</b> on the LCA.	The Project would be more than 2 km from the LCA, and the Norwich Main Substation extension and overhead line are not likely to be perceptible. This is due to intervening buildings, infrastructure and layers of vegetation.  It is judged that there would be <b>no effect</b> on the LCA.
A  Settled Plateau Farmland LCT  LCA D1: Wymondham Settled Plateau Farmland	The Wymondham Settled Plateau Farmland LCA is located to the east of Wymondham and encompasses parts of Wreningham and Mulbarton within the study area. Key characteristics include: <ul style="list-style-type: none"> <li>• <i>'A settled landscape with large edge-of-plateau towns (including market towns and those of more modern origin) and villages</i></li> </ul>	The eastern fringes of the Wymondham Settled Plateau Farmland LCA would be directly affected by construction activity, between RG8 and RG30, south and east of Mulbarton and south of Toprow. Direct effects arising during construction would include the removal of some landscape features. There would be disturbance to	The eastern fringes of the LCA would be directly affected by the Project, between RG8 and RG30, south and east of Mulbarton and south of Toprow. An overhead line would be introduced to a localised part of the LCA. The Project would not adversely affect the

Project Section(s) LCT LCA	Location and Key Characteristics of LCA within South Norfolk Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<p><i>plus smaller, nucleated settlements which are dispersed across the plateau</i></p> <ul style="list-style-type: none"> <li>• <i>Large expanse of flat landform with little variation over long distances with strong open horizons – the archetypal ‘Norfolk’ landscape of popular imagination</i></li> <li>• <i>Large scale opens arable fields including sugarbeet, cereal and oilseed rape monocultures creating simple, often monotonous, character</i></li> <li>• <i>Long views from plateau edge, including to Norwich from the northern plateau edge</i></li> <li>• <i>Poor hedgerows generally, which accentuates the openness of the landscape...Some mature hedgerow trees are found, particularly beside roads, which are a distinctive feature. Areas of more intact hedgerow network sometimes occur around settlements</i></li> <li>• <i>Sparsely wooded but with occasional woodland blocks, sometimes associated with former parkland areas, creating a more wooded character and wooded</i></li> </ul>	<p>farmland (mainly arable fields) and the loss of some field boundary hedgerows and hedgerow trees. The introduction of temporary construction compounds, temporary and permanent access tracks, temporary drainage works, temporary road crossing protection and material storage areas, cathodic protection of pipelines and works to third party infrastructure would also have direct effects.</p> <p>The LCA would also be indirectly affected by the construction activity, which would be perceptible within approximately 1 km of the draft Order Limits. Beyond this distance, layers of vegetation, including woodland and field boundary trees, would reduce intervisibility with the wider LCA.</p> <p>The effect on the LCA would be <b>significant (negative) within approximately 1 km</b> of the draft</p>	<p>underlying scale or predominant landcover of the LCA, which is characterised by a ‘<i>large expanse of flat landform with little variation over long distances with strong open horizons</i>’ and ‘<i>large scale open arable fields</i>’.</p> <p>South and east of Mulbarton the Project would be largely seen in the context of an existing 400 kV overhead line. South of Toprow the Project would introduce an overhead line to a farmed and settled landscape. Parts of the landscape that were affected during construction would be reinstated, including the reinstatement of field boundary hedgerows.</p> <p>The effect on the LCA would be <b>significant (negative)</b></p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCA within South Norfolk Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<p><i>horizons in parts of this generally open landscape</i></p> <ul style="list-style-type: none"> <li><i>Vernacular buildings particularly brick built, timber framed, and stepped gables. Some isolated churches, sometimes hidden by dense screening churchyard vegetation</i><sup>18</sup></li> </ul>	Order Limits, and not significant elsewhere in the LCA.	<b>within approximately 1 km</b> of the Project, and not significant elsewhere in the LCA.
<p>A</p> <p>Settled Plateau Farmland LCT</p> <p>LCA D2: Poringland Settled Plateau Farmland</p>	<p>The Poringland Settled Plateau Farmland LCA is located around the settlement of Poringland (not within the study area) and contains the most easterly part of the settlement of Stoke Holy Cross, within the study area. Key characteristics include:</p> <ul style="list-style-type: none"> <li><i>'Flat landscape, which rises to a gentle central dome, with strong open horizons</i></li> <li><i>Densely settled core area, predominantly of ribbons of post-war bungalows and other development which interconnect the older village cores...</i></li> </ul>	<p>Although there are some '<i>long views from the plateau edge</i>' in the direction of the Project, the majority of the draft Order Limits would be more than 2 km from the Poringland Settled Plateau Farmland LCA, and construction activity is not likely to be perceptible. This is due to distance and intervening layers of vegetation including woodland along the Tas Valley. Where visible, construction activity would be perceived in the context of an existing 400 kV overhead line immediately to the east of the Project.</p>	<p>The Project would be introduced into a landscape which is currently influenced by other man-made features including existing overhead lines, and prominent telecommunications towers, the latter within the LCA itself. Although there are some '<i>long views from the plateau edge</i>' in the direction of the Project, elements of the Project including the Norwich Main Substation extension and overhead line would be</p>

<sup>18</sup> <https://www.southnorfolkandbroadland.gov.uk/downloads/file/1301/land-use-consultants-2001-landscape-types-d-settled-plateau-farmland>

Project Section(s) LCT LCA	Location and Key Characteristics of LCA within South Norfolk Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li>• <i>Large scale opens arable fields including sugarbeet, cereal and oilseed rape monoculture</i></li> <li>• <i>Long views from plateau edge including...to the Tas Valley</i></li> <li>• <i>Poor hedgerows but wide roadside verges and numerous remnant hedgerow standards. Particularly around settled areas</i></li> <li>• <i>Wooded character in parts and when viewed from afar, particularly around the settlements and due to the presence of woodland blocks in the north of the character area</i></li> <li>• <i>Prominent landmark telecommunications towers (radio and radar) located at the high point of the plateau and visible from a large area of the surrounding countryside</i></li> <li>• <i>Vernacular buildings present but somewhat 'diluted' by more recent development</i></li> </ul>	<p>It is judged that there would be <b>no effect</b> on the LCA.</p>	<p>barely perceptible in distant views across the wooded Tas Valley. The Project would be perceived in the context of an existing 400 kV overhead line immediately to the east of the Project.</p> <p>It is judged that there would be <b>no effect</b> on the LCA.</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCA within South Norfolk Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li><i>Recreational routeways including Boudica's Way leading to the Tas Valley</i><sup>19</sup></li> </ul>		
<p>A</p> <p>Valley Urban Fringe LCT</p> <p>LCA F1: Yare Valley Urban Fringe</p>	<p>The Yare Valley Urban Fringe LCA is located to the south of Norwich, following the valley of the River Yare. Key characteristics include:</p> <ul style="list-style-type: none"> <li><i>'Broad semi-enclosed valley form with wide flat flood plain and enclosing valley sides, occasionally opening to adjoining tributary river valleys, resulting in a sense of containment and unity</i></li> <li><i>Large meandering river flanked by characteristic wetland vegetation including reeds and fringing alder/willow woodland and grassland</i></li> <li><i>Perceived absence of settlement within the valley although influenced by developments in the City of Norwich</i></li> <li><i>Sense of remoteness and solitude within the valley, remarkable given the closeness to a major city</i></li> </ul>	<p>Most of the draft Order Limits would be more than 1 km from the Yare Valley Urban Fringe LCA, and construction activity is not likely to be perceptible. This is due to the low-lying nature of the LCA and intervening layers of vegetation, as well as the presence of existing infrastructure including the A47 (Norwich Southern Bypass).</p> <p>It is judged that there would be <b>no effect</b> on the LCA.</p>	<p>The Project would be more than 2 km from the LCA, and the tallest elements (substation extension and overhead line) are not likely to be perceptible. This is due to the low-lying nature of the LCA and intervening layers of vegetation, as well as the presence of existing infrastructure including the A47 (Norwich Southern Bypass).</p> <p>It is judged that there would be <b>no effect</b> on the LCA.</p>

<sup>19</sup> <https://www.southnorfolkandbroadland.gov.uk/downloads/file/1315/land-use-consultant-2001-d2-poringland-settled-plateau-farmland>

Project Section(s) LCT LCA	Location and Key Characteristics of LCA within South Norfolk Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li>• Presence of recreational landscapes including country parks and walks...</li> <li>• Strongly influenced by modern transportation corridors, in particular the Norwich Southern Bypass<sup>20</sup></li> </ul>		
<p>A</p> <p>Tributary Farmland with Parkland LCT</p> <p>LCA C1: Yare Tributary Farmland with Parkland</p>	<p>The Yare Tributary Farmland with Parkland LCA is located to the south-west of Norwich, encompassing parts of Keswick and Swardeston. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Shelving landform with a gently undulating topography created by the presence of small tributary stream valleys cutting through the landscape providing a variety of open/more intimate landscape settings and long/framed views</i></li> <li>• <i>Transitional landscape occupying the mid ground between the upland plateau of the Wymondham-Hethersett settled plateau farmland and the principal Yare Valley and forming part of the transition between the rural and urban landscape</i></li> </ul>	<p>The Yare Tributary Farmland with Parkland LCA would be indirectly affected by construction activity, which would be perceptible from the eastern fringes of the LCA within approximately 1 km of the draft Order Limits. Beyond this distance, layers of vegetation including woodland and field boundary trees would reduce intervisibility with the wider LCA. It is judged that the construction activity would not be close enough to affect the <i>‘quiet rural atmosphere’</i> or the <i>‘intermittent long views towards the City of Norwich’</i> which are described as key characteristics.</p>	<p>The Project would be introduced into a landscape which is currently influenced by other man-made features including existing transmission and distribution infrastructure, small settlements, and major transportation corridors. The Project would not affect the key characteristics of the LCA including its <i>‘quiet rural atmosphere’</i> or the <i>‘intermittent long views towards the City of Norwich’</i>.</p>

<sup>20</sup> <https://www.southnorfolkandbroadland.gov.uk/downloads/file/1316/land-use-consultants-2001-f1-yare-valley-urban-fringe>

Project Section(s) LCT LCA	Location and Key Characteristics of LCA within South Norfolk Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li>• <i>Peaceful farmland with small farm woodlands and intermittently wooded tributary valleys creating a quiet rural atmosphere</i></li> <li>• <i>Presence of large parkland estates, particularly associated directly with the tributary valleys...</i></li> <li>• <i>Sparsely settled landscape of small clusters of farmhouses, small villages and rural dwellings interspersed with large manorial buildings and halls</i></li> <li>• <i>A sense of impenetrability and remoteness despite the presence of major transportation corridors. The Norwich Southern Bypass and A11 Wymondham Road trisect the landscape ... These routes create corridors of movement and noise in this otherwise peaceful landscape.</i></li> <li>• <i>Arable and pastoral farmland of cereals and sugarbeet with more pastoral land uses within the immediate tributary valley corridor. Fields surrounded by sparse hedges and hedgerow trees, with</i></li> </ul>	<p>The effect on the LCA would be <b>negative but is not likely to be significant.</b></p>	<p>The effect on the LCA would be <b>negative but is not likely to be significant.</b></p>



Project Section(s) LCT LCA	Location and Key Characteristics of LCA within South Norfolk Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<p><i>occasional mature/veteran oaks forming a distinctive feature alongside the lanes</i></p> <ul style="list-style-type: none"> <li><i>Vernacular architectural character, predominantly of rural buildings and estate dwellings. More modern dwellings are found in the larger villages</i></li> <li><i>Intermittent long views towards the City of Norwich<sup>21</sup></i></li> </ul>		
<p>A</p> <p>Plateau Farmland LCT</p> <p>LCA E1: Ashwellthorpe Plateau Farmland</p>	<p>The Ashwellthorpe Plateau Farmland LCA encompasses the settlements of Ashwellthorpe, Tacolneston, Forncett End and Bunwell. Key characteristics include:</p> <ul style="list-style-type: none"> <li><i>'Distinctive flat, elevated landform, above the 50m contour</i></li> <li><i>A large-scale landscape of both openness and enclosure provided by woodland</i></li> <li><i>Panoramic views and some framed views along roads</i></li> <li><i>Predominantly arable farming within large geometric fields</i></li> </ul>	<p>The eastern fringes of the Ashwellthorpe Plateau Farmland LCA would be directly affected by construction activity, between RG34 and RG47, east of Tacolneston, Forncett End and Bunwell Hill. There would be construction activity and equipment associated with the construction of the overhead line. Direct effects arising during construction would include the removal of some landscape features. The introduction of temporary construction compounds, temporary</p>	<p>The south-eastern fringes of the LCA would be directly affected by the Project, between RG34 and RG47, east of Tacolneston, Forncett End and Bunwell Hill. An overhead line would be introduced to a localised part of the LCA on its eastern fringes, which would detract from the overall '<i>peaceful rural character</i>' and be visible in some panoramic and framed views, both of which</p>

<sup>21</sup> <https://www.southnorfolkandbroadland.gov.uk/downloads/file/1300/land-use-consultants-2001-landscape-types-c-tributary-farmland-and-parkland>

Project Section(s) LCT LCA	Location and Key Characteristics of LCA within South Norfolk Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li>• <i>Mature remnant oak hedgerow trees occur within trimmed hawthorn hedges</i></li> <li>• <i>Moats are a feature, sometimes associated with halls and sometimes occurring in isolation</i></li> <li>• <i>Linear settlement occurs along roads with some vernacular buildings intermixed with more modern development</i></li> <li>• <i>Rural roads have very straight stretched and are often flanked by wide grass verges</i></li> <li>• <i>Presence of tall structures, with the prominent mast of Tacolneston transmitting station plus lines of telegraph poles</i></li> <li>• <i>An overall peaceful rural character created by the absence of main roads and development<sup>22</sup></i></li> </ul>	<p>and permanent access tracks, temporary drainage works, temporary road crossing protection and material storage areas, cathodic protection of pipelines and works to third party infrastructure would also have direct effects. There would be disturbance to arable farmland and the loss of some field boundary hedgerows and hedgerow trees.</p> <p>The LCA would also be indirectly affected by the construction activity, which would be perceptible within approximately 1 km of the draft Order Limits. Beyond this distance, layers of vegetation and the linear built form of Tacolneston and Forncett End, would reduce intervisibility across the wider LCA.</p> <p>The effect on the LCA would be <b>significant (negative) within approximately 1 km</b> of the draft</p>	<p>are described as key characteristics of the LCA. The Project would be introduced into a landscape which is currently influenced by other man-made features including Tacolneston transmitting station in the north of the LCA. Parts of the landscape that were affected during construction would be reinstated, including the reinstatement of field boundary hedgerows.</p> <p>The effect on the LCA would be <b>significant (negative) within approximately 1 km</b> of the Project, and not significant elsewhere in the LCA.</p>

<sup>22</sup> <https://www.southnorfolkandbroadland.gov.uk/downloads/file/1331/land-use-consultants-2001-e1-ashwellthorpe-plateau>

Project Section(s) LCT LCA	Location and Key Characteristics of LCA within South Norfolk Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		Order Limits, and not significant elsewhere in the LCA.	
A  Plateau Farmland LCT  LCA E2: Great Moulton Plateau Farmland	<p>The Great Moulton Plateau Farmland LCA contains the settlement of Pristow Green. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Flat, elevated plateau landform above the 50m contour with little topographic variation</i></li> <li>• <i>Extensive arable farmland with large-scale fields and notable absence of boundaries</i></li> <li>• <i>A large-scale landscape of openness and exposure</i></li> <li>• <i>Isolated and infrequent blocks of mixed woodland, otherwise woodland is confined to tiny farm copses</i></li> <li>• <i>Several greens and commons, some with associated pond habitats</i></li> <li>• <i>Expansive skies are a defining feature with distant views and farm buildings visible in the open landscape</i></li> <li>• <i>Hedgerows are sparse with fuller enclosure along roadsides</i></li> </ul>	<p>The central part of the Great Moulton Plateau Farmland LCA would be directly affected by construction activity, between RG54 and RG64, south and west of Pristow Green and Long Row. There would be construction activity and equipment associated with the construction of the overhead line. Direct effects arising during construction would include the removal of some landscape features. There would be disturbance to arable farmland, including the loss of some hedgerow trees. The introduction of temporary construction compounds, temporary and permanent access tracks, temporary drainage works, temporary road crossing protection and material storage areas, cathodic protection of pipelines and works to third party</p>	<p>The central part of the LCA would be directly affected by the Project, between RG54 and RG64, south and west of Pristow Green and Long Row. An overhead line would be introduced to a localised part of the LCA, although it would not adversely affect the underlying scale or predominant landcover of the LCA, which is noted to be a <i>‘large-scale landscape of openness and exposure’</i> with <i>‘extensive arable farmland with large-scale fields’</i>.  The Project would be introduced into a landscape which is currently influenced by other man-made features including an existing 400 kV overhead line to the east of</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCA within South Norfolk Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li>• <i>Hedgerow trees are an important feature marking the lines of former boundaries</i></li> <li>• <i>Timber framed houses and moats</i></li> <li>• <i>Large scale farm buildings, water towers, telegraph poles exposed in this open landscape and distinct absence of churches</i></li> <li>• <i>Sparsely settled with scattered farmhouses, some linear settlement with absence of centre/core</i></li> <li>• <i>Disused airfields are a feature of the plateau at Shelton and Pristow Green<sup>23</sup></i></li> </ul>	<p>infrastructure would also have direct effects.</p> <p>The LCA would also be indirectly affected by construction activity, which would be perceptible within approximately 1 km of the draft Order Limits. Beyond this distance, layers of vegetation, including hedgerows and hedgerow trees, would reduce intervisibility with the wider LCA.</p> <p>The effect on the LCA would be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits, and not significant elsewhere in the LCA.</p>	<p>the study area. Parts of the landscape that were affected during construction would be reinstated, including the reinstatement of field boundary hedgerows.</p> <p>The effect on the LCA would be <b>significant (negative) within approximately 1 km</b> of the Project, and not significant elsewhere in the LCA.</p>
A  Tributary Farmland LCT	The Tas Tributary Farmland LCA occurs as four discrete areas surrounding the Tas Rural River Valley LCA. It contains parts of the settlements of Swainsthorpe, Newton Flotman, Toprow and Aslacton. Key characteristics include:	The western part of the Tas Tributary Farmland LCA would be directly affected by construction activity, between RG1 and RG8, RG12 and RG14, RG24 and RG33, RG37 to RG43 and RG46 to RG54. This includes areas north-west of	The western part of this LCA would be directly affected by the Project, around Norwich Main Substation and between RG1 and RG8, RG12 and RG14, RG24 and RG33, RG36 to RG43 and RG46 to

<sup>23</sup> <https://www.southnorfolkandbroadland.gov.uk/downloads/file/1332/land-use-consultants-2001-e2-great-moulton-plateau>

Project Section(s) LCT LCA	Location and Key Characteristics of LCA within South Norfolk Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
LCA B1: Tas Tributary Farmland	<ul style="list-style-type: none"> <li>• <i>‘Open, gently undulating to flat and sloping landscape incised by shallow tributary valleys, the tributary streams of which are not prominent landscape features</i></li> <li>• <i>Large open arable fields of cereal, sugarbeet and occasionally sweetcorn</i></li> <li>• <i>Framed open views across the countryside and into adjacent character areas</i></li> <li>• <i>Small blocks of deciduous woodland of high ecological and visual quality. These create wooded horizons which add variety to and create intimacy within the landscape</i></li> <li>• <i>Damp grasslands of ecological importance located within the tributary valleys</i></li> <li>• <i>Scattered remnant hedgerow trees, particularly oak, sometimes including intact avenues lining the roads or marking former, denuded, field boundaries</i></li> <li>• <i>Transportation corridors including main connecting roads</i></li> <li>• <i>Network of recreational footpaths</i></li> </ul>	<p>Swainsthorpe, between Flordon, Hapton and Toprow, west of Forncett St Mary and east of Hargate. There would be construction activity and equipment associated with the construction of the overhead line and works to the existing Norwich Main Substation. Direct effects arising during construction would include the removal of some landscape features. There would be disturbance to arable farmland, including loss of some hedgerow trees, and loss of some grassland and woodland along tributary valleys. The introduction of temporary construction compounds, temporary and permanent access tracks, temporary drainage works, temporary road crossing protection and material storage areas, cathodic protection of pipelines and works to third party infrastructure would also have direct effects.</p> <p>The LCA would also be indirectly affected by construction activity,</p>	<p>RG54. This includes areas north-west of Swainsthorpe, between Flordon, Hapton and Toprow, west of Forncett St Mary and east of Hargate. An overhead line would be introduced to intermittent parts of the LCA.</p> <p>The Project would be introduced into a landscape which is currently influenced by other man-made features including an existing 400 kV overhead line between Norwich Main Substation and Great Moulton, on the edge of the study area. There is a greater degree of intimacy around tributary rivers where the Project could be seen to contrast with smaller-scale fields and small blocks of woodland, including west of Flordon and at Cargate Common. Parts of the</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCA within South Norfolk Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li><i>Ditches, low banks, and wide grass verges associated with the network of rural roads</i></li> <li><i>Settlement characterised by a small number of large villages...with smaller hamlets, scattered farmhouses, and agricultural buildings</i></li> <li><i>Mixed vernacular of timber-frame, stepped and Dutch Gables, thatch and round-towered churches</i><sup>24</sup></li> </ul>	<p>which would be perceptible within approximately 1 km of the draft Order Limits. Beyond this distance, layers of vegetation including woodland blocks and remnant hedgerow trees would reduce intervisibility with the wider LCA.</p> <p>The effect on the LCA would be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits, and not significant elsewhere in the LCA.</p>	<p>landscape that were affected during construction would be reinstated, including the reinstatement of field boundary hedgerows.</p> <p>The effect on the LCA would be <b>significant (negative) within approximately 1 km</b> of the Project, and not significant elsewhere in the LCA.</p>
<p>A</p> <p>Tributary Farmland LCT</p> <p>LCA B4: Waveney Tributary Farmland</p>	<p>The Waveney Tributary Farmland LCA is located to the north of Diss. It contains the settlements of Bressingham, Shelfanger, Winfarthing, Burston and Gissing. Key characteristics include:</p> <ul style="list-style-type: none"> <li><i>'Transitional landscape occupying the mid ground between the upland plateau (Great Moulton Plateau Farmland) and the main river valley (Waveney Valley)</i></li> </ul>	<p>The central part of the Waveney Tributary Farmland LCA would be directly affected by construction activity, between RG65 and RG83, east of Winfarthing and Shelfanger and north of Roydon. There would be construction activity and equipment associated with the construction of the overhead line. Direct effects arising during construction would</p>	<p>The central part of the LCA would be directly affected by the Project, between RG65 and RG83, east of Winfarthing and Shelfanger and north of Roydon. An overhead line would be introduced to a localised part of the LCA. Overall, it would not adversely affect the</p>

<sup>24</sup> <https://www.southnorfolkandbroadland.gov.uk/downloads/file/1323/land-use-consultants-2001-b1-tas-tributary-farmland>

Project Section(s) LCT LCA	Location and Key Characteristics of LCA within South Norfolk Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li>• <i>Undulating landform to the south of the area where it is dissected by tributaries. Land is higher and flatter towards the north of the character area adjoining the Great Moulton Plateau Farmland</i></li> <li>• <i>A large-scale open landscape on the higher ground with some distant views. Pockets of enclosure and intimacy associated with the tributaries</i></li> <li>• <i>Narrow streams, drainage channels (within grass verges) ponds and moats are characteristic...</i></li> <li>• <i>Predominantly arable farmland with a varied field pattern. Fields are small to the south of the character area, larger on the higher plateau areas.</i></li> <li>• <i>Mature hedgerow trees are very distinctive especially large mature oaks</i></li> <li>• <i>Hawthorn/ blackthorn hedges divide field.</i></li> <li>• <i>Scattered blocks of woodland with some larger blocks having SSSI [Site of Special Scientific Interest] designations</i></li> </ul>	<p>include the removal of some landscape features. There would be disturbance to arable farmland, including the loss of some hedgerow trees, and the margins of woodland blocks. The introduction of temporary construction compounds, temporary and permanent access tracks, temporary drainage works, temporary road crossing protection and material storage areas, cathodic protection of pipelines and works to third party infrastructure would also have direct effects.</p> <p>The LCA would also be indirectly affected by construction activity, which would be perceptible within approximately 1 km of the draft Order Limits. Beyond this distance, layers of vegetation including woodland and hedgerow trees would reduce intervisibility with the wider LCA. The effect on the LCA would be <b>significant (negative) within</b></p>	<p>underlying scale or predominant landcover of the LCA, which is noted to be a <i>'large-scale open landscape'</i>. Where there are <i>'pockets of enclosure and intimacy associated with the tributaries'</i> and smaller-scale fields, the Project could be seen to contrast with the scale of the landscape and landscape features. The Project would be introduced into a landscape which is currently influenced by other man-made features, including transportation corridors and an existing 400 kV overhead line which crosses the eastern edge of the study area. Parts of the landscape that were affected during construction would be reinstated, including the</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCA within South Norfolk Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li>• <i>Pockets of parkland and remnant parkland occur.</i></li> <li>• <i>Diversity of ecological assemblages including grassland, wet habitats, woodland, some of which are SSSI</i></li> <li>• <i>Round tower and isolated churches are distinctive landmarks. Moats and earthworks are a feature</i></li> <li>• <i>Settlement occurs throughout the character area. Villages are frequently linear along roads with some villages set around greens</i></li> <li>• <i>Large farm units and processing units are present plus pylons which cut through this area</i></li> <li>• <i>Otherwise winding rural roads, and sunken lanes dissect the rural area</i></li> <li>• <i>Peaceful and rural landscape<sup>25</sup></i></li> </ul>	<p><b>approximately 1 km</b> of the draft Order Limits, and not significant elsewhere in the LCA.</p>	<p>reinstatement of field boundary hedgerows.</p> <p>The effect on the LCA would be <b>significant (negative) within approximately 1 km</b> of the Project, and not significant elsewhere in the LCA.</p>
A	The Tas Rural River Valley LCA follows the course of the River Tas between Norwich and	The Tas Rural River Valley LCA would be indirectly affected by construction activity, which would be	The Project would be introduced into a landscape which is currently influenced

<sup>25</sup> <https://www.southnorfolkandbroadland.gov.uk/downloads/file/1326/land-use-consultants-2001-b4-waveney-tributary>



Project Section(s) LCT LCA	Location and Key Characteristics of LCA within South Norfolk Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
Rural River Valley  A1: Tas Rural River Valley	<p>Fornsett St Peter and includes tributary valleys. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Distinct, moderately wide simple valley form with medium-scale clearly defined flat valley floor, shallow side slopes and adjoining smaller-scale tributary valleys</i></li> <li>• <i>Less enclosed than some other valleys with a feeling of exposure and openness and some long views within the valley but restricted external views</i></li> <li>• <i>River alternately visible and hidden marked by sparse waterside vegetation including reed filled ditches and narrow woodland belts. The flat, wide, green valley floor is a distinctive feature</i></li> <li>• <i>Pastoral valley floor with cattle grazing and distinctive willow pollards lining the watercourses on the valley floor</i></li> <li>• <i>Upper tributary valleys of great ecological richness and importance, including areas of fen, marsh, and unimproved wet and neutral grassland</i></li> </ul>	<p>perceptible from parts of the LCA within approximately 1 km of the draft Order Limits. Beyond this distance, layers of vegetation including riverside vegetation, fragmented woodland and shelter belts would reduce intervisibility with the wider LCA. It is judged that construction activity would not affect the key characteristics of the LCA as external views are restricted.</p> <p>The effect on the LCA would be <b>negative but is not likely to be significant.</b></p>	<p>in the north by man-made features including overhead lines, railways, and roads, but is largely rural further south. The Project would not affect the key characteristics of the LCA, as external views are noted to be restricted.</p> <p>The effect on the LCA would be <b>negative but is not likely to be significant.</b></p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCA within South Norfolk Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li>• <i>Fragmented woodlands and shelterbelts on the valley sides creating a wooded fringe to much of the valley interspersed with more open areas of arable land</i></li> <li>• <i>Presence of historic earthworks including Scheduled Ancient Monuments, including the large highly visible defensive earthworks of Venta Icenorum and the earthworks at Tasburgh</i></li> <li>• <i>Sparsely settled character with buildings clustered around fording points and at the top of the valley sides</i></li> <li>• <i>Presence of a small number of distinctive halls and parkland including English Heritage listed parkland at Rainthorpe Hall</i></li> <li>• <i>Network of narrow peaceful rural lanes throughout the valley including sunken lanes</i></li> <li>• <i>A more disturbed character in the north of the area due to the influence of pylons, railway, and roads<sup>26</sup></i></li> </ul>		

<sup>26</sup> <https://www.southnorfolkandbroadland.gov.uk/downloads/file/1320/land-use-consultants-2001-a1-tas-rural-river-valley>

Project Section(s) LCT LCA	Location and Key Characteristics of LCA within South Norfolk Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
<p>A</p> <p>Rural River Valley LCT</p> <p>LCA A5: Waveney Rural River Valley</p>	<p>The Waveney Rural River Valley LCA follows the course of the River Waveney and includes the settlements of Roydon and Diss. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Flat, wide floodplain with gently sloping valley sides forming a broad valley</i></li> <li>• <i>A relatively large-scale open valley landscape (compared to other river valleys within the district) with some long views within the valley. More intimate and enclosed areas also occur along the river course</i></li> <li>• <i>The course of the river is not always distinct, flowing across the character area boundary into Suffolk in some instances and in other areas braided into numerous small channels</i></li> <li>• <i>Arable and pastoral farming is characteristic of the valley sides</i></li> <li>• <i>Diversity of land cover along the valley floor including fen, heath and meadow creates ecological richness</i></li> </ul>	<p>The central - west part of the Waveney Rural River Valley LCA would be directly affected by construction activity, between RG84 and RG89, west of Roydon and east of Bressingham Steam and Gardens. There would be construction activity and equipment associated with the construction of the overhead line. Direct effects arising during construction would include the removal of some landscape features. There would be disturbance to arable and pastoral farmland and grassland, including loss of some hedgerow trees, and the margins of woodland blocks. The introduction of temporary construction compounds, temporary and permanent access tracks, temporary drainage works, temporary road crossing protection and material storage areas and works to third party infrastructure would also have direct effects.</p>	<p>The central - west part of the LCA would be directly affected by the Project, between RG84 and RG89, west of Roydon and east of Bressingham Steam and Gardens. An overhead line would be introduced to a localised part of the LCA and may be seen to contrast with the underlying scale of the shallow valley landscape, particularly the <i>‘more intimate and enclosed areas...along the river course’</i>. The Project would be introduced into a landscape which is currently influenced by other man-made features including existing transmission infrastructure and the market town of Diss. Parts of the landscape that were affected during construction would be reinstated, including the</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCA within South Norfolk Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li>• <i>Discrete woodland blocks occur along the valley floor, with larger and more significant woodland areas on the valley sides</i></li> <li>• <i>Presence of Scole Roman Settlement Scheduled Ancient Monument</i></li> <li>• <i>Strong market town character at Diss... with nucleated and linear settlement occurring along the valley</i></li> <li>• <i>Mills (e.g., Windmill at Billingford) and Churches (including round tower churches, e.g., at Needham) form distinctive landmark features throughout the character area</i></li> <li>• <i>The A1066 and A143 run along the upper valley sides, cutting into the character area in places. The A140 cuts across the character area west of Scole.</i></li> <li>• <i>A peaceful and tranquil character is retained away from the main roads</i></li> <li>• <i>Intact river valley character</i></li> </ul>	<p>The LCA would also be indirectly affected by construction activity, which would be perceptible within approximately 1 km of the draft Order Limits. Beyond this distance, layers of vegetation, as well as built development at Roydon and Diss would reduce intervisibility with the wider LCA.</p> <p>The effect on the LCA would be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits, and not significant elsewhere in the LCA.</p> <p><b>Waveney Valley Alternative:</b></p> <p>With the Waveney Valley Alternative option there would be construction works associated with the cable route and a CSE compound which would also fall within this LCA, immediately south of the A1066. It is anticipated that more vegetation would be lost to the cable construction swathe than the overhead line option. There would</p>	<p>reinstatement of field boundary hedgerows.</p> <p>The effect on the LCA would be <b>significant (negative) within approximately 1 km</b> of the Project, and not significant elsewhere in the LCA.</p> <p><b>Waveney Valley Alternative:</b></p> <p>With the Waveney Valley Alternative option much of the Project would comprise underground cables. Trenchless crossing is proposed to cross the watercourse and would avoid the loss of some areas of woodland within the valley. Parts of the landscape affected during construction would be reinstated. Although tree planting directly above the cables could not be reinstated, hedgerows would</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCA within South Norfolk Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li><i>Role in dividing and defining the counties of Norfolk and Suffolk<sup>27</sup></i></li> </ul>	<p>also likely be a greater disruption to the relative sense of tranquillity in the valley due to a concentration of activities associated with the open cut and trenchless installation of underground cables and construction of the CSE compound. The effect on the LCA would be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits, and not significant elsewhere in the LCA.</p>	<p>be replaced. The landscape effects of the underground cables would therefore reduce over time. A CSE compound would be located within the northern boundary of this LCA, south of the A1066. This above ground compound and associated infrastructure would be locally perceptible resulting in direct effects on the LCA; albeit these would reduce in the longer term due to the maturation of embedded mitigation measures within the 'Environmental Area'. There would be another CSE compound to the south of the LCA which would also likely have some indirect effects together with the overhead line continuing to the south as</p>

<sup>27</sup> <https://www.southnorfolkandbroadland.gov.uk/downloads/file/1322/land-use-consultants-2001-a5-waveney-rural-river>

Project Section(s) LCT LCA	Location and Key Characteristics of LCA within South Norfolk Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
			<p>these would likely be perceptible from the LCA. Embedded mitigation measures within the 'Environmental Area' would likely reduce the perceptibility and indirect effects from the southern CSE compound. Although the cable route and embedded mitigation within the 'Environmental Areas' would reduce effects on part of this LCA in the longer term, part of the LCA would continue to be directly affected by a CSE compound. The effect on the LCA would be <b>significant (negative) within approximately 1 km</b> of the CSE compounds, and not significant elsewhere in the LCT.</p>

Table A13.1.4 - Preliminary Assessment of Landscape Character Types in Suffolk (Project Sections B and C)

Project Section(s) LCT LCA	Location and Key Characteristics of LCT within Suffolk Landscape Character Assessment	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
B, C  Urban LCT	<p>The Urban LCT occurs in two discrete areas. The larger area in the north encompasses the western fringes of Ipswich and the smaller area in the south encompasses Capel St Mary. The Ipswich urban area<sup>28</sup> include the residential area of Chantry, located on high ground between the River Orwell and Belstead Brook. Low density housing, open space and views across central Ipswich are distinctive features. The area contains Chantry Park, a Grade II Registered Park. Capel St Mary has an historic core centred around the medieval St Mary's Church, surrounded by 20<sup>th</sup> century urban expansion. The settlement is on higher ground with some outward views across the surrounding farmed plateau.</p>	<p>Although the draft Order Limits would be less than 1 km from the western fringes of Ipswich and approximately 2 km from Capel St Mary, construction activity is not likely to be perceptible. This is due to intervening buildings within the settlements and layers of vegetation, including trees along the A14 to the west of Ipswich. It is judged that there would likely be <b>no effect</b> on the LCT.</p>	<p>The overhead line element of the Project would be more than 1.5 km from Ipswich and more than 2 km from Capel St Mary. The Project is not likely to be perceptible due to intervening buildings within the settlement and layers of vegetation, including trees along the A14 to the west of Ipswich. It is judged that there would likely be <b>no effect</b> on the LCT.</p>
B	<p>The Rolling Valley Farmlands and Furze LCT occurs in two discrete areas. The northernmost area encompasses the south side of the Waveney Valley including its</p>	<p>Parts of the LCT would be directly affected by construction activity, between RG90 and RG93, east of Wortham Ling, and between RG96</p>	<p>Parts of the LCT would be directly affected by the Project, between RG90 and RG93, east of Wortham Ling,</p>

<sup>28</sup> Ipswich Urban Characterisation Study Supplementary Planning Document – Chantry, Stoke Park and Maidenhall Character Area (Adopted November 2015)

Project Section(s) LCT LCA	Location and Key Characteristics of LCT within Suffolk Landscape Character Assessment	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
Rolling Valley Farmlands and Furze LCT	<p>tributaries and contains the settlement of Thrandeston. The southernmost area contains the River Gipping and its tributaries and includes the settlements of Earl Stonham, Creeting St Mary and parts of Stowmarket. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Valleys with prominent river terraces of sandy soil</i></li> <li>• <i>Small areas of gorse heathland in a clayland setting</i></li> <li>• <i>Straight boundaries associated with late enclosure</i></li> <li>• <i>Co- axial field systems</i></li> <li>• <i>Mixed hedgerows of hawthorn, dogwood and blackthorn with oak, ash, and field maple</i></li> <li>• <i>Fragmentary cover of woodland</i></li> <li>• <i>Sand and gravel extraction</i></li> <li>• <i>Golf courses</i></li> <li>• <i>Focus for larger settlements</i><sup>29</sup></li> </ul>	<p>and RG101, west of Thrandeston. Further south, east of Stowmarket, part of the LCT would be directly affected by construction activity, between RG160 and RG162. There would be construction activity and equipment associated with the construction of the overhead line, and temporary diversion and undergrounding of an existing 132 kV overhead line west of Thrandeston. Part of Millway Lane, a Quiet Lane would be directly affected, located within the draft Order Limits. Direct effects arising during construction would include the removal of some landscape features. There would be disturbance to arable farmland, including the loss of some hedges, hedgerow trees and shelterbelts including along the minor roads east of Wortham Ling and along the A14 east of Stowmarket. The introduction</p>	<p>and between RG96 and RG101, west of Thrandeston. East of Stowmarket, part of the LCT would be directly affected by the Project, between RG160 and RG162. An overhead line would be introduced to localised parts of the LCT. Part of an existing 132 kV overhead line would be removed to accommodate the Project. The Project would result in the loss of some of the hedgerows which are described as a key characteristic. Parts of the landscape that were affected during construction would be reinstated, including the reinstatement of field boundary hedgerows. The Project would be introduced into a landscape</p>

<sup>29</sup> <https://suffolklandscape.org.uk/landscapes/rolling-valley-farmlands-furze/>



Project Section(s) LCT LCA	Location and Key Characteristics of LCT within Suffolk Landscape Character Assessment	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		<p>of temporary construction compounds, temporary and permanent access tracks, temporary drainage works, temporary road crossing protection and material storage areas and works to third party infrastructure would also have direct effects.</p> <p>The LCT would also be indirectly affected by construction activity, which would be perceptible within approximately 1 km of the draft Order Limits. Beyond this distance layers of vegetation, including roadside vegetation, woodland at Wortham Ling and woodland at The Fens (west of Creeting St Mary) would reduce intervisibility with the wider LCT.</p> <p>The effect on the LCT would be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits, and not significant elsewhere in the LCT.</p> <p><b>Waveney Valley Alternative:</b></p>	<p>which is currently influenced by other man-made features, particularly in the southernmost area around the River Gipping. Other features include existing overhead lines, settlements including the edge of Stowmarket, sand and gravel extraction and A-roads including the A14.</p> <p>The effect on the LCT would be <b>significant (negative) within approximately 1 km</b> of the Project, and not significant elsewhere in the LCT.</p> <p><b>Waveney Valley Alternative:</b></p> <p>With the Waveney Valley Alternative option part of the cable route, a CSE compound and part of the overhead line would be located within the</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT within Suffolk Landscape Character Assessment	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		<p>With the Waveney Valley Alternative option there would be construction works associated with the cable route, a CSE compound and part of the overhead line, within the northernmost part of this LCT, east of Wortham Ling. This would slightly worsen the assessment of effects as set out above as there would be a greater disturbance to landcover and tranquillity due to the construction of the CSE compound and cable swathe which would affect a larger area of land than the overhead line construction. The effect on the LCT would be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits and is less likely to be significant elsewhere in the LCT.</p>	<p>northernmost part of this LCT. This would not change the assessment of effects as set out above. The effect on the LCT would be <b>significant (negative) within approximately 1 km</b> of the Project, and is less likely to be significant elsewhere in the LCT</p>
<p>B Wooded Valley Meadowlands and Fens LCT</p>	<p>The Wooded Valley Meadowlands and Fens LCT is a narrow and linear area which occupies the south side of the River Waveney and its tributaries, south of Roydon and Diss. Key characteristics include:</p>	<p>The LCT would be directly affected by construction activity between RG89 and RG90, south of Roydon. There would be construction activity and equipment, although no pylons would</p>	<p>The LCT would be directly affected by the Project between RG89 and RG90, south of Roydon. An overhead line would oversail</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT within Suffolk Landscape Character Assessment	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li>• <i>'Flat valley bottom</i></li> <li>• <i>Extensive peat deposits</i></li> <li>• <i>Cattle grazed pasture</i></li> <li>• <i>Network of drainage ditches</i></li> <li>• <i>Areas of unenclosed 'wild' fenland</i></li> <li>• <i>Widespread plantation and carr woodland</i></li> <li>• <i>Important sites for nature conservation</i></li> <li>• <i>Localised settlement on the valley floor 'islands'</i></li> <li>• <i>Sense of quiet and rural isolation in many places</i><sup>30</sup></li> </ul>	<p>be directly located within this LCT. Direct effects arising during construction would include the removal of some landscape features. There would be disturbance to arable farmland, including the loss of some hedges and hedgerow trees within the Waveney Valley, between Wortham Ling and Roydon Fen. The introduction of temporary construction compounds, temporary and permanent access tracks, temporary drainage works, temporary road crossing protection and material storage areas, cathodic protection of pipelines and works to third party infrastructure would also have direct effects.</p> <p>The LCT would also be indirectly affected by construction activity, which would be perceptible within approximately 0.5 km of the draft Order Limits. Beyond this distance</p>	<p>a localised part of the LCT, although no pylons would be located within the LCT itself. The Project would be introduced into a landscape which is noted for its '<i>sense of quiet and rural isolation...</i>' albeit would affect a small part of the wider LCT. Parts of the landscape that were affected during construction would be reinstated, including the reinstatement of field boundary hedgerows.</p> <p>The effect on the LCT would be <b>significant (negative) within approximately 0.5 km</b> of the Project and is less likely to be significant elsewhere in the LCT.</p> <p><b>Waveney Valley Alternative:</b></p>

<sup>30</sup> <https://suffolklandscape.org.uk/landscapes/wooded-valley-meadowlands-fens/>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT within Suffolk Landscape Character Assessment	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		<p>layers of vegetation including woodland at Wortham Ling and Roydon Fen would reduce intervisibility with the wider LCT. The effect on the LCT would be <b>significant (negative) within approximately 0.5 km</b> of the draft Order Limits, and not significant elsewhere in the LCT.</p> <p><b>Waveney Valley Alternative:</b></p> <p>With the Waveney Valley Alternative option there would be construction activity associated with the cable route including vegetation clearance within the cable route corridor. Sections of trenchless crossings would avoid larger areas of woodland within the Waveney Valley.</p> <p>The overall assessment of effects as set out above would not change. The effect on the LCT would likely be <b>significant (negative) within approximately 0.5 km</b> of the draft</p>	<p>With the Waveney Valley Alternative option part of the cable route would cross this LCT. There would be some permanent vegetation loss, however, this would likely be minimised due to trenchless crossing in this location and field boundaries would be reinstated. Although tree planting directly above the cables could not be reinstated, hedgerows would be replaced. A CSE compound would likely be perceptible outside this LCA. This together with the overhead line continuing to the south would likely have some indirect effects. Embedded mitigation measures within the 'Environmental Area' around the CSE compound would likely reduce the perceptibility</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT within Suffolk Landscape Character Assessment	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		Order Limits and is less likely to be significant elsewhere in the LCT.	and indirect effects over time. In the longer term the effect on the LCT would likely be <b>negative but not significant.</b>
B  Rolling Valley Claylands LCT	<p>The Rolling Valley Claylands LCT is in three discrete areas within the study area, the largest of which contains the settlement of Thornham Magna. The other areas are located south-west of Stuston and along a tributary of the River Gipping, south of Stowmarket. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Gently sloping valleys on medium clay soils</i></li> <li>• <i>Occasional notable steeper slopes</i></li> <li>• <i>Fields often smaller than on surrounding plateaux</i></li> <li>• <i>Localised influence of landscape parks</i></li> <li>• <i>Focus of settlement</i></li> <li>• <i>Few large greens or commons</i></li> </ul>	<p>The western fringes of the LCT would be directly affected by construction activity between RG122 and RG125, east of Finningham. A narrow part of the LCT would also be directly affected between RG165 and RG170, north-west of Needham Market. The LCT would also be directly affected between RG172 and RG178, south-west of Needham Market. There would be construction activity and equipment associated with the construction of the overhead line as well as the temporary diversion and undergrounding of two sections of existing 132 kV overhead lines, including CSE compounds. Direct effects arising during construction would include the removal of some</p>	<p>The LCT would be directly affected by the Project between RG122 and RG125, east of Finningham, between RG165 and RG170, north-west of Needham Market, and between RG172 and RG178, south-west of Needham Market. An overhead line would be introduced across a very small part of the LCT east of Finningham and a large part of the LCT south of Stowmarket. The overhead line could be seen to contrast with the <i>‘occasional notable steeper slopes’</i> which are characteristic of the LCT,</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT within Suffolk Landscape Character Assessment	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li data-bbox="443 344 1081 424">Ancient woodland on the upper fringes of the valley sides<sup>31</sup></li> </ul>	<p data-bbox="1104 344 1630 1126">landscape features. There would be disturbance to arable farmland, including the loss of some hedges, hedgerow trees and part of the distinctive Elm Pollard in the northernmost area, east of Finningham. A small area of Ancient Woodland near RG178 would be in proximity to construction activity but would not be directly affected. The introduction of temporary construction compounds, temporary and permanent access tracks, temporary drainage works, temporary road crossing protection and material storage areas and works to third party infrastructure would also have direct effects.</p> <p data-bbox="1104 1150 1630 1361">The LCT would also be indirectly affected by construction activity, which would be perceptible within approximately 1 km of the draft Order Limits, including from parts of the</p>	<p data-bbox="1653 344 2063 1042">including along the valley of the Wattisham Watercourse. As it follows the Wattisham Watercourse the Project would run parallel to an existing 132 kV overhead line on the opposite side of the valley. Part of an existing 132 kV overhead line would be removed to accommodate the Project. Parts of the landscape that were affected during construction would be reinstated, including the reinstatement of field boundary hedgerows.</p> <p data-bbox="1653 1066 2063 1313">The effect on the LCT would be <b>significant (negative) within approximately 1 km</b> of the Project and is less likely to be significant elsewhere in the LCT.</p>

<sup>31</sup> <https://suffolklandscape.org.uk/landscapes/rolling-valley-claylands/>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT within Suffolk Landscape Character Assessment	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		<p>valley of the Wattisham Watercourse. Beyond this distance layers of vegetation including vegetation along the River Gipping and its tributaries and estate woodland at Thornham Magna would reduce intervisibility with the wider LCT.</p> <p>The effect on the LCT would be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits and is less likely to be significant elsewhere in the LCT.</p>	
B, C  Ancient Plateau Claylands LCT	<p>The Ancient Plateau Claylands LCT occurs across three large, discrete areas. The northernmost area contains Wortham and Mellis, to the south of Diss. The central area is located to the north of Stowmarket and contains the settlement of Stowupland. The southern area extends from Stowmarket and Needham Market in the north to Hintlesham in the south and includes Bramford Substation. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>'Flat or gently rolling arable landscape of clay soils dissected by small river valleys</i></li> </ul>	<p>Multiple areas of the LCT would be directly affected by construction activity as follows: between RG93 and RG96, south-west of Palgrave; between RG101 and RG116, west of Mellis; between RG151 and RG160, east of Stowmarket; at RG171, south-west of Needham Market; between RG178 and RG185, west of Barking Tye and Willisham Tye; between RG190 and RG210, at Bramford Substation; and between JC1 and</p>	<p>Multiple areas of the LCT would be directly affected by the Project as follows: between RG93 and RG96, south-west of Palgrave; between RG101 and RG116, west of Mellis; between RG151 and RG160, east of Stowmarket; at RG171, south-west of Needham Market; between RG178 and RG185, west of Barking Tye</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT within Suffolk Landscape Character Assessment	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li>• <i>Field pattern of ancient enclosure – random patterns in the south but often co-axial in the north. Small patches of straight-edged fields associated with the late enclosure of woods and greens</i></li> <li>• <i>Dispersed settlement pattern of loosely clustered villages, hamlets, and isolated farmsteads of medieval origin</i></li> <li>• <i>Villages often associated with medieval greens or tyes.</i></li> <li>• <i>Farmstead buildings are predominantly timber-framed, the houses colour-washed and the barns blackened with tar. Roofs are frequently tiled, though thatched houses can be locally significant</i></li> <li>• <i>Scattered ancient woodland parcels containing a mix of oak, lime, cherry, hazel, hornbeam, ash, and holly</i></li> <li>• <i>Hedges of hawthorn and elm with oak, ash, and field maple as hedgerow trees</i></li> <li>• <i>Substantial open areas created for WWII airfields and by 20<sup>th</sup> century agricultural changes</i></li> </ul>	<p>JC12, south of Bramford Substation. There would be construction activity and equipment associated with the construction of the overhead line as well as the temporary diversion and undergrounding of existing 132 kV overhead lines north and west of Mellis, north of Barking, between Willisham Tye and north of Bramford Substation and south of Bramford Substation. The introduction of temporary construction compounds, temporary and permanent access tracks, temporary drainage works, temporary road crossing protection and material storage areas, cathodic protection of pipelines and works to third party infrastructure would also have direct effects. Part of Tye Lane, a Quiet Lane would be directly affected, located within the draft Order Limits. Direct effects arising during construction would include the removal of some landscape features. There would be disturbance to mainly</p>	<p>and Willisham Tye; between RG190 and RG210, at Bramford Substation; and between JC1 and JC12, south of Bramford Substation. An overhead line would be introduced across large parts of the LCT, although the Project would not adversely affect the underlying scale or predominant landcover of this relatively large-scale plateau landscape. The Project would result in the loss of some of the hedgerows which are described as a key characteristic. North and west of Mellis, and between Willisham Tye and Bramford Substation the Project would in part follow the route of existing 132 kV overhead lines which would be undergrounded. At Bramford Substation, the Project would</p>



Project Section(s) LCT LCA	Location and Key Characteristics of LCT within Suffolk Landscape Character Assessment	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li><i>Network of winding lanes and paths often associated with hedges create visual intimacy</i><sup>32</sup></li> </ul>	<p>arable farmland, including the loss of some hedges, hedgerow trees, the margins of woodland blocks and some estate trees. Areas of Ancient Woodland near RG171, at Middle Wood near RG188 and at Somersham Park near RG201 would be in proximity to construction activity but would not be directly affected. The LCT would also be indirectly affected by construction activity, which would be perceptible within approximately 1 km of the draft Order Limits. Beyond this distance layers of vegetation including woodland blocks and hedgerow trees would reduce intervisibility with the wider LCT. The effect on the LCT would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits, and is less likely to be significant elsewhere in the LCT.</p>	<p>add to existing multiple overhead lines which converge at this location, contributing to perceived 'wirescape' effects. Parts of the landscape that were affected during construction would be reinstated, including the reinstatement of field boundary hedgerows. In the longer term, proposed planting within the Environmental Area around the substation and CSE compound would reduce effects. The effect on the LCT would likely be <b>significant (negative) within approximately 1 km</b> of the Project, and is less likely to</p>

<sup>32</sup> <https://suffolklandscape.org.uk/landscapes/ancient-plateau-claylands/>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT within Suffolk Landscape Character Assessment	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
			be significant elsewhere in the LCT.
B  Plateau Claylands LCT	<p>The Plateau Claylands LCT occupies the area between Gislingham in the north and Little Stonham in the south and contains the settlements of Gislingham, Finningham and Mendlesham. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Plateaux of heavy clay soil very gently undulating or flat dissected by small streams</i></li> <li>• <i>Ancient organic pattern of fields, some co-axial in the north-east</i></li> <li>• <i>Substantial hedges of hawthorn blackthorn and elm with oak and ash predominant hedgerow trees</i></li> <li>• <i>Extensive areas of hedgerow loss creating ‘arable prairies’</i></li> <li>• <i>Dispersed settlement, villages with multiple nuclei, landscape scattered with farmsteads and hamlets</i></li> <li>• <i>Large greens – many now enclosed but with ‘ghost’ outlines – on the flatter parts;</i></li> </ul>	<p>The central part of the LCT would be directly affected by construction activity between RG117 and RG122, west of Thornham Magna, and between RG125 and RG151, west of Mendlesham and Mendlesham Green. There would be construction activity and equipment associated with the construction of the overhead line. Direct effects arising during construction would include the removal of some landscape features. There would be disturbance to mainly arable farmland, including the loss of some hedges, hedgerow trees, and the margins of woodland blocks. The introduction of temporary construction compounds, temporary and permanent access tracks, temporary drainage works, temporary road crossing protection and material storage areas, cathodic protection of</p>	<p>The central part of the LCT would be directly affected by the Project between RG117 and RG122, west of Thornham Magna, and between RG125 and RG151, west of Mendlesham and Mendlesham Green. An overhead line would be introduced across a large part of the LCT, although it would not adversely affect the underlying scale or predominant landcover of the LCT, which comprises a flat to gently undulating and large-scale plateau landscape. The Project would result in the loss of some of the hedgerows which are described as a key characteristic. Parts of the</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT within Suffolk Landscape Character Assessment	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<p><i>houses around their margins, but medieval churches are only very rarely present</i></p> <ul style="list-style-type: none"> <li>• <i>Rich stock of medieval and later vernacular buildings, but generally less glamorous than those in south Suffolk</i></li> <li>• <i>Large modern agricultural buildings a recurrent feature</i></li> <li>• <i>Redundant World War 2 (WWII) airfields</i></li> <li>• <i>Almost no woodland</i></li> <li>• <i>Small copses in villages and around farmsteads</i></li> <li>• <i>A working landscape on which suburbanisation is only beginning to make an impact compared with other parts of the county</i><sup>33</sup></li> </ul>	<p>pipelines and works to third party infrastructure would also have direct effects.</p> <p>The LCT would also be indirectly affected by construction activity, which would be perceptible within approximately 1 km of the draft Order Limits. Beyond this distance layers of vegetation including woodland blocks and hedgerow trees would reduce intervisibility with the wider LCT.</p> <p>The effect on the LCT would be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits, and is less likely to be significant elsewhere in the LCT.</p>	<p>landscape that were affected during construction would be reinstated, including the reinstatement of field boundary hedgerows.</p> <p>The effect on the LCT would be <b>significant (negative) within approximately 1 km</b> of the Project, and is less likely to be significant elsewhere in the LCT.</p>
B, C  Ancient Estate Claylands LCT	The Ancient Estate Claylands LCT occurs in two discrete areas. The northernmost area lies to the east of Creeting St Mary. The southernmost area contains the settlements of Raydon and Chattisham. Key characteristics include:	The southern area of the LCT would be directly affected by construction activity, between JC19 and JC34, where a CSE compound would be located to the east of The Woodlands. The LCT would also be directly	The southern area of the LCT would be directly affected by the Project, between JC19 and JC34, east of The Woodlands. The LCT would also be directly affected by

<sup>33</sup> <https://suffolklandscape.org.uk/landscapes/plateau-claylands/>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT within Suffolk Landscape Character Assessment	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li>• <i>'Dissected Boulder Clay plateau</i></li> <li>• <i>Organic pattern of field enclosures</i></li> <li>• <i>Straight boundaries where influence of privately owned estates is strongest</i></li> <li>• <i>Enclosed former greens and commons</i></li> <li>• <i>Parklands</i></li> <li>• <i>WWII airfields</i></li> <li>• <i>Villages with dispersed hamlets and farmsteads</i></li> <li>• <i>Timber framed buildings</i></li> <li>• <i>Distinctive estate cottages</i></li> <li>• <i>Ancient semi-natural woodland</i><sup>34</sup></li> </ul>	<p>affected by construction of the cable route, between the CSE compound at JC34 and the edge of the LCT south of Raydon. Direct effects arising from construction would include the removal of some landscape features. There would be disturbance to farmland (mainly arable) and the loss of some field boundary hedgerows, woodland shelterbelts and hedgerow trees, including along Chattisham Road, the B1070 and at Raydon Airfield. The introduction of temporary construction compounds, temporary and permanent access tracks, temporary drainage works, temporary road crossing protection and material storage areas, cathodic protection of pipelines and works to third party infrastructure would also have direct effects.</p> <p>The LCT would also be indirectly affected by construction activity,</p>	<p>the cable route, between the CSE compound at JC34 and the edge of the LCT south of Raydon. An overhead line / underground cable would be introduced to a large part of the LCT, although it would not adversely affect the underlying scale or predominant landcover of this relatively large-scale plateau LCT. The Project would be introduced into a landscape which is currently influenced by other man-made features including existing transmission and distribution infrastructure. Parts of the landscape that were affected during construction would be reinstated. Although tree planting directly above the cables could not be</p>

<sup>34</sup> <https://suffolklandscape.org.uk/landscapes/ancient-estate-claylands/>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT within Suffolk Landscape Character Assessment	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		<p>which would be perceptible within approximately 1 km of the draft Order Limits. Beyond this distance layers of vegetation including woodland and field boundary trees would reduce intervisibility with the wider LCT. Areas of Ancient Woodland at Wenham Thicks near JC26 and at Brimlin Wood near JC28 would be in proximity to construction activity but would not be directly affected.</p> <p>The effect on the LCT would be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits, and is less likely to be significant elsewhere in the LCT. There would likely be <b>no effect</b> on the northernmost area of the LCT east of Creting St Mary which is over 1 km from the draft Order Limits.</p>	<p>reinstated, hedgerows would be replaced. In the longer term, proposed planting within the Environmental Area around the CSE compound would reduce effects.</p> <p>The effect on the LCT would be <b>significant (negative) within approximately 1 km</b> of the Project, and not significant elsewhere in the LCT. There would likely be <b>no effect</b> on the northernmost area of the LCT east of Creting St Mary.</p>
B, C	The Rolling Estate Farmlands LCT occurs to the north and west of Ipswich. Key characteristics include:	Although the draft Order Limits would be approximately 1 km from the LCT, construction activity is not likely to be perceptible due to intervening layers	Most of the Project would be more than 2 km from the LCT, and the overhead line is not likely to be perceptible.

Project Section(s) LCT LCA	Location and Key Characteristics of LCT within Suffolk Landscape Character Assessment	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
Rolling Estate Farmlands LCT	<ul style="list-style-type: none"> <li>• <i>'Gently sloping valley sides and plateau fringes</i></li> <li>• <i>Generally deep loamy soils</i></li> <li>• <i>An organic pattern of fields modified by later realignment</i></li> <li>• <i>Important foci for early settlement</i></li> <li>• <i>Coverts and plantations with some ancient woodlands.</i></li> <li>• <i>Landscape parks with a core of wood pasture</i></li> <li>• <i>Location for mineral workings and related activity, especially in the Gipping valley'</i><sup>35</sup></li> </ul>	<p>of vegetation including along the River Gipping, and areas of settlement including Bramford and Sproughton.</p> <p>It is judged that there would likely be <b>no effect</b> on the LCT.</p>	<p>This is due to intervening layers of vegetation including along the River Gipping, and areas of settlement including Bramford and Sproughton.</p> <p>It is judged that there would likely be <b>no effect</b> on the LCT.</p>
B, C  Valley Meadowlands LCT	<p>The narrow, linear Valley Meadowlands LCT occurs in two discrete areas. The northernmost area follows the course of the River Gipping and its tributaries, north and west of Needham Market and west of Ipswich. The southernmost area follows the course of the River Brett to the west of Raydon. Key characteristics include:</p>	<p>The LCT would be directly affected by construction works between RG163 and RG164, north-west of Needham Market, and at RG169, west of Needham Market. There would be construction activity and equipment associated with the construction of the overhead line as well as the temporary diversion and</p>	<p>The LCT would be directly affected by the Project between RG163 and RG164, north-west of Needham Market, and at RG169, west of Needham Market. An overhead line would be introduced to a small part of the LCT along the River</p>

<sup>35</sup> <https://suffolklandscape.org.uk/landscapes/rolling-estate-farmlands/>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT within Suffolk Landscape Character Assessment	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li>• <i>'Flat landscapes of alluvium or peat on valley floors</i></li> <li>• <i>Grassland divided by a network of wet ditches</i></li> <li>• <i>Occasional carr woodland and plantations of poplar</i></li> <li>• <i>Occasional small reedbeds</i></li> <li>• <i>Unsettled</i></li> <li>• <i>Cattle grazed fields</i></li> <li>• <i>Fields converted to arable production</i><sup>36</sup></li> </ul>	<p>undergrounding of an existing 132 kV overhead line where it crosses the Project near Badley Hill, including a CSE compound. The LCT would also be directly affected by construction of the cable route on the north side of the River Stour, including trenchless crossings of the watercourse. The introduction of temporary construction compounds, temporary and permanent access tracks, temporary drainage works, temporary road crossing protection and material storage areas and works to third party infrastructure would also have direct effects. Direct effects arising during construction would include the removal of some landscape features. There would be disturbance to arable farmland, including the loss of some hedgerow trees, and the margins of woodland blocks including along the Wattisham Watercourse.</p>	<p>Gipping and its tributaries. As it follows the Wattisham Watercourse the Project would run parallel to existing 132 kV overhead lines which cross the valley in this location. Part of an existing 132 kV overhead line would be removed to accommodate the Project. A cable route would be introduced to a small part of the LCT along the River Stour. Parts of the landscape that were affected during construction would be reinstated. Although tree planting directly above the cables could not be reinstated, hedgerows would be replaced. In the longer term, proposed planting within the Environmental Area</p>

<sup>36</sup> <https://suffolklandscape.org.uk/landscapes/valley-meadowlands/>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT within Suffolk Landscape Character Assessment	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		<p>The LCT would also be indirectly affected by construction activity, which would be perceptible within approximately 0.5 km of the draft Order Limits. Beyond this distance layers of vegetation including woodland blocks and hedgerow trees would reduce intervisibility with the wider LCT.</p> <p>The effect on the LCT would likely be <b>significant (negative) within approximately 0.5 km</b> of the draft Order Limits, and is less likely to be significant elsewhere in the LCT.</p>	<p>around the CSE compound would reduce effects.</p> <p>The effect on the LCT would likely be <b>significant (negative) within approximately 0.5 km</b> of the overhead line elements of the Project, and is less likely to be significant elsewhere in the LCT.</p>
<p>B, C</p> <p>Rolling Valley Farmland LCT</p>	<p>The Rolling Valley Farmland LCT occurs as six discrete areas, following the valleys of tributaries of the River Gipping, Belstead Brook, River Brett and River Stour. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Gentle valley sides with some complex and steep slopes</i></li> <li>• <i>Deep well drained loamy soils</i></li> </ul>	<p>The LCT would be directly affected by construction activity at RG185, south-west of Willisham Tye, between RG189 and RG190, west of Offton, between JC013 and JC018 near Washbrook Street, and along the proposed cable route north-west of Stratford St Mary, within Dedham Vale National Landscape. There would be construction activity and</p>	<p>The LCT would be directly affected by the Project at RG185, south-west of Willisham Tye, between RG189 and RG190, west of Offton, between JC13 and JC18 near Washbrook Street, and along the proposed cable route north-west of Stratford St Mary, within Dedham Vale</p>



Project Section(s) LCT LCA	Location and Key Characteristics of LCT within Suffolk Landscape Character Assessment	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li>• <i>Organic pattern of fields smaller than on the plateaux</i></li> <li>• <i>Distinct areas of regular field patterns</i></li> <li>• <i>A scattering of landscape parks</i></li> <li>• <i>Small ancient woodlands on the valley fringes</i></li> <li>• <i>Sunken lanes</i></li> <li>• <i>Towns and villages with distinctive mediaeval cores and late mediaeval churches</i></li> <li>• <i>Industrial activity and manufacture, continuing in the Gipping valley</i></li> <li>• <i>Large, often moated, houses</i><sup>37</sup></li> </ul>	<p>equipment associated with the construction of the overhead line as well as the temporary diversion and undergrounding of existing 132 kV overhead lines to accommodate the Project, between Offton and Somersham, to the south-east of Bramford Substation and north of Washbrook Street. The introduction of temporary construction compounds, temporary and permanent access tracks, temporary drainage works, trenchless crossings, temporary road crossing protection and material storage areas, cathodic protection of pipelines and works to third party infrastructure would also have direct effects. There would be disturbance to arable farmland, including the loss of some hedgerow trees, and the margins of woodland blocks.</p> <p>The LCT would also be indirectly affected by construction activity,</p>	<p>National Landscape. An overhead line and cable route would be introduced to part of the LCT. Parts of existing 132 kV overhead lines would be removed to accommodate the Project. Parts of the landscape that were affected during construction would be reinstated. Although tree planting directly above the cables could not be reinstated, hedgerows would be replaced.</p> <p>The effect on the LCT would likely be <b>significant (negative) within approximately 0.5 km</b> of the Project, and is less likely to be significant elsewhere in the LCT.</p>

<sup>37</sup> <https://suffolklandscape.org.uk/landscapes/rolling-valley-farmlands/>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT within Suffolk Landscape Character Assessment	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		<p>which would be perceptible within approximately 0.5 km of the draft Order Limits. Beyond this distance layers of vegetation including woodland blocks and hedgerow trees would reduce intervisibility with the wider LCT.</p> <p>The effect on the LCT would likely be <b>significant (negative) within approximately 0.5 km</b> of the draft Order Limits, and is less likely to be significant elsewhere in the LCT.</p>	
B, C  Plateau Farmlands LCT	<p>The Plateau Farmlands LCT occupies two discrete areas. The smaller, northernmost area lies to the west of Ipswich. The larger, southernmost area encompasses Holton St Mary and East Bergholt, and the southern edge of the LCT is within Dedham Vale National Landscape. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Plateaux of land between river valleys</i></li> <li>• <i>Loamy soils amenable to arable farming</i></li> <li>• <i>Irrigated crops</i></li> </ul>	<p>Two units of this LCT would be directly affected by construction activity, west of Ipswich and west of Holton St Mary. In the unit west of Ipswich there would be construction activity associated with JC12 and the temporary diversion and undergrounding of part of an existing overhead line, south-west of Sproughton. In the unit west of Holton St Mary there would be construction activity associated with the</p>	<p>Two units of this LCT would be directly affected by the Project, one at JC12 to the west of Ipswich, and another along the cable route west of Holton St Mary.</p> <p>West of Ipswich the Project would be introduced into a landscape which is currently influenced by other man-made features including existing transmission and</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT within Suffolk Landscape Character Assessment	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li>• <i>Sinuuous lanes and hedge lines</i></li> <li>• <i>Substantial elements of planned landscape</i></li> <li>• <i>Plantation woodland</i></li> <li>• <i>Parkland and planting of exotic trees</i></li> <li>• <i>Feeling of isolation and tranquillity</i></li> <li>• <i>Dissected by major roads</i><sup>38</sup></li> </ul>	<p>underground cable. The introduction of temporary construction compounds, temporary and permanent access tracks, temporary drainage works, temporary road crossing protection and material storage areas and works to third party infrastructure would also have direct effects. Direct effects arising from construction would include the removal of some landscape features and there would be disturbance to farmland (mainly arable fields) and the loss of some field boundary hedgerows and hedgerow trees. The construction activity would be directly adjacent to Noaks Road to the south of Raydon which is designated as a Quiet Lane.</p> <p>The LCT would also be indirectly affected by construction activity, which would be perceptible within approximately 1 km of the draft Order</p>	<p>distribution infrastructure and major roads. Parts of the landscape that were affected during construction would be reinstated. Although tree planting directly above the cables could not be reinstated, hedgerows would be replaced.</p> <p>West of Ipswich, the effect on the LCT would likely be <b>significant (negative) within approximately 1 km</b> of the Project, and not significant elsewhere in the LCT. West of Holton St Mary, in the longer term the effect on the LCT would be <b>negative but likely not significant</b>.</p>

<sup>38</sup> <https://suffolklandscape.org.uk/landscapes/plateau-farmlands/>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT within Suffolk Landscape Character Assessment	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		Limits. Beyond this distance layers of vegetation including woodland and field boundary trees would reduce intervisibility within the wider LCT. The effect on the LCT would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits, and is less likely to be significant elsewhere in the LCT.	
C  Ancient Estate Farmlands LCT	The Ancient Estate Farmlands LCT occurs to the south-west of Ipswich and includes the settlement of Washbrook. Key characteristics include: <ul style="list-style-type: none"> <li>• <i>‘Flat central spine of land, with sloping sides dissected by river valleys</i></li> <li>• <i>Deep loamy soil that originated as wind-blown sediments from glacial sources</i></li> <li>• <i>Large-scale arable blocks divided into rectilinear fields</i></li> <li>• <i>Substantial number of ancient woodlands</i></li> <li>• <i>Suckering elm hedges with pollard oaks; also, holly hedges</i></li> </ul>	The Ancient Estate Farmlands LCT would be indirectly affected by a relatively small amount of construction activity associated with the diversion and undergrounding of third party infrastructure (a 132 kV overhead line), which would be perceptible within approximately 1 km of the draft Order Limits. Activity and equipment associated with the construction of the overhead line would also be perceptible from a small part of this LCA just over 1 km away. Beyond this distance a combination of buildings in	The Project would be over 1 km from the Ancient Estate Farmlands LCT which is currently influenced by other man-made features including existing distribution infrastructure, A roads and main roundabouts. It is judged that there would likely be <b>no effect</b> on the LCT.

Project Section(s) LCT LCA	Location and Key Characteristics of LCT within Suffolk Landscape Character Assessment	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li>• <i>Network of parks and designed landscapes</i></li> <li>• <i>Nucleated villages, but with some dispersed farmsteads and clusters of houses</i></li> <li>• <i>Localised development pressures</i><sup>39</sup></li> </ul>	<p>Washbrook, topography and layers of vegetation including woodland and field boundary trees would reduce intervisibility within the wider LCT.</p> <p>It is judged that the effect on the LCT would likely be <b>negative but likely not significant.</b></p>	
C  Wooded Valley Meadowlands LCT	<p>The Wooded Valley Meadowlands LCT occurs along the River Stour within the Dedham Vale National Landscape (an Area of Outstanding Natural Beauty (AONB)), to the east of Stratford St Mary and. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>'Flat narrow valley floors</i></li> <li>• <i>Wet clay and peat soils</i></li> <li>• <i>Small meadows bounded by ditches or hedges</i></li> <li>• <i>Plantations of poplar and cricket bat willow</i></li> <li>• <i>Carr woodland and scrub</i></li> </ul>	<p>Although the draft Order Limits fall within approximately 0.5 km of the Wooded Valley Meadowlands LCT at its closest point this part of the LCT comprises The Street (a local road) and the A12 and associated embankments which fragment this small area from the wider LCT to the east. This small part of the LCT is not reflective of the key characteristics of the wider LCT. East of the A12 and within the majority of the LCT it is unlikely that construction activity would be perceptible due to the flat nature of the topography and</p>	<p>Although the Project would be within approximately 0.5 km of the Wooded Valley Meadowlands LCT, it would comprise underground cables and therefore would not likely be perceptible. This is due to the low-lying landform of the LCA together with intervening layers of vegetation included the vegetated embankments of the A12.</p> <p>It is judged that there would likely be <b>no effect</b> on the LCT.</p>

<sup>39</sup> <https://suffolklandscape.org.uk/landscapes/ancient-estate-farmlands/>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT within Suffolk Landscape Character Assessment	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li data-bbox="450 347 741 371">• <i>Confined views</i><sup>40</sup></li> </ul>	<p data-bbox="1111 347 1626 603">intervening A12 embankments and layers of vegetation between the majority of the LCT and the Project. The indirect effect on the LCA would likely be <b>negative but is not likely to be significant</b>.</p>	

Table A13.1.5 – Preliminary Assessment of Landscape Character Areas in Tendring (Project Section C)

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Tendring District Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
<p data-bbox="163 1005 405 1181">C Clay Valleys LCT 6</p> <p data-bbox="163 1257 360 1337">LCA 6A: Stour Valley System</p>	<p data-bbox="450 1005 1066 1212">The Stour Valley System LCA is located on the south side of the River Stour, around Lawford. Part of the LCA is within Dedham Vale National Landscape (an AONB). Key characteristics include:</p> <ul style="list-style-type: none"> <li data-bbox="450 1236 1055 1359">• <i>‘Southern slopes and scenic tributary valleys of the Stour, forming a setting to one of the most important wildlife</i></li> </ul>	<p data-bbox="1111 1005 1626 1348">Although the draft Order Limits fall within 2 km of the Stour Valley System LCA it is unlikely that construction activity would be perceptible due to the predominantly north facing slopes and low-lying landform of the LCA together with intervening layers of vegetation.</p>	<p data-bbox="1659 1005 2060 1348">Much of the Project would be 2 km or more from the Stour Valley System LCA and is not likely to be perceptible. A thin slither of the LCA extends to the A317 along the Shir Burn tributary to the Stour. This part of the LCA would be just</p>

<sup>40</sup> <https://suffolklandscape.org.uk/landscapes/wooded-valley-meadowlands/>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Tendring District Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<p><i>estuaries in Europe and a setting to the Suffolk Coasts and Heaths AONB<sup>41</sup></i></p> <ul style="list-style-type: none"> <li>• <i>Steep wooded sides form a rural backdrop to the open waters of the Stour Estuary</i></li> <li>• <i>Tributary valleys provide hidden landscapes where thick hedgerows with hedgerow oaks divide fields of arable and pasture</i></li> <li>• <i>Dramatic buildings, including quayside warehouses, maltings, church spires and towers, provide focal points along the river</i></li> <li>• <i>Leafy lanes drop steeply down the valley sides providing scenic drives</i></li> <li>• <i>B1352 and mainline railway pass along the coast with outstanding views of the estuary and Suffolk shore</i></li> <li>• <i>Historic port of Manningtree and village of Mistley are located on the southern bank of the Stour Estuary facing the Suffolk landscape across the mile-wide river</i></li> </ul>	<p>It is judged that there would likely be <b>no effect</b> on the LCA.</p>	<p>over 1 km north of the overhead line (TB10) and the EACN Substation. However, the Project is unlikely to be perceptible due to landform sloping to the north-west in combination with intervening vegetation and buildings. It is judged that there would likely be <b>no effect</b> on the LCA.</p>

<sup>41</sup> Areas of Outstanding Natural Beauty (AONB) were rebranded as National Landscapes

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Tendring District Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li><i>The area north-west of Lawford forms part of the Dedham Vale AONB<sup>42</sup></i></li> </ul>		
<p>C</p> <p>Heathland Plateaux LCT 7</p> <p>LCA 7A: Bromley Heaths</p>	<p>The Bromley Heaths LCA is located to the south of Dedham Vale National Landscape (an AONB). Small parts of the northern fringes of the LCA fall within Dedham Vale National Landscape (an AONB). The LCA includes the settlements of Ardleigh, Bromley Cross and Little Bromley. Key characteristics include:</p> <ul style="list-style-type: none"> <li><i>'Exposed and windswept plateau corresponding to the highest part of the district</i></li> <li><i>Deep, coarse, loamy, and often stoneless brown soils which support a high-grade agricultural land</i></li> <li><i>Large scale productive arable fields divided by low, gappy hedgerows where hedgerow oaks stand out as silhouettes against the skyline</i></li> </ul>	<p>The western half of the Bromley Heaths LCA would be directly affected by construction activity between TB1 at the proposed EACN Substation and TB21, to the north-east of Colchester. Part of the LCA would also be affected by a section of access road to the proposed EACN Substation west of Bentley Road, albeit much of this would likely use the existing road network, there would be a small section constructed within and along field boundaries just south of Little Bromley. Construction works between the EACN Substation and TB12, north of Ardleigh, would involve construction of both overhead line and underground cables. Between TB015 and TB016 the overhead line would cross overhead of the northern</p>	<p>The western half of the Bromley Heaths LCA would be directly and indirectly affected by the Project through the introduction of an overhead line (between TB1 and TB22), EACN Substation and its permanent access road; much of which would follow the existing road network with a small section running along field boundaries just south of Little Bromley. Above ground link boxes would also be introduced along the underground cable. These would form very small and infrequent components in the landscape. They would be</p>

<sup>42</sup> LUC (2001) Tendring District Landscape Character Assessment. LCA 6A Stour Valley System.



Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Tendring District Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li>• <i>Apple orchards around Ardleigh, Elmstead and Frating are sheltered by belts of poplar or fast growing Leylandii</i></li> <li>• <i>Former heaths largely converted to smallholdings or regenerating as woodland. Small areas of remnant heath survive</i></li> <li>• <i>Neglected oak/sweet chestnut coppice with ground flora typical of acidic woodland soils</i></li> <li>• <i>Low density, rural settlement pattern of scattered farms and halls, hamlets, villages, and small market towns</i></li> <li>• <i>Network of narrow lanes connects the scattered farms and villages, and roadside verges often contain gorse and bracken</i></li> <li>• <i>Dramatic, dominating skyscape</i><sup>43</sup></li> </ul>	<p>part of Ardleigh Reservoir. North of TB12 the underground cable swathe would run through arable fields towards Lamb Corner. Direct effects arising from construction would include the removal of some landscape features. The introduction of temporary construction compounds, temporary and permanent access tracks, temporary drainage works, temporary road crossing protection and material storage areas would also have direct effects. There would be disturbance to farmland (mainly arable fields but also a vineyard) and the loss of some field boundary hedgerows and hedgerow trees including along roads such as the B1029, Little Bromley Road, Ardleigh Road, the A137 and a short section of the A120. Wick Lane, a Protected Lane would also be directly affected, located within the</p>	<p>locally perceptible as relatively discrete features. The Project would be introduced into a landscape which is described as having '<i>low, gappy hedgerows where hedgerow oaks stand out as silhouettes against the skyline</i>' and a '<i>dramatic, dominating skyscape</i>'. However, this landscape is currently influenced by other man-made features including existing distribution infrastructure which converges at the existing Lawford Substation, together with small settlements, and agricultural buildings. Parts of the landscape affected during construction would be reinstated. Although tree planting directly above the</p>

<sup>43</sup> LUC (2001) Tendring District Landscape Character Assessment. LCA 7A Bromley Heaths.

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Tendring District Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		<p>draft Order Limits. There would be a concentration of construction activity and equipment associated with the construction of the overhead line, EACN Substation and underground cables and cathodic protection of pipelines and works to third party infrastructure, to the north, west and east of Ardeigh.</p> <p>The LCA would also be indirectly affected by the construction activity, which would be perceptible within approximately 2 km of the draft Order Limits. Beyond this distance layers of vegetation including pockets of woodland, tree copses, shelterbelts and field boundary trees would reduce intervisibility with the wider LCA.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits and is less likely to be significant elsewhere in the LCA.</p>	<p>cables could not be reinstated, hedgerows would be replaced. In the longer term, proposed planting within the Environmental Area around the substation would reduce effects.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the Project and is less likely to be significant elsewhere in the LCA.</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Tendring District Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
C  Clay Valleys LCT 6  LCA 6B: Ardleigh Valley System	<p>The Ardleigh Valley System LCA is located to the south-west of Ardleigh and encompasses Ardleigh Reservoir. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Steep sided wooded valley hidden from the surrounding farmed plateau</i></li> <li>• <i>Ancient deciduous woodland clings to valley sides and alder and willow dominate streamlines</i></li> <li>• <i>Leafy lanes drop steeply down the valley side and cross the streams on stone bridges e.g., Springvalley Lane</i></li> <li>• <i>The A120 and railway line, in contrast, cut across the valley on embankments, fragment the valley both visually and physically</i></li> <li>• <i>Spring Valley Mill is the only remaining example of a water mill in Tendring</i></li> <li>• <i>Ardleigh Reservoir floods the two northernmost arms of the valley system</i><sup>44</sup></li> </ul>	<p>A small part of the north of the Ardleigh Valley System LCA would be directly affected to the north-east of Colchester, between TB15 and TB16. Direct effects from construction would include the removal of some landscape features including trees and vegetation either side of Ardleigh Reservoir and the introduction temporary and permanent access tracks and cathodic protection of pipelines and works to third party infrastructure. There would be disturbance to farmland (mainly arable fields) and the loss of some field boundary hedgerows and hedgerow trees. There would be construction activity and equipment associated with the construction of the overhead line and third party works.</p>	<p>A small part of the north of the Ardleigh Valley System LCA would be directly affected to the north-east of Colchester, between TB15 and TB16. An overhead line would be introduced to a localised part of the LCA. In this location there would be some conflicts between the Project and the enclosed, small scale of the valley and its characteristic landcover. This would be due to the fragmentation of vegetation either side of the reservoir which would be required because of the overhead line. The Project would be introduced into a landscape which overall is influenced by man-made features such as</p>

<sup>44</sup> LUC (2001) Tendring District Landscape Character Assessment. LCA 6B Ardleigh Valley System.

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Tendring District Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		<p>The LCA would also be indirectly affected by construction activity, which would be perceptible within approximately 2 km of the draft Order Limits. Beyond this distance, the steep-sided topography and layers of vegetation including woodland and field boundary trees would reduce intervisibility with the wider LCA.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits and is less likely to be significant elsewhere in the LCA.</p>	<p>dams, bridges, and the combination of the A120 and railway line that is described as to <i>'cut across the valley on embankments, fragment the valley both visually and physically'</i>. However, part of the LCA is described as <i>'steep sided wooded hidden from the surrounding farmed plateau'</i>, of which the overhead line would encroach and have a localised effect on tranquillity. Parts of the landscape affected during construction would be reinstated, although there would be a permanent reduction in height of a short section of vegetation and woodland where the overhead line would cross Ardleigh Reservoir.</p> <p>The effect on the LCA would likely be <b>significant</b></p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Tendring District Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
			(negative) within approximately 1 km of the Project and is less likely to be significant elsewhere in the LCA.
C  Clay Valleys LCT 6  LCA 6C: Alresford Valley System	<p>The Alresford Valley System LCA is located to the south of Great Bromley, following the course of the Alresford River. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘A series of distinct river valleys, steep sided in places, containing Sixpenny, Tenpenny and Bentley Brooks and including the slopes descending to the Colne Estuary</i></li> <li>• <i>The intimate, leafy character contrasts with the adjacent expansive open arable landscapes of the Heathland Plateaux</i></li> <li>• <i>Large areas of deciduous woodland including Thorringtonhall Wood, one of the largest ancient woodlands in the district</i></li> <li>• <i>Old coppice stools are visible in many of the woodlands</i></li> </ul>	<p>Although the draft Order Limits fall within 2 km of the Alresford Valley System LCA it is unlikely that construction activity would be perceptible due to the valley topography and low-lying landform of the LCA together with intervening layers of vegetation.</p> <p>It is judged that there would likely be <b>no effect</b> on the LCA.</p>	<p>The Project would be more than 2 km from the Alresford Valley System LCA, and the EACN Substation and overhead line are not likely to be perceptible. This is due to the valley topography and low-lying landform of the LCA together with intervening layers of vegetation.</p> <p>It is judged that there would likely be <b>no effect</b> on the LCA.</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Tendring District Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li>• <i>Historic lanes drop steeply down the valley side and cross the brooks at ancient crossing points</i></li> <li>• <i>Sparse settlement consisting of scattered cottages and isolated farms</i></li> <li>• <i>Recent infill has resulted in ribbon development on the edge of Thorrington Cross</i></li> <li>• <i>Gravel pits and sewage works are present<sup>45</sup></i></li> </ul>		
C  Clay Valleys LCT 6  LCA 6D: Holland Valley System	<p>The Holland Valley System LCA is located to the south-east of Little Bromley, following the course of the Holland Brook. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>'Steep sided valley containing Holland Brook and its tributaries, Tendring Brook and Weeley Brook and Picker's Ditch</i></li> <li>• <i>Contrast with the flat landscapes of the Tendring Plateau</i></li> <li>• <i>Seasonally waterlogged soils support a mixed wooded and pastoral landscape</i></li> </ul>	<p>Although the draft Order Limits fall within 1 km of the Holland Valley System LCA it is unlikely that construction activity would be perceptible due to the valley topography and low-lying landform of the LCA together with intervening layers of vegetation.</p> <p>It is judged that there would likely be <b>no effect</b> on the LCA.</p>	<p>The Project would be over 4 km from the Holland Valley System LCA, and the EACN Substation and overhead line are not likely to be perceptible. This is due to the valley topography and low-lying landform of the LCA together with intervening layers of vegetation.</p>

<sup>45</sup> LUC (2001) Tendring District Landscape Character Assessment. LCA 6C Alresford Valley System.

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Tendring District Landscape Character Assessment (2001)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li>• <i>Ancient woodlands, typically dominated by oak, ash and sweet chestnut, are located in the wetter areas and on the steeper slopes</i></li> <li>• <i>Lanes drop down the valley sides and cross the streams at historic crossing points, on stone or brick bridges</i></li> <li>• <i>Typically devoid of built development except for isolated cottages and a former corn mill at Crow Bridge</i></li> <li>• <i>Picker's Ditch has been encroached upon by residential development at Clacton</i></li> <li>• <i>Forms a setting to the Holland Floodplain SSSI<sup>46</sup></i></li> </ul>		It is judged that there would likely be <b>no effect</b> on the LCA.

<sup>46</sup> LUC (2001) Tendring District Landscape Character Assessment. LCA 6C Alresford Valley System.

Table A13.1.6 - Preliminary Assessment of Landscape Character Types and/or Landscape Character Areas in Colchester (Project Sections C and D)

<b>Project Section(s)</b> <b>LCT</b> <b>LCA</b>	<b>Location and Key Characteristics of LCT/LCA within Colchester Borough Landscape Character Assessment (2005)</b>	<b>Description of Effect, including Significance and Direction (Construction)</b>	<b>Description of Effect, including Significance and Direction (Operation and maintenance)</b>
C, D  Farmland Plateau LCT B  LCA B7: Langham Farmland Plateau	The Langham Farmland Plateau LCA encompasses the area around Langham and Dedham Heath, extending south of Langham to the A120 on the outskirts of Colchester. A small part of this LCA is located within Dedham Vale National Landscape (an AONB). Key characteristics include: <ul style="list-style-type: none"> <li>• <i>‘Langham airfield – clipped straight hedges adjacent to Park Lane</i></li> <li>• <i>Silver birches within field boundaries to the east of disused Langham airfield</i></li> <li>• <i>Large-scale arable fields with some remnant orchards now cover the large expanse of airfield</i></li> <li>• <i>Paddocks, surrounded by wooden post and rail fences</i></li> <li>• <i>Airfield dominates field pattern</i><sup>47</sup></li> </ul>	Central and southern parts of the Langham Farmland Plateau LCA would be directly affected due to proposed underground cables between Lamb Corner and Langham in the central part of the LCA and proposed overhead line between TB21 and TB26 through the former airfield south of Langham and east of the A12. Direct effects would arise from the introduction of a temporary construction cable compound between the A12 and Lamb Corner, temporary drainage works, temporary road crossing protection and material storage areas, temporary and permanent access tracks for both the underground cable and overhead line works and cathodic protection of pipelines and works to third party infrastructure. Direct effects arising	Central and southern parts of the Langham Farmland Plateau LCA would be directly affected, between Lamb Corner and Langham in the central part of the LCA, and through the former airfield south of Langham and east of the A12 in the south. The landscape affected by the construction of the underground cables between Langham and Lambs Corner would be reinstated (although tree planting directly above the cables would not be reinstated, hedgerows would be replaced) however above ground link boxes may be introduced to a small part of the LCA. These would form

<sup>47</sup> Chris Blandford Associates (2005) Colchester Borough Landscape Character Assessment. LCA B7 Langham Farmland Plateau.



Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Colchester Borough Landscape Character Assessment (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		<p>from construction would also include the removal of some landscape features, disturbance to farmland (mainly arable fields) and the loss of some field boundary hedgerows and hedgerow trees, including within Langham Airfield where they are noted as a key characteristic. A trenchless crossing of the A12 would avoid the loss of vegetation along the road corridor, however, there would likely be loss of hedgerows along local roads such as Birchwood Road. Between Langham and Lamb corner there would be construction activity and equipment associated with the construction of the underground cables. Located near to TB023 and TB021, Kiln Wood and Birchwood Ancient Woodland are near the construction activity but would not be directly affected.</p> <p>The LCA would also be indirectly affected by the construction activity, which would be perceptible within</p>	<p>very small and infrequent components in the landscape. They would be locally perceptible as relatively discrete features.</p> <p>To the south of Langham, through the former airfield, the pylons and overhead lines would be prominent in the local landscape. However, the Project would be introduced into a landscape which is currently influenced by other man-made features including an existing solar farm, main A roads small settlements, and agricultural buildings and would not affect the underlying scale of the LCA due to its relatively large-scale.</p> <p>The effect on the LCA would likely be <b>significant (negative) within</b></p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Colchester Borough Landscape Character Assessment (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		<p>approximately 1 km of the draft order limits. Beyond this distance layers of vegetation including woodland and field boundary trees would reduce intervisibility within the wider LCA.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits and is less likely to be significant elsewhere in the LCA.</p>	<p><b>approximately 1 km</b> of the Project and is less likely to be significant elsewhere in the LCA.</p>
<p>C River Valley LCT A  LCA A8: Stour River Valley Floor</p>	<p>The Stour River Valley Floor LCA is located along the south side of the River Stour, west of Stratford St Mary and east of Dedham. It comprises three geographically separate parts and is almost entirely located within Dedham Vale National Landscape (an AONB). Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Meandering River Stour and associated wet floodplain consisting of several areas of damp pasture and meadows and ponds</i></li> <li>• <i>Cricket bat willow and remnant poplar plantations following the alignment of the River Stour</i></li> </ul>	<p>A small portion of the central part of the Stour River Valley Floor LCA (west of Stratford St Mary and north of Langham) would be directly affected. Direct effects arising from construction would include the removal of landscape features, and the introduction of temporary and permanent access tracks, temporary drainage works and working areas associated with trenchless crossings of the River Stour. There would be disturbance to farmland (mainly arable fields) and the loss of some</p>	<p>A small portion of the central part of the Stour River Valley Floor LCA (west of Stratford St Mary and north of Langham) would be directly affected. Above ground link boxes may be introduced to a small part of the LCA. These would form very small and infrequent components in the landscape. They would be locally perceptible as relatively discrete features.</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Colchester Borough Landscape Character Assessment (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li>• Numerous mills, weirs, water works, and pumping stations (human influences) associated with the River</li> <li>• Large areas of open grazed grassland within the valley floodplain, traversed by a ditch network</li> <li>• Intimate small fields enclosed by tall hedges and/ or wet ditches, in places these have been removed to create large, open arable expanses</li> <li>• Willow pollards lining the River Stour<sup>48</sup></li> </ul>	<p>field boundary hedgerows and hedgerow trees. Trenchless crossings of the Stour would avoid the loss of vegetation along the riverbanks. Within this LCA construction activity and equipment would be associated with the construction of the underground cables.</p> <p>The LCA would also be indirectly affected by the construction activity in this LCA and neighbouring LCAs, which would be perceptible within approximately 1 km of the draft Order Limits. Beyond this distance layers of vegetation including woodland and field boundary trees would reduce intervisibility within the wider LCA.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits and is less likely to be significant elsewhere in the LCA.</p>	<p>Parts of the landscape affected during construction would be reinstated, although tree planting directly above the cables would not be reinstated.</p> <p>The effect on the LCA would likely be <b>negative but is not likely to be significant.</b></p>

<sup>48</sup> Chris Blandford Associates (2005) Colchester Borough Landscape Character Assessment. LCA A8 Stour River Valley Floor.

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Colchester Borough Landscape Character Assessment (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
C  River Valley LCT A  LCA A7: Stour River Valley Slopes	<p>The Stour River Valley Slopes is located to the south of the Stour River valley floor and includes the settlement of Boxted and Langham Hall and is almost entirely located within Dedham Vale National Landscape (an AONB). Key characteristics include:</p> <p>‘Overall Key Characteristics</p> <ul style="list-style-type: none"> <li>• <i>Sloping valley side – topography</i></li> <li>• <i>Patches of deciduous woodland</i></li> <li>• <i>Mixture of irregular arable and pasture fields</i></li> <li>• <i>Field boundaries comprising pure elm hedges and veteran oak pollards</i></li> <li>• <i>Small farmsteads and halls (with associated ponds and parkland)</i></li> <li>• <i>Minor roads and narrow lanes which run down the valley sides to crossing points</i></li> <li>• <i>Sense of remoteness and tranquillity away from road network</i></li> <li>• <i>The attractive small town of Dedham</i><sup>49</sup></li> </ul>	<p>A short linear section of the Stour River Valley Slopes LCA to the south-west of Stratford St Mary would be directly affected by construction activity. Direct effects arising from construction would include the removal of some landscape features, and the introduction of temporary and permanent access tracks, temporary working areas associated with the trenchless crossing of woodland and temporary drainage works which would discharge into the River Stour. A trenchless crossing of woodland near St Mary’s Church Langham would greatly avoid loss of vegetation in this LCA. There would be disturbance to small areas of both arable and pastoral farmland.</p> <p>The LCA would also be indirectly affected by the activity in this LCA and neighbouring LCAs, which would</p>	<p>A short linear section of the Stour River Valley Slopes LCA to the south-west of Stratford St Mary would be directly affected by the Project. Above ground link boxes may be introduced to a small part of the LCA. These would form very small and infrequent components in the landscape. They would be locally perceptible as relatively discrete features.</p> <p>Parts of the landscape affected during construction would be reinstated, although tree planting directly above the cables could not be reinstated, hedgerows would be replanted.</p>

<sup>49</sup> Chris Blandford Associates (2005) Colchester Borough Landscape Character Assessment. LCA A7 Stour River Valley Slopes

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Colchester Borough Landscape Character Assessment (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		<p>be perceptible within approximately 1 km of the draft Order Limits. Beyond this distance layers of vegetation including woodland and field boundary trees would reduce intervisibility with the wider LCA.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits, and less likely to be significant elsewhere in the LCA.</p>	<p>The effect on the LCA would likely be <b>negative but is not likely to be significant.</b></p>
<p>C River Valley LCT A  LCA Sub Area A7a: Stour River Valley Slopes</p>	<p>The Stour River Valley Slopes LCA has a sub area (A7a) which is centred on small streams near Vinesse Road, to the south of Little Horkesley, approximately half of which is located within Dedham Vale National Landscape (an AONB). Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Steep-sided narrow, intimate valley containing a small southern tributary of the River Stour;</i></li> <li>• <i>Small woodland groves and farmsteads on the valley sides</i></li> </ul>	<p>The Stour River Valley Slopes LCA sub area A7a would not be directly affected by construction activity. However, construction activity would be located directly adjacent to the southern boundary of the LCA.</p> <p>The LCA would be indirectly affected by the construction activity in a neighbouring LCA, which would be perceptible within approximately 1 km of the draft Order Limits. Beyond this distance layers of vegetation including woodland and field</p>	<p>The Stour River Valley Slopes LCA sub area A7a would not be directly affected by the Project. The section of the Project which would run directly adjacent to the southern boundary would be underground cabling. Parts of the landscape affected during construction would be reinstated, although tree planting directly above the cables could not be</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Colchester Borough Landscape Character Assessment (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li><i>Pasture fields on lower valley slopes where tributary meets the main river Stour<sup>50</sup></i></li> </ul>	<p>boundary trees would reduce intervisibility with the wider LCA and this together with the valley landform would result in no effects from pockets of east of Little Horkesley.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits, and less likely to be significant elsewhere in the LCA.</p>	<p>reinstated, hedgerows would be replanted.</p> <p>Above ground link boxes may form very small and infrequent components in the adjacent landscape. They would be locally perceptible as relatively discrete features.</p> <p>The nearest section of overhead line would be located approximately just under 1 km to the west and would be perceptible from the southern tip of this LCA.</p> <p>The effect on the LCA would likely be <b>negative but is not likely to be significant.</b></p>
C  River Valley LCT A	The Stour River Valley Slopes LCA has a sub area (A7b) which is centred on Black Brook to the north of Langham a small part of which is located within Dedham Vale National	A section of the Stour River Valley Slopes LCA sub area A7b to the north of Langham would be directly affected by construction activity. Direct effects arising from construction would	A section of the Stour River Valley Slopes LCA sub area A7b to the north of Langham would be directly affected by the Project. Above ground

<sup>50</sup> Chris Blandford Associates (2005) Colchester Borough Landscape Character Assessment. LCA A7 Stour River Valley Slopes

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Colchester Borough Landscape Character Assessment (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
LCA Sub Area A7b Stour River Valley Slopes	<p>Landscape (an AONB). Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>'Intimate, tranquil, relatively steep-sided river valley which is narrow in places and has the narrow meandering Black Brook running through the floodplain</i></li> <li>• <i>Damp pasture and willows</i></li> <li>• <i>Dominant electricity lines running along the valley floor</i></li> <li>• <i>Small farmsteads</i></li> <li>• <i>Mixture of woodland and plantation types, including cricket bat plantations and pine on sandy soils</i><sup>51</sup></li> </ul>	<p>include the removal and fragmentation of landscape features, and the introduction of temporary and permanent access tracks, temporary drainage features and works associated with the open cut crossing of Black Brook and trenchless crossing of the A12. There would be disturbance to farmland (mainly pastoral). There would be a notable loss of trees within the construction swathe including a linear block of woodland in a field to the east of Springfield Farm, a section of woodland immediately north of Black Brook, riparian vegetation either side of the brook and overgrown hedgerows with hedgerow trees to the east of Grove Farm. There would be construction activity and equipment associated with the construction of the underground cables including the open cut</p>	<p>link boxes may be introduced to a small part of the LCA. If so, these would form very small and infrequent components in the landscape. They would be locally perceptible as relatively discrete features.</p> <p>Parts of the landscape affected during construction of the underground cables would be reinstated. Although tree planting directly above the cables could not be reinstated, hedgerows would be replaced. There would be a long-term direct effect on landcover pattern and connectivity, most notably due to the fragmentation of tree cover along Black Brook. This would affect the key characteristic of the <i>'intimate,</i></p>

<sup>51</sup> Chris Blandford Associates (2005) Colchester Borough Landscape Character Assessment. LCA A7 Stour River Valley Slopes

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Colchester Borough Landscape Character Assessment (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		<p>crossing of Black Brook and trenchless crossing of the A12.</p> <p>Construction would affect the key characteristic of the '<i>intimate, tranquil, relatively steep-sided river valley which is narrow in places and has the narrow meandering Black Brook running through the floodplain</i>'.</p> <p>The LCA would also be indirectly affected by the construction activity in this LCA and neighbouring LCAs, which would be perceptible within approximately 1 km of the draft Order Limits. Beyond this distance layers of vegetation including woodland and field boundary trees would reduce intervisibility with the wider LCA.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits, and less likely to be significant elsewhere in the LCA.</p>	<p><i>tranquil, relatively steep-sided river valley which is narrow in places and has the narrow meandering Black Brook running through the floodplain</i>'.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the Project, and less likely to be significant elsewhere in the LCA.</p>
C	The Stour River Valley Slopes LCA has a sub area (A7c) which is centred on small streams	Although the draft Order Limits just fall within 1 km of the Stour River	The Project would be introduced at more than



Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Colchester Borough Landscape Character Assessment (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
River Valley LCT A  LCA Sub Area A7c: Stour River Valley Slopes	<p>and ponds to the north of Workhouse Hill, a small part of the area is located within Dedham Vale National Landscape (an AONB). Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Narrow, steep-sided valley to the east of Boxted and west of Boxted Cross containing a tributary of the River Stour</i></li> <li>• <i>Large patches of mixed woodland (the majority of which is ancient) on the valley sides</i></li> <li>• <i>Network of public footpaths crossing the valley and running along the valley floor</i></li> <li>• <i>Small, linear dammed lakes contained within floodplain and running along the valley floor</i></li> <li>• <i>Small farmsteads, orchards and a vineyard (Carter’s Farm) to the north of Workhouse Hill</i><sup>52</sup></li> </ul>	<p>Valley Slopes LCA sub area A7c it is unlikely that construction activity would be perceptible due to intervening landform, buildings, and layers of vegetation.</p> <p>It is judged that there would likely be <b>no effect</b> on the LCA.</p>	<p>approximately 1 km to the south and east of the Stour River Valley Slopes LCA sub area A7c. The underground cables would be imperceptible to the east. It is unlikely the overhead line element of the t Project would be perceptible to the south from this sub area of the LCA due to a combination of distance together with intervening landform, built up areas, and layers of vegetation.</p> <p>It is judged that there would likely be <b>no effect</b> on the LCA.</p>
D	The Rochfords Farmland Plateau LCA is located to the south of the Stour Valley and includes the settlement of Wormingford.	A small part of the eastern fringe of the Rochfords Farmland Plateau LCA would be directly affected by	The eastern fringes of the Rochfords Farmland Plateau LCA would be directly

<sup>52</sup> Chris Blandford Associates (2005) Colchester Borough Landscape Character Assessment. LCA A7 Stour River Valley Slopes

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Colchester Borough Landscape Character Assessment (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
Farmland Plateau LCT B  LCA B5: Rochfords Farmland Plateau	<p>Northern parts of the LCA fall within Dedham Vale National Landscape (an AONB). Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>'Mixture of medium and large rolling arable fields interspersed with small woodland patches</i></li> <li>• <i>Fields enclosed by gappy hedges, with occasional mature trees within field boundaries</i></li> <li>• <i>Landscape feels more open and exposed in places than the adjacent Great Horkesley farmland plateau to the west</i></li> <li>• <i>Large weatherboarded vernacular barns (for example at Fordham)</i></li> <li>• <i>Settlement pattern consists of villages with varying forms, small hamlets, and scattered farmsteads</i><sup>53</sup></li> </ul>	<p>construction activity between Vinesse Road and Highfield Farm. This would include construction activity associated with the undergrounding of cables, cathodic protection of pipelines and works to third party infrastructure, the construction of a CSE compound and overhead lines between TB35 and TB40. Direct effects arising during construction would include the removal of some landscape features and the introduction of temporary construction compounds, temporary and permanent access tracks, temporary drainage works, temporary road crossing protection, works to third party infrastructure and other works associated with the construction of the underground cables, the CSE compound and the overhead line. There would be disturbance to farmland (mainly arable fields) and</p>	<p>affected by the Project, between the CSE compound at TB35 and TB40, to the east of Grove Lodge. An overhead line, CSE compound and associated gantries would be introduced to a localised part of the LCA. Above ground link boxes may be introduced to a small part of the LCA where the underground cable is located. These would form very small and infrequent components in the landscape. They would be locally perceptible as relatively discrete features. This would not affect the underlying scale or predominant landcover of the LCA, due to its medium to large arable fields, but may affect the sense of openness</p>

<sup>53</sup> Chris Blandford Associates (2005) Colchester Borough Landscape Character Assessment. LCA B5 Rochfords Farmland Plateau

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Colchester Borough Landscape Character Assessment (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		<p>the loss of some field boundary hedgerows and hedgerows along local roads such as Crabtree Lane, hedgerow trees and mature field trees. There would also be disturbance to the 'open and exposed' character of the LCA.</p> <p>The LCA would also be indirectly affected by the construction activity, which would be perceptible within approximately 1 km of the draft Order Limits. Beyond this distance rolling topography and layers of vegetation including woodland and field boundary trees would reduce intervisibility within the wider LCA.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits, and it is less likely effects would significant elsewhere in the LCA.</p>	<p>and exposure which is identified as a key characteristic of the LCA; albeit the CSE compound would be in a lower lying part of the LCA.</p> <p>Parts of the landscape affected during construction would be reinstated although tree planting directly above the cables would not be reinstated, hedgerows would be replanted. In the longer term, proposed planting within the Environmental Area around the CSE compound would reduce effects.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the Project, and it is less likely they would be significant elsewhere in the LCA.</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Colchester Borough Landscape Character Assessment (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
D  Farmland Plateau LCT B  LCA B6: Great Horkesley Farmland Plateau	<p>The Great Horkesley Farmland Plateau LCA is located to the north of Colchester and includes the settlements of Great Horkesley and West Bergholt and a small section of the northern part of this LCA is located within Dedham Vale National Landscape (an AONB). Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Small to medium scale arable fields with concentrations of mature trees at field boundaries</i></li> <li>• <i>Interesting field pattern consisting of small, regular fields to the south of Boxted and to the east of Great Horkesley</i></li> <li>• <i>Orchards near Great Horkesley.</i></li> <li>• <i>Farmland plateau crossed in a north-south direction by two straight roads, which connect with Colchester’s northern settlement fringe. Linear settlement pattern extends from the layout of these roads</i></li> <li>• <i>A network of narrow lanes (sometimes sunken), which are lined by trees and hedges connect the remainder of the</i></li> </ul>	<p>A central part of the Great Horkesley Farmland Plateau LCA would be directly affected by construction activity across a large section from the western edge of the former airfield at Langham to Vinesse Road, south-west of Little Horkesley. Construction works would be related to the proposed overhead line, underground cables, cathodic protection of pipelines and works to third party infrastructure and a CSE compound. Direct effects would result in the removal of some landscape features. Direct effects would also arise because of temporary and permanent access tracks, works to third party infrastructure, temporary drainage works, temporary road crossing protection and materials storage alongside other associated activity related to the introduction of an overhead line, CSE compound and underground cables. Disturbance would take place through arable</p>	<p>A central part of the Great Horkesley Farmland Plateau LCA would be directly affected by the Project between TB27 and TB34 where the CSE compound would also be located. An overhead line and CSE compound would be introduced into part of the LCA which is already influenced by other man-made infrastructure such as the A12 main road and large commercial and farm buildings and telecoms masts along the A12. However, the Project would introduce a large-scale overhead line into a small to medium scale landscape. Above ground link boxes may be introduced to a small part of the LCA. These would form very small and infrequent components in the</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Colchester Borough Landscape Character Assessment (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<p><i>character area with the two main north south roads</i></p> <ul style="list-style-type: none"> <li><i>Hedgerows are diverse and well managed/ clipped in most places</i><sup>54</sup></li> </ul>	<p>farmland likely resulting in the loss of hedgerows and hedgerow trees, including along roads such as Langham Road, Straight Road, Vinesse Road, School Lane, London Road, Colchester Road and The Causeway and shelter belts.</p> <p>The construction of the CSE compound would introduce a small concentration of activity near Horkesley Plantation.</p> <p>The LCA would also be indirectly affected through construction activity, which would be perceptible within approximately 1 km of the draft Order Limits. Beyond this, layers of vegetation including frequent hedgerows resulting from the small-scale field pattern of this landscape, would reduce intervisibility within the wider LCA.</p>	<p>landscape. They would be locally perceptible as relatively discrete features.</p> <p>Parts of the landscape affected during construction would be reinstated, including where underground cables are located, however in some areas this would not be possible, particularly where access is required. Tree planting directly above the cables could not be reinstated; however, hedgerows would be replanted. This would affect the key characteristics of the LCA which highlight that '<i>hedgerows are diverse and well managed/clipped in most places</i>'. In the longer term, proposed planting within the Environmental Area around</p>

<sup>54</sup> Chris Blandford Associates (2005) Colchester Borough Landscape Character Assessment. LCA B6 Great Horkesley Farmland Plateau

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Colchester Borough Landscape Character Assessment (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits and is less likely to be significant elsewhere in the LCA.	the CSE compound would reduce effects. The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the Project and is less likely to be significant elsewhere in the LCA.
D  River Valley LCT A  LCA A5: Colne River Valley Slopes	The Colne River Valley Slopes LCA is located either side of the River Colne to the west of Colchester. Key characteristics include: <ul style="list-style-type: none"> <li>• <i>‘Relatively steep v-shaped valley slopes facilitate attractive and open views across and along the River corridor</i></li> <li>• <i>Principal road network consisting of narrow tree-lined (sometimes sunken) lanes traversing the valley sides to the north and south</i></li> <li>• <i>A mosaic of medium to large-sized irregular and regular, predominantly arable fields with medium hedgerows containing semi-mature/ mature hedgerow trees</i></li> </ul>	A central part of the Colne River Valley Slopes LCA would be directly affected by construction activity, between TB40 and TB52, to the east of Fordham and Fordstreet crossing the River Colne. Between TB49 and TB50 there is a narrow gap in the LCA where the Colne River Valley Floor separates the north and southern area of the Colne River Valley Slopes LCA. Although located within the adjacent LCA construction activity along the valley bottom would indirectly affect the LCA.	The central part of the Colne River Valley Slopes LCA would be directly affected by the Project, between TB40 and TB52, to the east of Fordham and Fordstreet crossing the River Colne. Between TB49 and TB50 there is a narrow gap in the LCA where the Colne River Valley Floor separates the north and southern area of the Colne River Valley Slopes LCA.

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Colchester Borough Landscape Character Assessment (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li>• <i>Some larger semi-enclosed arable fields to the west of Wakes Colne; and concentrations of smaller fields with intact hedge boundaries adjacent to settlements</i></li> <li>• <i>Settlement pattern consists of small linear village settlements such as Wakes Colne and Eight Ash Green, adjacent to the north-south roads, which cross the River Valley: small hamlets and farmsteads<sup>55</sup></i></li> </ul>	<p>Within this LCA direct effects arising during construction would include the removal of some landscape features and the introduction of temporary material storage areas, temporary and permanent access tracks, works to third party infrastructure including cathodic protection of pipelines and works to third party infrastructure, temporary drainage works and road crossing protection. There would be disturbance to farmland (both arable and pastoral) and open access land, and a loss of some field boundary hedgerows, hedgerows along roads such as the A1124 and Fossetts Lane, hedgerow trees, semi-mature and mature field trees, clumps of woodland/scrub and recently planted areas of young woodland in open access land to the south of Fordham and riparian vegetation along the River Colne. Construction activity and</p>	<p>The Project would be introduced into a landscape characterised by arable and pastoral farming, agricultural buildings, small linear settlements, and associated infrastructure such as small roads. Due to the complex landform and other constraints, several changes in direction of the overhead line would require slightly heavier angle pylons. The overhead line would be uncharacteristic for this landscape which is otherwise relatively absent of notable modern infrastructure. Although the Project would not particularly affect the predominant landcover of the LCA, it would affect the sense of openness and</p>

<sup>55</sup> Chris Blandford Associates (2005) Colchester Borough Landscape Character Assessment. LCA A5 Colne River Valley Slopes

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Colchester Borough Landscape Character Assessment (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		<p>equipment associated with the construction of the overhead line would cause a disturbance to the '<i>attractive and open</i>' character of the LCA. This would be particularly evident to the east of Fordham Place Cottage where the construction would be visible along an elevated plateau.</p> <p>Located near to TB050, Fiddlers Wood Ancient Woodland is near the construction activity but would not be directly affected. The LCA would also be indirectly affected by construction activity, which would be perceptible within approximately 1 km of the draft Order Limits. Beyond this distance the valley topography and layers of vegetation including woodland, riparian vegetation, hedgerows, and field boundary trees would reduce intervisibility within the wider LCA.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the draft</p>	<p>attractiveness which is identified as a key characteristic of the LCA. There would be some conflicts with landform where the overhead line would rise up to cross a localised ridgeline to the east of Fordham; where it would cross the Colne Valley Floor (a neighbouring LCA); and where Pylons TB51 to TB53 would sit more prominently in the landscape due to their elevated position on the valley slopes and at the edge of the plateau (a neighbouring LCA). Parts of the landscape affected during construction would be reinstated and although tree planting directly above the cables could not be reinstated, hedgerows would be replaced</p>



Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Colchester Borough Landscape Character Assessment (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		Order Limits, and less likely to be significant elsewhere in the LCA.	The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the Project, and less likely to be significant elsewhere in the LCA.
D  River Valley LCT A  LCA A4: Colne River Valley Floor	<p>The Colne River Valley Floor LCA is located along the River Colne to the west of Colchester. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>'Floodplain of the Colne River – relatively narrow in the upper reaches of the river valley and broader as the River moves eastwards towards Colchester and the Colne estuary</i></li> <li>• <i>Meandering River Colne is narrow in comparison with the broad spread of the floodplain across which the river flows</i></li> <li>• <i>Colne River is bridged by several roads and lanes, which connect the north and south valley slopes and facilitate views along the river corridor to the east and west</i></li> </ul>	<p>A narrow part of the Colne River Valley Floor LCA would be directly affected by construction activity between TB49 and TB50, to the east of Fordstreet. Direct effects would include the removal of some landscape features including riparian vegetation on the banks of the River Colne and woodland to the south of the river. There would also be disturbance to open access land. Direct effects would also arise due to the introduction of temporary and permanent access tracks and works to third party infrastructure, including cathodic protection of pipelines and works to third party infrastructure.</p>	<p>The Colne River Valley Floor LCA would be directly affected by the Project between TB49 and TB50, to the east of Fordstreet. Although no pylons would be directly located within this LCA, an overhead line would be introduced to a localised part of the LCA, and the Project would be a prominent feature crossing the river valley which would impact upon the narrow, meandering river corridor which is noted as a key characteristic. There would be a permanent</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Colchester Borough Landscape Character Assessment (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li><i>Floodplain corridor sprinkled with mills and weirs</i></li> <li><i>Striking landmark viaduct crossing the river corridor at Chappel<sup>56</sup></i></li> </ul>	<p>There would be construction activity and equipment associated with the construction of the overhead line, although no pylons would be directly located within this LCA.</p> <p>The LCA would also be indirectly affected by construction activity, which would be perceptible within approximately 1 km of the draft Order Limits. Beyond this distance layers of vegetation including waterside vegetation, fragmented woodland and shelter belts would reduce inversibility with the wider LCA.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits, and less likely to be significant elsewhere in the LCA.</p>	<p>reduction in height of a short section of riparian vegetation and woodland along the River Colne where the overhead line crosses the river.</p> <p>The Project would introduce an overhead line into a narrow landscape dominated by floodplain grazing with scattered settlements and associated infrastructure such as local road networks.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the Project, and less likely to be significant elsewhere in the LCA.</p>
D	The Great Tey Farmland Plateau LCA is located to the south of the River Colne and	The eastern part of the Great Tey Farmland Plateau LCA would be directly affected by construction	The Great Tey Farmland Plateau LCA would be directly affected by the

<sup>56</sup> Chris Blandford Associates (2005) Colchester Borough Landscape Character Assessment. LCA A4 Colne River Valley Floor

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Colchester Borough Landscape Character Assessment (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
Farmland Plateau LCT B  LCA B4: Great Tey Farmland Plateau	<p>contains the settlements of Great Tey and Aldham. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>'Gently sloping farmland plateau consisting of a mixture of medium to large-scale enclosed, predominantly arable fields</i></li> <li>• <i>Linear belts and small patches of predominantly deciduous woodland</i></li> <li>• <i>Small nucleated settlements and scattered farmsteads</i></li> <li>• <i>Comprehensive network of footpaths and winding lanes</i></li> <li>• <i>Peaceful and tranquil atmosphere</i><sup>57</sup></li> </ul>	<p>activity associated with the overhead line, between TB51 and TB56, running east of and parallel to the village of Aldham. Direct effects arising during construction would include the removal of some landscape features and the introduction of temporary and permanent access tracks and works to third party infrastructure, including cathodic protection of pipelines and works to third party infrastructure, alongside other associated activity related to the introduction of an overhead line.</p> <p>There would be disturbance to farmland (mainly arable), and the loss of some field boundary hedgerows, including along local roads such as at Gallows Green, and hedgerow trees. There would also be disturbance to the <i>'peaceful and tranquil'</i> character of the LCA. Located near to TB055,</p>	<p>Project between TB51 and TB56, to the east of Aldham.</p> <p>The Project would be introduced into a landscape comprising arable farming, agricultural buildings, small, nucleated settlements, and associated infrastructure such as small roads.</p> <p>An overhead line would be introduced to a localised part of the LCA. This would not affect the predominant landcover of the LCA but may affect the sense of peace and tranquillity which is identified as a key characteristic of the LCA. Pylons TB52 and TB53 would be located at the edge of the plateau and therefore sit more prominently in the landscape. Parts of the</p>

<sup>57</sup> Chris Blandford Associates (2005) Colchester Borough Landscape Character Assessment. LCA B4 Great Tey Farmland Plateau

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Colchester Borough Landscape Character Assessment (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		<p>Aldamhall Wood Ancient Woodland is near the construction activity but would not be directly affected.</p> <p>The LCA would also be indirectly affected by the construction activity, which would be perceptible within approximately 1 km of the draft Order Limits. Beyond this distance the valley topography and layers of vegetation including woodland, shelterbelts, hedgerows, and field boundary trees would reduce intervisibility within the wider LCA.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits, and less likely to be significant elsewhere in the LCA.</p>	<p>landscape affected during construction would be reinstated including the reinstatement of field boundary hedgerows.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the Project, and less likely to be significant elsewhere in the LCA.</p>
D Farmland Plateau LCT B	The Blackwater and Brain Valley LCA is located to the west of Colchester and contains the settlements of Marks Tey and Copford. Key characteristics include:	The northern part of the Easthorpe Farmland Plateau LCA would be directly affected by construction activity, between TB56 and TB70, north of Marks Tey and Little Tey and running broadly parallel to the north of	The Easthorpe Farmland Plateau LCA would be directly affected by the Project between TB56 and TB70, north of Marks Tey and Little Tey.

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Colchester Borough Landscape Character Assessment (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
LCA B2: Easthorpe Farmland Plateau	<ul style="list-style-type: none"> <li>• <i>'Raised farmland plateau, dissected by the wooded Roman River valley in the east</i></li> <li>• <i>A mixture of small, medium, and large irregular, predominantly arable fields</i></li> <li>• <i>Small patches of deciduous woodland and several ponds/ reservoirs</i></li> <li>• <i>Area crossed by a network of narrow, sometimes winding lanes</i></li> <li>• <i>Airfield, surrounded by large open fields has a dominant influence on the landscape character in the south of the area</i></li> <li>• <i>Settlement pattern consists of small villages and hamlets with scattered farmsteads amongst predominantly arable agricultural land</i><sup>58</sup></li> </ul>	<p>the A120. Direct effects would include the removal of some landscape features and the introduction of temporary construction compounds and material storage, road crossing protection, temporary and permanent access tracks and works to third party infrastructure including cathodic protection of pipelines and works to third party infrastructure. There would be disturbance to farmland (mainly arable), and the loss of some field boundary hedgerows, hedgerow trees and field trees as well as hedgerows along local roads such as along East Gores Road and Great Tey Road. There would be construction activity and equipment associated with the construction of the overhead line. Located near to TB055 and RB060, Aldamhall Wood and Church House Wood Ancient Woodland are near the</p>	<p>The Project would be introduced into a relatively flat landscape comprising arable farming, agricultural buildings, small settlements, and associated infrastructure such as small roads the A120 and railway lines.</p> <p>An overhead line would be introduced to the north part of the LCA. This would not affect the underlying scale or predominant landcover of the LCA due to the mixture of field sizes, including large. Parts of the landscape affected during construction would be reinstated, including the reinstatement of field boundary hedgerows.</p> <p>The effect on the LCA would likely be <b>significant</b></p>

<sup>58</sup> Chris Blandford Associates (2005) Colchester Borough Landscape Character Assessment. LCA B2 Easthorpe Farmland Plateau

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Colchester Borough Landscape Character Assessment (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		<p>construction activity but would not be directly affected.</p> <p>The LCA would also be indirectly affected by the construction activity, which would be perceptible within approximately 1 km of the draft Order Limits. Beyond this distance layers of vegetation including woodland, shelterbelts, hedgerows, and field boundary trees would reduce intervisibility within the wider LCA.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits, and it is less likely to be significant elsewhere in the LCA.</p>	<p><b>(negative) within approximately 1 km</b> of the Project and is less likely to be significant elsewhere in the LCA.</p>
D  River Valley LCT A	<p>The Wooded Roman River Valley LCA is located along the Roman River to the south of Colchester. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Relatively steep and wooded slopes of narrow v-shaped Roman River valley (tributary of the Colne River)</i></li> </ul>	<p>Although the draft Order Limits fall within 2 km of the Wooded Roman River Valley LCA it is unlikely that construction activity would be perceptible due to intervening landform, residential areas, and layers of vegetation.</p>	<p>The Project would be introduced at more than approximately 1.5 km to the north-west of the Wooded Roman River Valley LCA. It is unlikely the Project would be perceptible from this LCA due to a combination of distance</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Colchester Borough Landscape Character Assessment (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
LCA A2: Wooded Roman River Valley	<ul style="list-style-type: none"> <li>• <i>Large areas of deciduous and coniferous (mixed) woodland on the valley slopes (e.g., Donyland Wood, Friday Wood and Chest Wood)</i></li> <li>• <i>Small patches of ancient woodland on the valley sides</i></li> <li>• <i>Large regular fields on northern valley slopes with a concentration of smaller irregular fields at High Park Corner</i></li> <li>• <i>Several areas of historic parkland, often associated with halls, overlooking the valley floor</i></li> <li>• <i>Views across and within the valley restricted by large woodland areas<sup>59</sup></i></li> </ul>	It is judged that there would likely be <b>no effect</b> on the LCA.	<p>together with the screening properties of intervening landform, built up residential areas, and layers of vegetation, including vegetation along the Great Eastern Main Line outside this LCA.</p> <p>It is judged that there would likely be <b>no effect</b> on the LCA.</p>
D  Farmland Plateau LCT B	<p>The Southern Colchester Farmland Plateau LCA is located to the south-west of Colchester. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>'An area of sloping farmland plateau (with a mixture of small, medium, and large predominantly arable fields) bordered by Colchester settlement fringes to the north</i></li> </ul>	The draft Order Limits would be more than 2 km from the Southern Colchester Plateau LCA and is not likely to be perceptible. This is due to intervening landform, residential areas, and layers of vegetation.	The Project would be introduced at more than approximately 1.5 km to the north-west of the Southern Colchester Plateau LCA. It is unlikely the Project would be perceptible from this LCA due

<sup>59</sup> Chris Blandford Associates (2005) Colchester Borough Landscape Character Assessment. LCA A2 Wooded Roman River Valley

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Colchester Borough Landscape Character Assessment (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
LCA B3: Southern Colchester Farmland Plateau	<p><i>and the wooded Roman River Valley to the south</i></p> <ul style="list-style-type: none"> <li>• <i>Influence of the military (East Donyland military training area and Middlewick Rifle Ranges) – disturbs tranquillity whilst firing practice is taking place</i></li> <li>• <i>Several large patches of woodland extend from the northern slopes of the Roman River valley, onto the plateau</i></li> <li>• <i>Several small lakes and ponds, within disused sand and gravel works</i></li> <li>• <i>Character area provides physical and visual separation between Colchester urban area and the Roman River Valley</i></li> <li>• <i>Fragmented and sometimes chaotic landscape structure with numerous unrelated land uses</i><sup>60</sup></li> </ul>	It is judged that there would likely be <b>no effect</b> on the LCA.	<p>to a combination of distance together with the screening properties of intervening landform, built up residential areas, and layers of vegetation, including vegetation along the Great Eastern Main Line outside this LCA.</p> <p>It is judged that there would likely be <b>no effect</b> on the LCA.</p>
D Wooded Farmland LCT F	The Messing Wooded Farmland LCA is located to the east of Kelvedon. Key characteristics include:	The draft Order Limits would be more than 2 km from the Messing Wooded Farmland LCA and is not likely to be perceptible. This is due to intervening	The Project would be introduced at more than 2 km to the north-west of the Messing Wooded Farmland

<sup>60</sup> Chris Blandford Associates (2005) Colchester Borough Landscape Character Assessment. LCA B3 Southern Colchester Farmland Plateau



Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Colchester Borough Landscape Character Assessment (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
LCA F1: Messing Wooded Farmland	<ul style="list-style-type: none"> <li>• <i>'Sparse settlement pattern consisting of the small village of Messing, and several small, isolated farmsteads</i></li> <li>• <i>Elevated plateau landform which is situated on a broad ridge and dissected by small streams, providing undulations in topography</i></li> <li>• <i>Large areas of mixed woodland (for example Layer Wood and Pods Wood)</i></li> <li>• <i>Number of small ponds and lakes</i></li> </ul> <p><i>Single mature trees at field boundaries or standing within fields'<sup>61</sup></i></p>	<p>landform, residential areas, and layers of vegetation.</p> <p>It is judged that there would likely be <b>no effect</b> on the LCA.</p>	<p>LCA. It is unlikely the Project would be perceptible from this LCA due to a combination of distance together with the screening properties of intervening landform, built up residential areas, and layers of vegetation, including vegetation along the Great Eastern Main Line and the River Blackwater outside this LCA.</p> <p>It is judged that there would likely be <b>no effect</b> on the LCA.</p>

<sup>61</sup> Chris Blandford Associates (2005) Colchester Borough Landscape Character Assessment. LCA F1 Messing Wooded Farmland

Table A13.1.7 - Preliminary Assessment of Landscape Character Types and/or Landscape Character Areas in Braintree, Chelmsford and Brentwood (Project Sections D, E, F, G and H)

<b>Project Section(s)</b> <b>LCT</b> <b>LCA</b>	<b>Location and Key Characteristics of LCT/LCA within Essex Landscape Character Assessment (2003) – Braintree District, Chelmsford District, Brentwood District</b>	<b>Description of Effect, including Significance and Direction (Construction)</b>	<b>Description of Effect, including Significance and Direction (Operation and maintenance)</b>
D, E  Glacial Till Plateau Landscapes LCT  LCA B4: Gosfield Wooded Farmland	The Gosfield Wooded Farmland LCA is located to the north and east of Coggeshall. Key characteristics include: <ul style="list-style-type: none"> <li>• <i>‘Flat to gently undulating landform</i></li> <li>• <i>Strong pattern of large and small woods, including distinctive ancient limewoods</i></li> <li>• <i>Irregular medium size arable fields, bounded by thick hedgerows with mature hedgerow trees</i></li> <li>• <i>Enclosed character</i></li> <li>• <i>Many small farmsteads, occasional hamlets, and villages</i><sup>62</sup></li> </ul>	The Gosfield Wooded Farmland LCA is partially covered by LCAs within the Colchester Borough Landscape Character Assessment (namely Great Tey Farmland Plateau LCA and the Easthorpe Farmland Plateau LCA) which have already been assessed earlier in this table. This assessment therefore only refers to the small area of the Gosfield Wooded Farmland LCA which does not overlap with the Colchester LCAs which encompasses land within Section E and a small area of land near to Moorlands Farm within Section D.  A small part in the centre of the Gosfield Wooded Farmland County LCA would be directly affected by construction activity, between TB71 and TB74, east of Coggeshall,	The Gosfield Wooded Farmland LCA would be directly affected by the Project between TB71 and TB74, east of Coggeshall.  The Project would be introduced into a landscape made up of arable farming, agricultural buildings, small, nucleated settlements, and associated infrastructure such as small roads however the landscape is already influenced by a 33 kV overhead line and the A120.  An overhead line would be introduced to a localised part of the LCA. Although

<sup>62</sup> Chris Blandford Associates (2003) Essex Landscape Character Assessment. LCA B4 - Gosfield Wooded Farmlands

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Essex Landscape Character Assessment (2003) – Braintree District, Chelmsford District, Brentwood District	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		<p>intersecting the A120 at Surrex. Direct effects arising during construction would include the removal of some landscape features and the introduction of temporary road crossing protection, Public Rights of Way (PRoW) mitigation, and temporary and permanent access tracks and cathodic protection of pipelines and works to third party infrastructure. There would be disturbance to farmland (mainly arable) and the loss of some boundary hedgerows and hedgerow trees alongside fields and roads including the A120, rural lanes such as Old Road, and field trees, which are noted as a key characteristic of the LCA. There would be construction activity and equipment associated with the construction of the overhead line. To the south of Cockerells Farm and Langley Cottages near to TB074 the LCA would be directly affected by construction activity associated with</p>	<p>this would introduce an overhead line into a medium scale landscape, it would not affect the predominant landcover of the LCA. Part of an existing 33 kV overhead line would be removed to accommodate the Project. Parts of the landscape that were affected during construction would be reinstated, including the reinstatement of field boundary and roadside hedgerows, which are noted as a key characteristic of the LCA. The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the Project, and less likely to</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Essex Landscape Character Assessment (2003) – Braintree District, Chelmsford District, Brentwood District	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		<p>the temporary diversion and undergrounding of an existing 33 kV overhead line.</p> <p>The LCA would also be indirectly affected by the construction activity, which would be perceptible within approximately 1 km of the draft Order Limits. Beyond this distance layers of vegetation including woodland, shelterbelts, hedgerows, and field boundary trees would reduce intervisibility within the wider LCA.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits and is less likely to be significant elsewhere in the LCA.</p>	<p>be significant elsewhere in the LCA.</p>
E, F  Glacial Till Plateau Landscapes LCT	The Central Essex Farmland LCA occurs as three discrete areas across Braintree District and Chelmsford District. The easternmost areas are located south of Braintree and include the settlements of Silver End and Great Leighs. The westernmost area is	The Central Essex Farmland LCA is split into three discrete sections across Braintree District and Chelmsford District and the central region of all three areas within the study area would be directly affected by construction activity. From north to	The central regions of the three areas of the Central Essex Farmland LCA within the study area would be directly affected by the Project, between TB88 and TB166, including the two

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Essex Landscape Character Assessment (2003) – Braintree District, Chelmsford District, Brentwood District	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
LCA B1: Central Essex Farmlands	<p>located to the west of Chelmsford. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Irregular field pattern of mainly medium size arable fields, marked by sinuous hedgerows and ditches</i></li> <li>• <i>Many small woods and copses provide structure and edges in the landscape</i></li> <li>• <i>Scattered settlement pattern, with frequent small hamlets, typically with greens and ponds. A concentration of isolated moated farmsteads</i></li> <li>• <i>Network of narrow, winding lanes</i></li> <li>• <i>Mostly tranquil character away from major roads and Stansted Airport</i><sup>63</sup></li> </ul>	<p>south, the first section would be directly affected between TB88 and TB98, south of Silver End and north of Rivenhall. The second section of the LCA would be directly affected between TB101 and TB133, south of Great Leighs and north of Gamble’s Green, Fairstead and Fuller Street. A small section of underground cable route and two CSE compounds would also be located within this section of the LCA, at TB110 and TB111 to the east of Westocks Farm, to facilitate the crossing of an existing overhead line. A small section of the LCA near TB120 west of Fuller Street would be directly affected by construction activity associated with the temporary diversion and undergrounding of an existing 132 kV overhead line. Land around TB132 would be directly affected by the construction of a temporary compound. Section three</p>	<p>CSE compounds and associated gantries between TB109 and TB113 and an overhead line. Part of an existing 132 kV overhead line would be removed to the west of Fuller Street at TB120 to accommodate the Project. There would be a permanent reduction in height of a short section of riparian vegetation and woodland along the Straw Brook for safety clearance where the overhead line crosses the river. This would not affect the underlying scale or predominant landcover of the LCA but may affect the sense of tranquillity which</p>

<sup>63</sup> Chris Blandford Associates (2003) Essex Landscape Character Assessment. LCA B1 – Central Essex Farmlands.

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Essex Landscape Character Assessment (2003) – Braintree District, Chelmsford District, Brentwood District	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		<p>would be directly affected between TB145 and TB166, east of Boyton Cross and west of Chelmsford.</p> <p>Section One (TB88-TB98) Direct effects arising during construction would include the removal of some landscape features and the introduction of material storage, road crossing protection, PRow mitigation, cathodic protection of pipelines and works to third party infrastructure, and temporary and permanent access tracks. There would be disturbance to farmland (mainly arable), and the loss of some field boundary hedgerows, hedgerow trees including along local lanes such as Church Road, Parkgate Road and Cressing Road, field trees, and woodland. There would also be disturbance to the '<i>tranquil</i>' character of the LCA in the vicinity of the construction activity. There would be</p>	<p>is identified as a key characteristic of the LCA.</p> <p>The Project would be introduced into a landscape which is currently influenced by other man-made features including existing transmission and distribution infrastructure such as 400 kV and 132 kV overhead lines, particularly evident near to Fuller Street, small to large settlements and agricultural buildings. Although tree planting directly above the cables could not be reinstated, hedgerows would be replaced. In the longer term, proposed planting within the Environmental Area around the CSE</p>

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		<p>construction activity and equipment associated with the construction of the overhead line. Ancient Woodland at Rivenhall Thicks south of TB094 but would not be directly affected.</p> <p>Section Two (TB101-TB133)</p> <p>Direct effects arising during construction would include the removal of some landscape features and the introduction of temporary construction compounds, road crossing protection, PRow mitigation, and temporary and permanent access tracks. There would be disturbance to farmland (mainly arable), and the loss of some field boundary hedgerows, hedgerow trees, field trees, and woodland. This includes along the A131, minor roads east of the A131 and along Fairstead Road. Fairstead Lane and Fairstead Lodge Road as well as Cole Hill and Goodmans Lane, are designated as Protected Lanes and would be directly impacted</p>	<p>compound would reduce effects.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the Project, and less likely to be significant elsewhere in the LCA.</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Essex Landscape Character Assessment (2003) – Braintree District, Chelmsford District, Brentwood District	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		<p>by the construction activity as they are within the draft Order Limits and cross under the works. Ancient Woodland at Mann/Parsons Wood north of TB120 and TB121 and at Sheepcotes Wood south of TB132 is near the construction activity, including activity associated with the removal and undergrounding of an existing 132 kV overhead line at TB120, but would not be directly affected. The Project would cross the River Ter at TB125.</p> <p>There would also be disturbance to the '<i>tranquil</i>' character of the LCA. There would be construction activity and equipment associated with the construction of the overhead line, two CSE compounds, and underground cables to the east of Westocks Farm near TB111 and the temporary diversion and undergrounding of an existing overhead pylon line to the west of Fuller Street. There would also be disturbance of the '<i>narrow,</i></p>	



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		<p><i>winding lanes</i>', especially where the overhead line would cross protected lanes at TB113, TB119, TB122, TB125, and TB126.</p> <p>Section Three (TB145-TB166)</p> <p>Direct effects arising during construction would include the removal of some landscape features and the introduction of material stockpiles, road crossing protection, PRow mitigation, cathodic protection of pipelines and works to third party infrastructure, and temporary and permanent access tracks. There would be disturbance to farmland (mainly arable) and semi-natural habitat, and the loss of some field boundary hedgerows, hedgerow trees, field trees, and riparian vegetation. This includes along the minor roads west of Chelmsford. Ancient Woodland at Bushy Wood north of TB149 is near the construction activity but would not be</p>	

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		<p>directly affected. The Project would cross the River Can near TB157, and the Roxwell Brook near TB160. The Project would also cross the A1060 at TB160.</p> <p>There would be disturbance to the '<i>tranquil</i>' character of the LCA close to the construction activity. There would be construction activity and equipment associated with the construction of the overhead line.</p> <p>There would also be disturbance of the '<i>narrow, winding lanes</i>', especially where the overhead line would cross a protected lane at TB163 to TB164.</p> <p>Across the three sections, the LCA would also be indirectly affected by the construction activity, which would be perceptible within approximately 1 km of the draft Order Limits. Beyond this distance layers of vegetation including woodland, shelterbelts, hedgerows, and field boundary trees</p>	

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		<p>would reduce intervisibility within the wider LCA.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits, and less likely to be significant elsewhere in the LCA.</p>	
<p>E</p> <p>River Valley Landscapes LCT</p> <p>LCA C6: Blackwater and Brain Valley</p>	<p>The Blackwater and Brain Valley LCA follows the course of the River Brain and River Blackwater, between Braintree, Witham and Coggeshall. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Shallow valleys</i></li> <li>• <i>Predominantly arable farmland with well hedged medium to large fields</i></li> <li>• <i>The Brain and the Upper Blackwater Valleys are narrow with undulating valley sides.</i></li> <li>• <i>The Lower Chelmer, and the Blackwater near Maldon, have wide flat valley floors, and gentle valley sides</i></li> </ul>	<p>The draft Order Limits intersects the Blackwater and Brain LCA at two points which would directly affect the LCA, between TB74 and TB88, south of Coggeshall and north of Kelvedon crossing the River Blackwater, and through a narrow finger of the LCA, between TB98 and TB101, crossing the River Brain south of White Notley. Section One (TB074-TB088)</p> <p>Direct effects arising during construction would include the removal of some landscape features and the introduction of temporary road crossing protection, PRow mitigation, cathodic protection of pipelines and works to third party</p>	<p>The Blackwater and Brain LCA would be directly affected by the Project between TB74 and TB88, south of Coggeshall and north of Kelvedon crossing the River Blackwater, and through a narrow finger of the LCA, between TB98 and TB101, crossing the River Brain south of White Notley.</p> <p>The Project would be introduced into a landscape dominated by arable farming, semi-natural and riparian</p>

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	<ul style="list-style-type: none"> <li><i>Extensive linear poplar and willow plantations are a distinctive feature</i><sup>64</sup></li> </ul>	<p>infrastructure, and temporary and permanent access tracks. There would be disturbance to farmland (mainly arable), semi-natural habitats and woodland, and the loss of some field boundary hedgerows, hedgerow trees, including along Coggeshall Road and Pantling’s Lane, field trees and riparian vegetation associated with the River Blackwater. There would be construction activity and equipment associated with the construction of the overhead line, including the temporary diversion and undergrounding of an existing 33 kV overhead line to the north-east of Bury Lodge near TB075.</p> <p>Section Two (TB098-TB101)</p> <p>Direct effects arising during construction would include the removal of some landscape features and the introduction of PRoW</p>	<p>habitats associated with the two rivers, and small settlements with associated infrastructure such as small roads.</p> <p>Although an overhead line would be introduced into a landscape noted for its narrow valleys and riparian vegetation these key characteristics would be affected for a short section of the LCA and overall, it would not affect the underlying scale or predominant landcover of the LCA due to its characteristic medium to large arable fields. Part of an existing 33 kV overhead line to the north-east of Bury Lodge near TB075 would be removed to</p>

<sup>64</sup> Chris Blandford Associates (2003) Essex Landscape Character Assessment. LCA C6 – Blackwater and Brain Valley

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		<p>mitigation, and temporary and permanent access tracks. There would be disturbance to farmland (mainly arable), semi-natural habitats and woodland, and the loss of some field boundary hedgerows, hedgerow trees, field trees and riparian vegetation associated with the River Brain. There would be construction activity and equipment associated with the construction of the overhead line and by cathodic protection of pipelines and works to third party infrastructure. The Registered Park and Gardens at Faulkbourne Hall south of TB099 is near the construction activity but would not be directly affected.</p> <p>Across the two sections, the LCA would be indirectly affected by the construction activity, which would be perceptible within approximately 1 km of the draft Order Limits due to the flat valley floor. Beyond this distance layers of vegetation including linear</p>	<p>accommodate the Project. Parts of the landscape that were affected during construction would be reinstated including the reinstatement of field boundary hedgerows.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the Project, and it is less likely to be significant elsewhere in the LCA.</p>

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		poplar/willow plantations, hedgerows, woodland, and field boundary trees would reduce intervisibility with the wider LCA. The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits, and is less likely to be significant elsewhere in the LCA.	
F  River Valley Landscapes LCT  LCA C5: Chelmer Valley	The Chelmer Valley LCA is located to the north of Chelmsford and follows the course of the River Chelmer. It encompasses the settlements of Great and Little Waltham. Key characteristics include: <ul style="list-style-type: none"> <li>• <i>‘Narrow valley, with a restricted valley bottom</i></li> <li>• <i>Dense riverside trees</i></li> <li>• <i>Arable valley sides with an open character</i></li> <li>• <i>Small linear settlements occupy the upper valley sides or straggle down to a few bridging points</i></li> <li>• <i>Historic watermills and Second World War pillboxes are distinctive features</i></li> </ul>	The southern area of the LCA would be directly affected by the construction activity, between TB132 and TB146, south of Great Waltham and north of Little Waltham, and crossing the River Chelmer between TB138 and TB139. The Project would cross the A131 and A130 between TB133 and TB134. The Grade II Langleys Registered Park and Garden lies north of TB138-TB140. A small part of the Project Order Limits crosses into the south of the Registered Park and Garden.	The LCA would be directly affected by the Project between TB132 and TB146, south of Great Waltham and north of Little Waltham.  The Project would be introduced into a landscape made up of arable farming, historic parkland (Grade II Langleys Registered Park), riparian habitat associated with the River Chelmer, small settlements, and

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	<ul style="list-style-type: none"> <li data-bbox="450 347 869 379">• <i>Mostly tranquil character</i><sup>65</sup></li> </ul>	<p data-bbox="1104 347 1637 1361">Direct effects arising during construction would include the removal of some landscape features. The introduction of temporary and permanent access tracks, temporary drainage works, and temporary road crossing protection would also have direct effects. There would be disturbance to farmland (mainly arable fields) and riparian habitat associated with the River Chelmer, and the loss of some field boundary hedgerows, field trees, and hedgerow trees. This includes along the B1008 and minor roads between Little Waltham and Great Waltham. Ancient Woodland at Sparrowhawk Wood south-east of TB142 is near the construction activity but would not be directly affected. There would also be disturbance to the '<i>tranquil</i>' character of the LCA. There would be construction activity and equipment</p>	<p data-bbox="1648 347 2024 1361">associated infrastructure such as small roads. An overhead line would be introduced to a localised part of the LCA. This would introduce a large-scale feature into the medium-scale landscape, but would not affect predominant landcover, which includes woodland and mature trees. There would be a permanent reduction in height of a short section of riparian vegetation along the River Chelmer between TB138 and TB139 for safety clearance where overhead line crosses the river. The overhead line may affect the sense of tranquillity in localised parts of the LCA, but</p>

<sup>65</sup> Chris Blandford Associates (2003) Essex Landscape Character Assessment. LCA C5 – Chelmer Valley.

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		<p>associated with the construction of the overhead line.</p> <p>The LCA would also be indirectly affected by the construction activity, which would be perceptible within approximately 1 km of the draft Order Limits. Beyond this distance layers of vegetation including hedgerows and field boundary trees would reduce intervisibility with the wider LCA.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits and less likely to be significant elsewhere in the LCA.</p>	<p>screening from woodland would limit this in places. Parts of the landscape that were affected during construction would be reinstated, including the reinstatement of field boundary hedgerows.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km of the Project</b>, and less likely to be significant elsewhere in the LCA.</p>
<p>F</p> <p>Urban Landscapes LCT</p> <p>LCA G2: Chelmsford and Environs</p>	<p>The Chelmsford and Environs LCA encompasses Chelmsford and its wider setting. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Historic town with extensive residential estate development spreading over a gently sloping valley side landform</i></li> <li>• <i>Wide riverside corridors of green space except in the town centre</i></li> </ul>	<p>A very small area of relatively open farmland near the A414 in the south of the LCA would be directly affected by the construction activity, between TB165 and TB167, west of Great Oxney Green and Writtle.</p> <p>Direct effects arising during construction would include the removal of some landscape features</p>	<p>The LCA would be directly affected by the Project between TB165 and TB167, west of Great Oxney Green.</p> <p>The Project would be introduced into an open farmland landscape, although one that is</p>



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	<ul style="list-style-type: none"> <li>• <i>Fringe of mixed farmland with variable size hedgerowed fields, with few woods or copses</i></li> <li>• <i>Large villages of Writtle ... physically separated from the town, but with much development of an urban character</i><sup>66</sup></li> </ul>	<p>and cathodic protection of pipelines and works to third party infrastructure. The introduction of temporary and permanent access tracks, and temporary drainage works would also have direct effects. There would be disturbance to farmland (mainly arable fields), and the loss of some field boundary hedgerows, and hedgerow trees. The Project would cross the A414 between TB166 and TB167. The Grade II* Hylands Park Registered Park and Garden lies in the south of the LCA, although would not be directly impacted by the Project. There would be construction activity and equipment associated with the construction of the overhead line in the south-west of the LCA. The wider LCA would also be indirectly affected by the construction activity, which would be perceptible within approximately 1 km of the draft</p>	<p>influenced by other man-made features including existing transmission and distribution infrastructure, extensive residential estates, and large villages. Parts of the landscape that were affected during construction would be reinstated, including the reinstatement of field boundary hedgerows. An overhead line would be introduced to a localised part of the LCA. This would not affect the underlying scale or predominant landcover of the LCA due to the presence of large-scale fields and existing overhead lines, although the Project pylons would be larger in scale.</p>

<sup>66</sup> Chris Blandford Associates (2003) Essex Landscape Character Assessment. LCA G2 – Chelmsford and Environs.

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		<p>Order Limits. Beyond this distance layers of vegetation including hedgerows and field boundary trees would reduce intervisibility with the wider LCA.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 0.5 km</b> of the draft Order Limits, and less likely to be significant elsewhere in the LCA.</p>	<p>The effect on the LCA would likely be <b>significant (negative) within approximately 0.5 km</b> of the Project, and less likely to be significant elsewhere in the LCA.</p>
<p>F, G</p> <p>Wooded Hill and Ridge Landscapes LCT</p> <p>LCA D2: Brentwood Hills</p>	<p>The Brentwood Hills LCA extends across the Chelmsford and Brentwood Districts, between the A414 on the edge of Writtle in the north, and the settlement of West Horndon in the south, which lies west of Basildon. The Grade II* Hylands Park Registered Park and Garden lies at the north-eastern edge of the LCA, and the Grade II* listed Thorndon Hall lies at the south-western edge, although neither would be directly impacted by the Project. The LCA contains the urban areas of Ingatestone, Brentwood and Billericay, separated by a wooded and undulating landform with</p>	<p>The central part of the LCA would be directly affected by the construction activity, between TB167 and TB228, running north to south from Little Oxney Green, through Havering's Grove to the railway line east of West Horndon. Construction activity also spans the A12, A129, A127, railway lines and several watercourses including the River Wid.</p> <p>Direct effects arising during construction would include the removal of some landscape features. The introduction of temporary</p>	<p>The LCA would be directly affected by the Project between TB167 and TB228, running north to south from Little Oxney Green, through Havering's Grove to the railway line east of West Horndon.</p> <p>The Project would be introduced into a mixed landscape which is characterised by arable farming, semi-natural habitats, recreational land</p>

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	<p>numerous small watercourses. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Gently to strongly undulating hills/ridges</i></li> <li>• <i>Semi enclosed character due to presence of numerous small woods, large interlocking blocks of woodland and frequent hedgerow trees</i></li> <li>• <i>Patchwork of small irregular pasture and arable fields, opening out to medium to large regular arable fields in the centre of the area</i></li> <li>• <i>Dense linear settlement pattern along major south west to north east road/rail routes</i><sup>67</sup></li> </ul>	<p>construction compounds, temporary and permanent access tracks, temporary drainage works, temporary road crossing protection and cathodic protection of pipelines and works to third party infrastructure would also have direct effects. Land in the south of the LCA west of TB225 to TB228 would be affected by the potential removal of existing low voltage 132 kV OHLs, to accommodate the Project. Undergrounding would take place in the adjacent LCA. There would be disturbance to farmland (mainly arable fields), riparian habitats associated with river crossings and a golf course, and the loss of some woodland copses, field boundary hedgerows, field trees, and hedgerow trees. A number of Ancient Woodlands are near the Project but would not be directly affected. These include Chapel Wood and Writtle-</p>	<p>and small to large settlements. The landscape is also currently influenced by other man-made features including existing transmission and distribution infrastructure, extensive residential estates, rail networks and major roads. Parts of the landscape that were affected during construction would be reinstated, including the reinstatement of field boundary hedgerows. Part of an existing 132 kV overhead line west of TB225 to TB228 would be undergrounded to accommodate the Project. There would be a permanent reduction in</p>

<sup>67</sup> Chris Blandford Associates (2003) Essex Landscape Character Assessment. LCA D2 – Brentwood Hills.

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Essex Landscape Character Assessment (2003) – Braintree District, Chelmsford District, Brentwood District	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		<p>Writtlepark Wood by TB175 to TB179, Bushey Wood and Osborne’s Wood by TB182, Harespring Wood by TB197, James’s Wood by TB207 and TB208, and Friern Manor Wood by TB221. There would be construction activity and equipment associated with the construction of the overhead line.</p> <p>The LCA would also be indirectly affected by the construction activity, which would be perceptible within approximately 1 km of the draft Order Limits. Beyond this distance layers of vegetation including woodland, hedgerows and field boundary trees would reduce intervisibility with the wider LCA.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits, and less likely to be significant elsewhere in the LCA.</p>	<p>height of a short section of riparian vegetation along the River Wid for safety clearance where the overhead line crosses the river.</p> <p>An overhead line would be introduced to a large part of the LCA. This would not affect the underlying scale or predominant landcover of the LCA. The undulating landform and woodland clumps would limit the lengths of overhead line visible across the LCA.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the Project, and less likely to be significant elsewhere in the LCA.</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Essex Landscape Character Assessment (2003) – Braintree District, Chelmsford District, Brentwood District	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
G, H  Urban Landscapes LCT  LCA G3: South Essex Coastal Towns	<p>The South Essex Coastal Towns LCA is in the Basildon District and encompasses the Basildon urban area. It is coincident with the Langdon Hills LCA and parts of the Dunton Settled Claylands LCA and Upper Crouch Valley Farmlands LCA (see LCA of Basildon Borough, 2014). Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Large areas of dense urban development</i></li> <li>• <i>Strongly rolling hills with steep south and west facing escarpments covered by open grassland or a mix of small woods, pastures, and commons</i></li> <li>• <i>Extensive flat coastal grazing marshes in the south adjacent to the Thames Estuary</i></li> <li>• <i>Large blocks of woodland in the centre of the area</i></li> <li>• <i>Narrow bands and broader areas of gently undulating arable farmland, with a remnant hedgerow pattern, separating some of the towns</i></li> <li>• <i>Particularly complex network of major transportation routes</i></li> </ul>	<p>South Essex Coastal Towns County-scale LCA – assessed as part of the Urban LCAs which it is coincident with – see Urban LCT (Billericay, Basildon)</p> <p>N/A</p>	<p>South Essex Coastal Towns County-scale LCA – assessed as part of the Urban LCAs which it is coincident with – see Urban LCT (Billericay, Basildon)</p> <p>N/A</p>

<b>Project Section(s)</b> <b>LCT</b> <b>LCA</b>	<b>Location and Key Characteristics of LCT/LCA within Essex Landscape Character Assessment (2003) – Braintree District, Chelmsford District, Brentwood District</b>	<b>Description of Effect, including Significance and Direction (Construction)</b>	<b>Description of Effect, including Significance and Direction (Operation and maintenance)</b>
	<ul style="list-style-type: none"> <li><i>Pylon routes visually dominate farmland in the A130 corridor<sup>68</sup></i></li> </ul>		

Table A13.1.8 - Preliminary Assessment of Landscape Character Types and/or Landscape Character Areas in Basildon (Project Section G)

<b>Project Section(s)</b> <b>LCT</b> <b>LCA</b>	<b>Location and Key Characteristics of LCT/LCA within Landscape Character Assessment of Basildon Borough (2014)</b>	<b>Description of Effect, including Significance and Direction (Construction)</b>	<b>Description of Effect, including Significance and Direction (Operation and maintenance)</b>
G  Urban LCT  Billericay, Basildon	<p>The Urban LCT occurs in Billericay and Basildon. Key characteristics described in the Landscape Character Assessment include the following information about Basildon:</p> <ul style="list-style-type: none"> <li><i>Basildon New Town occupies gently undulating land to the south and east of the steeper Langdon Hills. There is a distinct pattern of compact residential neighbourhoods, industrial areas and town centre interspersed with broad corridors of green space along the roads, and several</i></li> </ul>	<p>Both urban areas of the LCA (Billericay and Basildon) would be indirectly affected by the construction activity, which would be perceptible within approximately 0.5 km of the draft Order Limits along the western fringes of the settlements. Beyond this distance, and within the wider LCA, residential and industrial buildings would reduce intervisibility.</p>	<p>The Project would be introduced into a landscape which is currently influenced by other man-made features including existing transmission and distribution infrastructure, large urban settlements, and associated infrastructure.</p>

<sup>68</sup> Chris Blandford Associates (2003) Essex Landscape Character Assessment. LCA G3 - South Essex Coastal Towns.

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Landscape Character Assessment of Basildon Borough (2014)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<i>large parks and playing fields. The area is characterised by large areas of dense urban development, with frequent views of an urban skyline.</i>	The effect on the LCA would be <b>negative but is not likely to be significant.</b>	The effect on the LCA would be <b>negative but is not likely to be significant.</b>
G  Wooded Farmlands LCT  LCA 11: West Billericay Wooded Farmlands	<p>The West Billericay Wooded Farmlands LCA is located to the west of Billericay. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Gently undulating plateau topography</i></li> <li>• <i>Predominantly medium to large scale arable fields with mix of hedgerow field boundaries and occasional mature tree rows</i></li> <li>• <i>Open fields largely used for arable farming, with smaller grazed paddocks closer to the residential urban edge</i></li> <li>• <i>Several formal recreational land uses that are well valued by local communities including Queens Park Country Park, Little Burstead Golf Club, Cricket, Tennis and Football clubs adjacent to Billericay, Hannakins Farm Recreation Ground and Stock Brook Golf and Country Club</i></li> </ul>	The LCA would be directly affected by construction activity in two small discrete areas on the western fringes of the LCA, between TB199 and TB201 east of Gooseberry Green, and between TB208 and TB211 north-west of Little Burstead. Direct effects arising during construction would include the removal of some landscape features and the introduction of temporary construction compounds, road crossing protection, PRoW mitigation, and temporary and permanent access tracks. There would be disturbance to farmland (mainly arable fields), the loss of some field boundary hedgerows and hedgerow trees including along a minor road south-west of Tye Common, and the loss of some	The LCA would be directly affected by the Project between TB199 and TB201 east of Gooseberry Green, and between TB208 and TB211 north-west of Little Burstead. The Project would be introduced into a landscape characterised by medium-large arable fields, semi-natural habitats, woodland, parkland, golf courses, and small settlements along minor lanes. An overhead line would be introduced to two discrete areas on the western fringes of the LCA. This

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Landscape Character Assessment of Basildon Borough (2014)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li>• <i>Scattered mature woodlands form strong features within the landscape, gaining in size and connectivity to the north and south of the Billericay urban area</i></li> <li>• <i>Mixture of irregular field patterns with some areas of coaxial fields</i></li> <li>• <i>Scattered, isolated farms and houses connected with quiet, rural tracks and lanes</i></li> <li>• <i>Laindon Common secondary woodland being managed to revert to heath<sup>69</sup></i></li> </ul>	<p>riparian vegetation along the River Wid and tributaries between TB199 and TB201, and TB208 and TB209. There would be construction activity and equipment associated with the construction of the overhead line.</p> <p>The LCA would be indirectly affected by the construction activity, which would be perceptible within approximately 1 km of the draft Order Limits. Beyond this distance, residential buildings and layers of vegetation including hedgerows and field boundary trees would reduce intervisibility with the wider LCA.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits, and less likely be significant elsewhere in the LCA.</p>	<p>would not affect the underlying scale or predominant landcover of the LCA, which generally comprises larger-scale open fields and a gently undulating landform. Parts of the landscape that were affected during construction would be reinstated although there may be permanent reduction in height of a short section of riparian vegetation along the River Wid for safety clearance where the overhead line crosses.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the Project, and less likely be</p>

<sup>69</sup> The Landscape Partnership (2014) Landscape Character Assessment of Basildon Borough. LCA11 - West Billericay Wooded Farmland.



Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Landscape Character Assessment of Basildon Borough (2014)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
			significant elsewhere in the LCA.
G  Wooded Hills and Ridges LCT  LCA 10: East Billericay Wooded Hills and Ridges	<p>The East Billericay Wooded Hills and Ridges LCA is located to the east of Billericay. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Undulating and sloping landform to edge of plateau</i></li> <li>• <i>Small-medium sized fields separated by network of mature hedges with numerous hedgerow trees</i></li> <li>• <i>Marked rural character within area</i></li> <li>• <i>Number of large to medium ancient woods</i></li> <li>• <i>Norsey Wood – LNR, SSSI and SM with notable earthworks</i></li> <li>• <i>Mill Meadows – LNR &amp; SSSI important ancient grazing meadows and for fungi</i></li> <li>• <i>Few isolated properties and farm buildings</i></li> <li>• <i>Break Egg Hill Plotland</i></li> <li>• <i>Minor roads and some rights of way<sup>70</sup></i></li> </ul>	<p>The draft Order Limits would be more than 2 km from the majority of the LCA which lies east of Billericay, and construction activity is not likely to be perceptible. This is due to the intervening settlement and woodland within the LCA.</p> <p>It is judged that there would be <b>no effect</b> on the LCA.</p>	<p>The Project would be more than 2 km from the majority of the LCA and is not likely to be perceptible. This is due to the intervening settlement and woodland within the LCA.</p> <p>It is judged that there would be <b>no effect</b> on the LCA.</p>

<sup>70</sup> The Landscape Partnership (2014) Landscape Character Assessment of Basildon Borough. LCA10 – East Billericay Wooded Hills and Ridges

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Landscape Character Assessment of Basildon Borough (2014)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
<p>G</p> <p>Sloping Farmland LCT</p> <p>LCA 12: Burstead Sloping Farmland</p>	<p>The Burstead Sloping Farmland LCA is located between Billericay and Basildon. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>'Sloping landform with marked secondary undulations to edge of plateau</i></li> <li>• <i>Large fields with remnant hedges and hedgerow trees apart from a settlement boundaries</i></li> <li>• <i>Marked rural and arable character to most of area</i></li> <li>• <i>Noak Hill and associated ribbon development along A176</i></li> <li>• <i>Two Plotlands areas at Broomhills Chase and Green Lanes/The Chase</i></li> <li>• <i>Discrete woodlands and linear green lane</i></li> <li>• <i>Few isolated farms and farm buildings</i></li> <li>• <i>Minor roads and networks of local rights of way</i></li> </ul>	<p>The western part of the LCA would be directly affected by construction activity, between TB210 and TB218, east of Herongate and west of Little Burstead. Direct effects arising during construction would include the removal of some landscape features and the introduction of temporary construction compounds, road crossing protection, PRow mitigation, and temporary and permanent access tracks. There would be disturbance to farmland (mainly arable fields), and the loss of some field boundary hedgerows and hedgerow trees, including along minor roads west of Little Burstead. The Ancient Woodlands at Parkhill Wood in the neighbouring LCA would be in proximity to TB216 but would not be directly affected. There would be construction activity and equipment associated with the construction of the overhead line.</p>	<p>The LCA would be directly affected by the Project between TB210 and TB218, east of Herongate and west of Little Burstead.</p> <p>The Project would be introduced into a rural landscape characterised by arable farming, woodland copses, and small to medium settlements. An overhead line would be introduced to the western fringes of the LCA and could be seen to contrast with the <i>'sloping landform'</i>, particularly where it crosses to the east of Botney Hill Farm.</p> <p>The predominant landcover of the LCA would not be affected. Parts of the landscape that were affected during</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Landscape Character Assessment of Basildon Borough (2014)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li><i>St Mary's Little Burstead and St Mary Magdalene Great Burstead churches are notable landmark buildings</i><sup>71</sup></li> </ul>	<p>The LCA would be indirectly affected by the construction activity, which would be perceptible within approximately 1 km of the draft Order Limits. Beyond this distance, intervening landform and layers of vegetation including hedgerows and field boundary trees, would reduce intervisibility with the wider LCA.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits, and less likely be significant elsewhere in the LCA.</p>	<p>construction would be reinstated.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the Project, and less likely be significant elsewhere in the LCA.</p>
G  Lowland Farmlands LCT	<p>The Upper Crouch Valley Farmlands LCA is located to the north of Basildon. Key characteristics include:</p> <ul style="list-style-type: none"> <li><i>'Gently sloping landform throughout most of area</i></li> <li><i>Local higher ground at Crays Hill to south east</i></li> </ul>	<p>The LCA would be indirectly affected by the construction activity, which would be perceptible between approximately 0.5 km and 1 km of the draft Order Limits. Beyond this distance, layers of vegetation and the presence of residential, agricultural buildings and road infrastructure,</p>	<p>The Project would be introduced into a landscape characterised by arable farming, agricultural and industrial buildings, and small settlements with associated infrastructure</p>

<sup>71</sup> The Landscape Partnership (2014) Landscape Character Assessment of Basildon Borough. LCA12 – Burstead Sloping Farmland

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Landscape Character Assessment of Basildon Borough (2014)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
LCA 9: Upper Crouch Valley Farmlands	<ul style="list-style-type: none"> <li>• <i>Large scale arable fields to east and west of area with limited hedges and trees particularly along the A129</i></li> <li>• <i>Intact historic pattern of medium scale fields with good hedges and mixed arable and pasture to centre of area running north south between Crays Hill and Barrenleys Wood</i></li> <li>• <i>Absence of woodland</i></li> <li>• <i>Urban fringe uses including playing fields, recycling centre and Barleylands Farm/Craft Centre with seasonal exhibitions and markets</i></li> <li>• <i>Scattered intrusive commercial development in open locations</i></li> <li>• <i>Settlement limited to isolated properties and farm buildings</i></li> <li>• <i>Panoramic views to north towards Wooded Hills and ridge</i></li> <li>• <i>Sense of separation created between Billericay (including Great Burstead/South Green), Wickford and Basildon</i></li> </ul>	<p>would reduce intervisibility with the wider LCA.</p> <p>The effect on the LCA would be <b>negative but is not likely to be significant.</b></p>	<p>such as small roads. The Project may be seen to affect the '<i>Panoramic views to north towards Wooded Hills and ridges</i>' which is described as a key characteristic, albeit only from the western fringes of the LCA.</p> <p>The effect on the LCA would be <b>negative but is not likely to be significant.</b></p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Landscape Character Assessment of Basildon Borough (2014)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li><i>A129 runs through part of area, elsewhere minor roads, and several rights of way running north south<sup>72</sup></i></li> </ul>		
<p>G</p> <p>Lowland Settled Claylands LCT</p> <p>LCA 13: Dunton Settled Claylands</p>	<p>The Dunton Settled Claylands LCA is located to the west of Basildon. Key characteristics include:</p> <ul style="list-style-type: none"> <li><i>'Predominantly flat landform with gentle slopes in the south towards the railway</i></li> <li><i>Typically, medium to large sized arable fields. Medium sized paddocks are subdivided with post and barbed wire fencing</i></li> <li><i>Predominantly open farmland with occasional tall hedgerows forming fragmented enclosure</i></li> <li><i>Field boundaries delineated with some tall hedgerows, post and wire fencing and mature tree rows without hedgerows</i></li> <li><i>Narrow rural lanes connect dispersed roadside settlement and agricultural barns</i></li> </ul>	<p>The western edge of this small LCA would be directly affected by construction activity, between TB220 and TB229 west of Southfields and Great Berry (Basildon). Direct effects arising during construction would include the removal of some landscape features and the introduction of temporary construction compounds, road crossing protection, PRow mitigation, and temporary and permanent access tracks. There would be disturbance to farmland (mainly arable fields), and the loss of some field boundary hedgerows and hedgerow trees. There would be construction activity and equipment associated with the construction of the overhead line, including the</p>	<p>The LCA would be directly affected by the Project between TB218 and TB229 west of Southfields and Great Berry (Basildon).</p> <p>The Project would be introduced into a landscape characterised by arable farming, and small to medium settlements (including Dunton Park) with associated infrastructure including the A127. An overhead line would be introduced along the entire western edge of the LCA. In the south of the LCA,</p>

<sup>72</sup> The Landscape Partnership (2014) Landscape Character Assessment of Basildon Borough. LCA 9– Upper Crouch Valley Farmlands

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Landscape Character Assessment of Basildon Borough (2014)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li>• <i>Dunton Park static caravan park occupies the south east corner of the character area</i></li> <li>• <i>Small area of mature Oak and Birch woodland north of the caravan park</i></li> <li>• <i>Church and hall complex at Dunton Hall are local landmarks</i></li> <li>• <i>Houses are predominantly 20th century with some Victorian gault brick buildings including the Old Rectory and Friern Manor<sup>73</sup></i></li> </ul>	<p>temporary diversion and undergrounding of the existing 132 kV OHL south of Friern Manor, between TB224 and TB225. Underground construction would take place east of Sheddings Farm, east of TB224 to TB228.</p> <p>Most of the LCA would also be indirectly affected by the construction activity, which would be perceptible within approximately 1 km of the draft Order Limits.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits, and less likely be significant in the small areas of the LCA that lie beyond 1 km.</p>	<p>part of an existing low voltage 132 kV overhead line near Friern Manor would be removed and undergrounded between TB224 and TB225, to accommodate the Project. This would not affect the underlying scale or predominant landcover of the LCA. The overhead line may be seen to conflict with the historic church and hall complex at Dunton Hall. Parts of the landscape that were affected during construction would be reinstated. Although tree planting directly above undergrounded cables could not be reinstated,</p>

<sup>73</sup> The Landscape Partnership (2014) Landscape Character Assessment of Basildon Borough. LCA13 - Dunton Settled Claylands

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Landscape Character Assessment of Basildon Borough (2014)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
			<p>hedgerows would be replaced.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the Project.</p>
<p>G</p> <p>Wooded Hills and Ridges LCT</p> <p>LCA 14: Langdon Hills</p>	<p>The Langdon Hills LCA is located to the south of Basildon. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>'The landform is strongly undulating encompassing the elevated Langdon Hills with sloping sides and secondary valleys</i></li> <li>• <i>Grid-like former plotland sites to the north west of the area at Langdon Hills Nature Reserve</i></li> <li>• <i>Irregular, curvilinear field patterns and former plotlands in the centre wrapping round the hillside at Westley Heights</i></li> <li>• <i>Medium sized rectilinear arable fields and small scattered pastures with mixed tall and clipped hedgerows to the south east</i></li> </ul>	<p>The LCA would be indirectly affected by the construction activity, which would be perceptible between approximately 0.5 km and 1 km of the draft Order Limits, at the north-western edge of the LCA. Beyond this distance, layers of vegetation (including woodland and vegetation at Dunton Plotlands), strongly undulating landform, and the presence of residential, agricultural buildings and road infrastructure, would reduce intervisibility with the wider LCA.</p> <p>The effect on the LCA would be <b>negative but is not likely to be significant.</b></p>	<p>The Project would be introduced into a landscape characterised by its strongly undulating landform and extensive woodland cover. Although there are some '<i>extensive views</i>' from higher ground, these tend to be south looking towards the Thames Estuary and not west looking towards the Project.</p> <p>The effect on the LCA would be <b>negative but is not likely to be significant.</b></p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Landscape Character Assessment of Basildon Borough (2014)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li>• <i>Extensive woodland cover, predominantly Oak with a mix of Sycamore, Ash, Field Maple, Hawthorn, and Elm</i></li> <li>• <i>Some secondary woodland on former plotlands and mature Oaks and Poplars throughout golf course.</i></li> <li>• <i>Higher ground allows some extensive views overlooking the Thames Estuary</i></li> <li>• <i>Isolated farmhouses, dispersed roadside ribbon settlement of 20th century origin and some Plotland retaining a grid-like structure</i></li> <li>• <i>Ecological designations cover large parts of the character area and comprising an extensive country park and nature reserve</i></li> <li>• <i>Small number of intrusive commercial development in open locations and some major roads dissecting the landscape</i></li> <li>• <i>All Saints Church in Vange is an important viewpoint and landmark</i></li> <li>• <i>Extensive network of Public Rights of Way run through and connect areas of informal</i></li> </ul>		



Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Landscape Character Assessment of Basildon Borough (2014)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<i>recreation within the parcels of the Country Park and nature reserve</i> <sup>74</sup>		

Table A13.1.9 - Preliminary Assessment of Landscape Character Types and/or Landscape Character Areas in Thurrock (Project Section H)

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Thurrock Landscape Capacity Study (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
H  Rolling Farmland / Wooded Hills Landscape LCT  LCA B2: Langdon Hills Rolling Farmland / Wooded Hills	<p>The Langdon Hills Rolling Farmland / Wooded Hills LCA is located between Basildon and Stanford-le-Hope. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Small scale steep, rounded sand, and gravel hills</i></li> <li>• <i>Sense of elevation and intimacy</i></li> <li>• <i>Woodland is a strong, unifying element</i></li> <li>• <i>Irregularly shaped fields on higher slopes adjacent to woodland</i></li> </ul>	The LCA would be indirectly affected by construction activity which would be perceptible from the western edge of the LCA between approximately 0.5 km and 1 km of the draft Order Limits. Beyond 1 km it is unlikely that construction activity would be perceptible, as beyond this distance layers of vegetation, including hedgerows and woodlands, and	<p>The LCA would be indirectly affected by the Project which may be seen to conflict with its ‘<i>absence of detracting vertical features</i>’ which is described as a key characteristic.</p> <p>The effect on the LCA would likely be <b>significant (negative) within</b></p>

<sup>74</sup> The Landscape Partnership (2014) Landscape Character Assessment of Basildon Borough. LCA14 - Langdon Hills

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Thurrock Landscape Capacity Study (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li>• <i>Horse grazing within the lower slopes in the north east of the character area</i></li> <li>• <i>Rough texture</i></li> <li>• <i>Absence of detracting vertical features</i><sup>75</sup></li> </ul>	<p>steeply undulating hills would reduce intervisibility with the wider LCA.</p> <p>The effect of the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits, and less likely be significant elsewhere in the LCA.</p>	<p><b>approximately 1 km</b> of the Project, and less likely be significant elsewhere in the LCA.</p>
<p>H</p> <p>Rolling Farmland / Wooded Hills Landscape LCT</p> <p>LCA B3: Fobbing Ridge Rolling Farmland / Wooded Hills</p>	<p>The Fobbing Ridge Rolling Farmland / Wooded Hills LCA is located to north and south of Stanford-le-Hope. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>'Gently undulating farmland</i></li> <li>• <i>Wide scarp slope</i></li> <li>• <i>Extensive views to the south and east</i></li> <li>• <i>Visual clutter of pylons and power lines</i></li> <li>• <i>Large rectilinear fields</i></li> <li>• <i>Clipped and/or gappy hedges</i></li> <li>• <i>Landmark buildings within the historic cores of Fobbingham and Corringham</i><sup>76</sup></li> </ul>	<p>Most of the draft Order Limits would be more than 2 km from the LCA, and construction activity is not likely to be perceptible. This is due to intervening settlement, road infrastructure and layers of vegetation.</p> <p>It is judged that there would be <b>no effect</b> on the LCA.</p>	<p>Most of the Project would be more than 2 km from the LCA and is not likely to be perceptible. This is due to intervening settlement, road infrastructure and layers of vegetation. The LCA is also noted for its '<i>Visual clutter of pylons and power lines</i>'.</p> <p>It is judged that there would be <b>no effect</b> on the LCA.</p>

<sup>75</sup> Chris Blandford Associates (2005) Thurrock Landscape Capacity Study. LCA B2 – Langdon Hills Rolling Farmland/Wooded Hills.

<sup>76</sup> Chris Blandford Associates (2005) Thurrock Landscape Capacity Study. LCA B3 - Fobbing Ridge Rolling Farmland/Wooded Hills.

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Thurrock Landscape Capacity Study (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
<p>H</p> <p>Rolling Farmland / Wooded Hills Landscape LCT</p> <p>LCA B1: Sticking Hill Rolling Farmland / Wooded Hills</p>	<p>The Sticking Hill Rolling Farmland / Wooded Hills LCA is located to the west of Stanford-le-Hope and contains the settlements of Orsett and Horndon on the Hill. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>'Area of gently undulating terrain</i></li> <li>• <i>Arable and pasture farmland</i></li> <li>• <i>Sparse pattern of settlement with a few individual farmsteads mainly located close to existing rural roads.</i></li> <li>• <i>Important nucleated historic settlements of Horndon on the Hill and Orsett</i></li> <li>• <i>Mature hedgerows in places</i></li> <li>• <i>Woodland clumps in the southern half of the area</i></li> <li>• <i>Tranquil rural character</i><sup>77</sup></li> </ul>	<p>The LCA would be directly affected by construction activity between TB228 and TB253, east of Bulphan and north-east of Orsett, and north of the A13. Construction activity would span the railway line between TB228 and TB229 in the north, and the A13 between TB253 and TB254 in the south. Direct effects arising during construction would include the removal of some landscape features, the introduction of permanent and temporary access tracks, and cathodic protection of pipelines and works to third party infrastructure. A small section of the LCA in the north would be affected by construction activity and equipment associated with a temporary diversion and undergrounding of the existing 132 kV overhead line, where it crosses between TB228 and TB229. There would be disturbance to farmland</p>	<p>The LCA would be directly affected by the Project between TB228 and TB253, east of Bulphan and north-east of Orsett, and north of the A13. An overhead line would be introduced across a substantial part of the LCA. The Project would be introduced into a landscape which is noted for its <i>'tranquil rural character'</i>, although is influenced by settlements, solar farms and an existing 400 kV overhead line which the Project would parallel, in part. Part of an existing 132 kV overhead line in the north of the LCA at TB229 would be</p>

<sup>77</sup> Chris Blandford Associates (2005) Thurrock Landscape Capacity Study. LCA B1 – Sticking Hill Rolling Farmland/Wooded Hills.

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Thurrock Landscape Capacity Study (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		<p>(arable and pasture), with the loss of some hedgerows and hedgerow trees, including along minor roads between Bulphan and Horndon on the Hill and along the A13. This landscape is characterised for its '<i>tranquil rural character</i>', although is influenced by settlements, solar farms and substation near Dunton Plotlands in the north, an existing 400 kV overhead line which runs through the centre of the LCA, and transport infrastructure such as the local road network and railway lines.</p> <p>The LCA would also be indirectly affected by construction activity which would be perceptible within approximately 1 km of the draft Order Limits. Beyond this distance, layers of vegetation including hedgerows and fragmented woodland, would reduce intervisibility with the wider LCA.</p> <p>The effect of the LCA would likely be <b>significant (negative) within</b></p>	<p>undergrounded to accommodate the Project. Parts of the landscape that were affected during construction would be reinstated.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the Project, and less likely be significant elsewhere in the LCA.</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Thurrock Landscape Capacity Study (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		approximately 1 km of the draft Order Limits, and less likely be significant elsewhere in the LCA.	
H  Fenland Landscape LCT  LCA A1: Bulphan Fenland	<p>The Bulphan Fenland LCA is located to the south of West Horndon and contains the settlement of Bulphan. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>'Area of low relief</i></li> <li>• <i>Level arable and pasture landscape</i></li> <li>• <i>Sparse settlement consisting mostly of scattered farmsteads</i></li> <li>• <i>Straight, causewayed roads arranged in a grid pattern</i></li> <li>• <i>Clipped and gappy hedges</i></li> <li>• <i>Some clumps of woodland</i></li> <li>• <i>Network of drainage ditches</i></li> <li>• <i>Open, exposed landscape</i></li> <li>• <i>Rural character</i></li> <li>• <i>Sense of tranquility due to absence of major roads and built development</i></li> </ul>	<p>The LCA would be indirectly affected by construction activity which would be perceptible from the eastern fringes of the LCA within approximately 1 km of the draft Order Limits. This landscape is characterised for its <i>'sense of tranquillity due to the absence of major roads and built development'</i>. Beyond this distance, layers of vegetation including hedgerows and woodlands, would reduce intervisibility with the wider LCA.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits, and not significant elsewhere in the LCA.</p>	<p>The LCA would be indirectly affected by the Project which may be seen to affect its <i>'sense of tranquillity due to the absence of major roads and built development'</i>. The LCA is noted for its <i>'absence of vertical structures'</i> albeit the Project would be over 1 km from the majority of the LCA.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the Project, and not significant elsewhere in the LCA.</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Thurrock Landscape Capacity Study (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li><i>Absence of vertical structures</i><sup>78</sup></li> </ul>		
H  Urban Fringe Landscape LCT  LCA D4: White Crofts/ Orsett Heath Urban Fringe	<p>The White Crofts/ Orsett Heath Urban Fringe LCA is located to the north of Grays and includes the settlement of Southfields. Key characteristics include:</p> <ul style="list-style-type: none"> <li><i>'Gently undulating encapsulated urban fringe farmland</i></li> <li><i>Large fields with weak enclosure pattern</i></li> <li><i>Abrupt urban edges</i></li> <li><i>Noise and visual intrusion from roads</i></li> <li><i>Visual intrusion form pylons and power lines</i></li> <li><i>Remnant hedgerow lined lanes</i><sup>79</sup></li> </ul>	<p>A small part of the LCA would be directly affected by construction activity at TB262 and TB263, north-east of Tilbury for the CSE compound. Direct effects arising during construction would include the removal of some landscape features and the introduction of permanent and temporary access tracks, alongside permanent and temporary drainage. Disturbance would take place in arable farmland with the loss of some hedgerows and hedgerow trees. There would be construction activity associated with the construction of the overhead line, CSE compound, and underground cables, including working areas associated with trenchless crossings.</p>	<p>The LCA would be directly affected by the Project at the CSEC at TB262 and TB263, north-east of Tilbury. A CSEC, overhead lines, underground cabling, and permanent drainage would be introduced to the landscape, although confined to a small part of the LCA. Parts of the landscape affected during construction would be reinstated, and in the longer term, proposed planting within the Environmental Area around the CSE compound would reduce effects on views.</p>

<sup>78</sup> Chris Blandford Associates (2005) Thurrock Landscape Capacity Study. LCA A1 – Bulphan Fenland

<sup>79</sup> Chris Blandford Associates (2005) Thurrock Landscape Capacity Study. LCA D4 – White Crofts/Orsett Heath Urban Fringe

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Thurrock Landscape Capacity Study (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		<p>The LCA would be indirectly affected within approximately 0.5 km of the draft Order Limits. Beyond this distance, urban settlements and layers of vegetation including vegetation around Orsett Golf Course, would reduce intervisibility with the wider LCA.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 0.5 km</b> of the draft Order Limits, and not significant elsewhere in the LCA.</p>	<p>The Project would be introduced into a landscape which is noted for its '<i>visual intrusion of pylons and power lines</i>'. The effect on the LCA would likely be <b>significant (negative) within approximately 0.5 km</b> of the Project, and not significant elsewhere in the LCA.</p>
<p>H Urban Landscape LCT  LCA E4: Grays/ Chadwell St Mary Urban Area</p>	<p>The Grays/ Chadwell St Mary Urban Area LCA encompasses the eastern edge of Grays and the settlement of Chadwell St Mary. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>'Grays and Chadwell St Mary are both nucleated settlements, which are divided from each other by the A1089 road corridor and settled within a network of arterial and local roads. 1970's housing</i></li> <li>• <i>Settlement layout of Chadwell St Mary is concentrated on the crossroads of</i></li> </ul>	<p>The LCA would be indirectly affected by construction activity, which would be perceptible on the eastern and north-eastern peripheries of the LCA within approximately 2 km of the draft Order Limits. Beyond this distance, the concentration of urban infrastructure and buildings would reduce intervisibility with the wider LCA.</p>	<p>The Project would be introduced into a landscape which is currently influenced by urban development and other transmission and distribution infrastructure between the LCA and the Project.</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Thurrock Landscape Capacity Study (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<p><i>Brentwood Road and Linford Road, with the church as a focal point at this location. Grays spreads from the A13 corridor (in the north) to the shores of the River Thames (in the south) and contains several suburban housing areas ranging from the 1950's to modern style. There are also pockets of Victorian housing and the large new housing development at Chafford Hundred is also located to the north of the Urban Area</i></p> <ul style="list-style-type: none"> <li>• <i>The town centre is focused on a central High Street and 1950's shopping precinct containing shops, civic offices the museum</i></li> <li>• <i>There are several areas of greenspace within Grays, some of which are comprised of disused pits and workings</i></li> <li>• <i>There are several areas of greenspace within Grays including Hangmans Wood and Deneholes SSSI and disused pits, (including Lion Pit SSSI, Grays Chalks Pit SSSI and the county wildlife sites Warren</i></li> </ul>	<p>The effect on the LCA would be <b>negative but is not likely to be significant.</b></p>	<p>It is judged that there would be <b>no effect</b> on the LCA.</p>



Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Thurrock Landscape Capacity Study (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<i>Gorge and Sand Martin Cliff), that support both geological and wildlife interest<sup>80</sup></i>		
H  Urban Landscape LCT  Corryingham/ Stanford-le-Hope Urban Area	<p>The Corringham/ Stanford-le-Hope Urban Area LCA encompasses the settlement of Stanford-le-Hope. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Corringham and Stanford le-Hope have an elevated location and are physically separated by the A1014</i></li> <li>• <i>The layout of Stanford le-Hope is based around two main shopping streets (Kings Street and Victoria Road), which contain a variety of local shops. Corringham has an older village core, which contains mainly weather-boarded houses and a Norman church with an extensive churchyard. There is also a modern precinct shopping centre within Corringham</i></li> <li>• <i>Housing development within both settlements is comprised of a range of housing ages and styles ranging from Victorian to modern</i></li> </ul>	<p>The LCA would be indirectly affected by construction activity, with the exception of cathodic protection of pipelines and works to third party infrastructure. Construction of the overhead line and associated work, which would be perceptible on the south-western extent of the LCA within approximately 0.5 km of the draft Order Limits. Beyond this the concentration of settlement and urban infrastructure (including the A13) would reduce intervisibility with the wider LCA.</p> <p>The effect on the LCA would be <b>negative but is not likely to be significant.</b></p>	<p>The Project would be introduced into a landscape which is currently influenced by urban development and roads infrastructure including the A13.</p> <p>It is judged that there would be <b>no effect</b> on the LCA.</p>

<sup>80</sup> Chris Blandford Associates (2005) Thurrock Landscape Capacity Study. LCA E4 – Grays/Chadwell St Mary Urban Area

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Thurrock Landscape Capacity Study (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li>• <i>There is a significant distribution of publicly accessible open greenspace surrounding the southern edges of Stanford le-Hope and Corringham also has several well-distributed areas of open greenspace<sup>81</sup></i></li> </ul>		
<p>H</p> <p>Urban Fringe Landscape LCT</p> <p>LCA D5: Linford / Buckingham Hill Urban Fringe</p>	<p>The Linford / Buckingham Hill Urban Fringe LCA is located to the north of East Tilbury and includes the settlement of Linford. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>'Elevated, broad rounded ridge</i></li> <li>• <i>Urban/rural fringe character</i></li> <li>• <i>Multiple land uses including mineral extraction and industrial land uses</i></li> <li>• <i>Extensive views to the south</i></li> <li>• <i>Concentration of woodland around the Durox site</i></li> <li>• <i>Rough pasture on the crest of the ridge</i></li> </ul>	<p>The central broad, rounded ridge (Buckingham Hill) within the LCA would be directly affected by construction activity between TB253 near Southfields, and TB263 at the southern edge of the LCA near Linford. Direct effects arising from the construction works would include the removal of some landscape features and the introduction of temporary construction compounds, temporary and permanent access tracks, cathodic protection of pipelines and works to third party infrastructure, and a CSE compound at TB262 and TB263. Construction activity would</p>	<p>The LCA would be directly affected by the Project between TB253 and TB262, south-east of Southfields and north of Linford along a section of the broad central ridge. The introduction of an overhead line and CSE compound at TB262 would not affect the underlying scale of the LCA but may affect the visually prominent '<i>broad rounded ridge</i>' in views from the south, which is identified</p>

<sup>81</sup> Chris Blandford Associates (2005) Thurrock Landscape Capacity Study. LCA E6 – Corringham/Stanford-le-Hope Urban Area

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Thurrock Landscape Capacity Study (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li><i>Dispersed settlement pattern of farmsteads</i><sup>82</sup></li> </ul>	<p>span the A13 near Southfields. Land near Collingwood Farm at TB260 would also be affected by the potential removal and undergrounding of existing low voltage 132 kV overhead lines, to accommodate the Project.</p> <p>There would be disturbance to arable fields, sections of golf course either side of Holford Road (including areas noted as Local Wildlife Sites) and loss of small areas of scrub and rough grassland. This landscape is characterised by its urban fringe character and mixed land use, including light settlement, industrial mineral extraction, existing overhead lines and pylons, and the local road network. Views are extensive towards the south from the central ridge.</p> <p>The LCA would also be indirectly affected by construction activity,</p>	<p>as a key characteristic of the LCA. Some woodland would be removed to accommodate the Project. Parts of the landscape that were affected during construction would be reinstated, and in the longer term, proposed planting within the Environmental Area around CSE compound would reduce effects on views. Part of an existing 132 kV overhead line near TB260 would be undergrounded to accommodate the Project.</p> <p>The Project would be introduced into a landscape which is noted for its '<i>multiple land uses including mineral extraction</i></p>

<sup>82</sup> Chris Blandford Associates (2005) Thurrock Landscape Capacity Study. LCA D5 – Linford/Buckingham Hill Urban Fringe

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Thurrock Landscape Capacity Study (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		<p>which would be perceptible within approximately 1 km of the draft Order Limits, where not screened by intervening vegetation. Beyond this distance, intervening shelterbelts, woodland, and gently falling topography to the south-east and north-west, would reduce intervisibility within the wider LCA.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b>, and not significant elsewhere in the LCA.</p>	<p><i>and industrial land use</i> and would be seen in the context of multiple existing transmission lines.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 1 km</b> of the Project, and not significant elsewhere in the LCA.</p>
<p>H</p> <p>Urban Fringe Landscape LCT</p> <p>LCA D7: West Tilbury Urban Fringe</p>	<p>The West Tilbury Urban Fringe LCA encompasses West Tilbury and part of East Tilbury. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Gently undulating farmland</i></li> <li>• <i>Large, open fields</i></li> <li>• <i>Absence of hedgerows and woodland cover</i></li> <li>• <i>Harsh urban edges</i></li> <li>• <i>Visual intrusion of pylons and power lines</i></li> </ul>	<p>A narrow corridor through the centre of the LCA would be directly affected by construction activity between Linford and West Tilbury. Direct effects arising from construction would include the removal of some landscape features within the broad arable fields, and the introduction of temporary construction compounds and temporary and permanent access tracks, however, would not adversely</p>	<p>A corridor through the centre of the LCA would be directly affected, south-west of Linford and north-east of West Tilbury.</p> <p>Several above ground link boxes would be introduced to the west of the LCA, which is currently influenced by other man-made features including</p>

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Thurrock Landscape Capacity Study (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
	<ul style="list-style-type: none"> <li>• <i>Concentration of settlement in the east of the area</i></li> <li>• <i>Dispersed farmsteads</i></li> <li>• <i>Network of minor roads and lanes</i></li> <li>• <i>County Wildlife Sites, e.g., Broom Hill<sup>83</sup></i></li> </ul>	<p>affect the underlying scale of the LCA. There would be disturbance to the mainly arable fields within the LCA and the loss of some boundary hedgerows and trees, including across a small stretch of Holford Road, a Protected Lane. There would be construction activity and equipment associated with the construction of the underground cables and above ground link boxes, including the digging of trenches and temporary spoil piles.</p> <p>Most of the LCA would be indirectly affected by the construction activity, which would be perceptible within approximately 1 km of the draft Order Limits. Beyond this distance, intervening landform and settlement would reduce intervisibility with the wider LCA.</p>	<p>existing transmission and distribution infrastructure and agricultural buildings. The Project would not adversely affect the underlying scale or predominant landcover of the LCA.</p> <p>Parts of the landscape that were affected during construction would be reinstated. Although tree planting directly above the cables could not be reinstated, hedgerows would be replaced.</p> <p>The effect on the LCA would be <b>negative but is not likely to be significant.</b></p>

<sup>83</sup> Chris Blandford Associates (2005) Thurrock Landscape Capacity Study. LCA D7 – West Tilbury Urban Fringe

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Thurrock Landscape Capacity Study (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		The effect on the LCA would likely be <b>significant (negative) within approximately 0.5 km</b> of the draft Order Limits, and not significant elsewhere in the LCA.	
H  Marsh Landscape LCT  LCA C1: Fobbing Marshes	The Fobbing Marshes LCA is located to the south of Stanford-le-Hope. Key characteristics include: <ul style="list-style-type: none"> <li>• <i>‘Level, low lying and exposed</i></li> <li>• <i>Large scale landscape</i></li> <li>• <i>Extensive areas of grazing marsh enclosed by post and wire fences</i></li> <li>• <i>Absence of settlement and roads</i></li> <li>• <i>Sense of wildness and remoteness</i></li> <li>• <i>Network of winding ditches</i></li> <li>• <i>Wide sweeping views dominated by sky</i></li> <li>• <i>Confusion of vertical structures to the south of the character area</i></li> <li>• <i>Vange and Fobbing Marshes SSSI</i><sup>84</sup></li> </ul>	The LCA would be indirectly affected by construction activity, which would be perceptible from the western peripheries of the LCA within approximately 2 km of the draft Order Limits. Beyond this distance, intervening vegetation and buildings would reduce intervisibility within the wider LCA.  The effect on the LCA would be <b>negative but is not likely to be significant.</b>	The LCA would be indirectly affected by the Project which has the potential to affect the <i>‘sense of wildness and remoteness’</i> and <i>‘wide sweeping views’</i> which are described as key characteristics. However, this is tempered by existing transmission and distribution infrastructure, noted as a <i>‘confusion of vertical structures to the south of the character area’</i> .

<sup>84</sup> Chris Blandford Associates (2005) Thurrock Landscape Capacity Study. LCA C1 – Fobbing Marshes.

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Thurrock Landscape Capacity Study (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
			The effect on the LCA would be <b>negative but is not likely to be significant.</b>
H  Marsh Landscape LCT  LCA C3: Mucking Marshes	The Mucking Marshes LCA is located between Stanford-le-Hope and East Tilbury and includes part of East Tilbury. Key characteristics include: <ul style="list-style-type: none"> <li>• <i>‘Low lying, level landscape</i></li> <li>• <i>Large scale landscape</i></li> <li>• <i>Sparse settlement and absence of roads</i></li> <li>• <i>Disturbed land restored to rough grassland</i></li> <li>• <i>Absence of hedgerows</i></li> <li>• <i>Long distance views inland to Buckingham Hill and Langdon Hills</i><sup>85</sup></li> </ul>	The LCA would be indirectly affected by construction activity, which would be perceptible from the western peripheries of the LCA within approximately 1 – 2 km of the draft Order Limits due to its longer distance views towards Buckingham Hill. Beyond this distance, intervening vegetation and buildings would reduce intervisibility within the wider LCA.  The effect on the LCA would be <b>negative but is not likely to be significant.</b>	The LCA would be indirectly affected by the Project which has the potential to affect ‘ <i>long distance views inland to Buckingham Hill</i> ’ which are described as a key characteristic. The Project would be introduced into the neighbouring landscape which is currently strongly influenced by other man-made features including existing transmission and distribution infrastructure.  The effect on the LCA would be <b>negative but is</b>

<sup>85</sup> Chris Blandford Associates (2005) Thurrock Landscape Capacity Study. LCA C3 – Mucking Marshes.

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Thurrock Landscape Capacity Study (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
			not likely to be significant.
H  Marsh Landscape LCT  LCA C4: Mucking Flats and Marshes	The Mucking Flats and Marshes LCA is located along the north side of the River Thames, to the east of East Tilbury. Key characteristics include: <ul style="list-style-type: none"> <li>• <i>‘Low lying, level landscape</i></li> <li>• <i>Horizontal landform</i></li> <li>• <i>Sense of exposure and wildness</i></li> <li>• <i>Complex pattern of small inlets, ditches, and creeks</i></li> <li>• <i>Long distance views to prominent natural and manmade features</i></li> <li>• <i>Strong tidal influence</i><sup>86</sup></li> </ul>	The draft Order Limits would be more than 2.7 km from the LCA, and construction activity is not likely to be perceptible. This is due to the low-lying nature of the LCA, intervening landform and/or layers of vegetation. It is judged that there would be <b>no effect</b> on the LCA.	The Project would be more than 2.7 km from the LCA and is not likely to be perceptible. This is due to the low-lying nature of the LCA, intervening landform and/or layers of vegetation. It is judged that there would be <b>no effect</b> on the LCA.
H  Urban Fringe Landscape LCT	The Chadwell Escarpment Urban Fringe LCA is located to the south of Chadwell St Mary. Key characteristics include: <ul style="list-style-type: none"> <li>• <i>‘Steep-sided, south facing sand and gravel escarpment</i></li> </ul>	A narrow corridor through the eastern half of the LCA would be directly affected by construction activity, on the steep-sided escarpment to the east of Hall Hill. Direct effects arising during construction would include the	The LCA would be directly affected by the Project south of Church Road and east of Hall Hill, with the introduction of above ground link boxes, which

<sup>86</sup> Chris Blandford Associates (2005) Thurrock Landscape Capacity Study. LCA C4 – Mucking Flats and Marshes.



Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Thurrock Landscape Capacity Study (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
LCA D6: Chadwell Escarpment Urban Fringe	<ul style="list-style-type: none"> <li>• <i>Irregular fields of rough grassland and pasture</i></li> <li>• <i>Small copses and areas of scrub</i></li> <li>• <i>Series of narrow lanes enclosed by hedgerows</i></li> <li>• <i>Series of individual historic farmsteads</i><sup>87</sup></li> </ul>	<p>removal of some landscape features and the introduction of temporary access tracks, alongside permanent and temporary drainage, and excavation stockpiles associated with the undergrounding works.</p> <p>The LCA would also be indirectly affected by the construction activity, which would be perceptible within approximately 0.5 km of the draft Order Limits. Beyond this distance intervening layers of vegetation including hedgerows and field boundary trees, would reduce intervisibility with the wider LCA.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 0.5 km</b> of the draft Order Limits, and not significant elsewhere in the LCA.</p>	<p>would form small components in the landscape. The land would be reinstated to its previous condition and use, subject to any planting restrictions above the cable route.</p> <p>The Project would be introduced into a landscape which is heavily influenced by man-made features such as an existing overhead lines and railway infrastructure.</p> <p>Due to the influence of existing man-made features, the effect on the LCA would be <b>negative but is not likely to be significant.</b></p>

<sup>87</sup> Chris Blandford Associates (2005) Thurrock Landscape Capacity Study. LCA D6 – Chadwell Escarpment Urban Fringe.

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Thurrock Landscape Capacity Study (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
H  Marsh Landscape LCT  LCA C5: Tilbury Marshes	<p>The Tilbury Marshes LCA is located to the north and east of Tilbury, north of the River Thames. Key characteristics include:</p> <ul style="list-style-type: none"> <li>• <i>‘Low lying, level landscape</i></li> <li>• <i>Horizontal landform</i></li> <li>• <i>Large scale landscape</i></li> <li>• <i>Network of linear ditches</i></li> <li>• <i>Southern skyline of dock cranes, chimneys, pylons, and power lines</i></li> <li>• <i>Proximity of residential areas</i><sup>88</sup></li> </ul>	<p>The LCA would be directly affected by construction activity between Tilbury Substation in the West Tilbury Marshes and Church Road to the east of Tilbury. Direct effects arising during construction would include the removal of some landscape features and the introduction of permanent and temporary access tracks, alongside permanent and temporary drainage, and excavation stockpiles associated with the construction of underground cabling, cable compound at Parsonage Common and substation works. There would be disturbance to farmland (arable) and construction works at Tilbury Substation.</p> <p>The LCA would also be indirectly affected within 1 km of the draft Order Limits before urban settlements and layers of vegetation and landform</p>	<p>The LCA would be directly affected by the Project between Tilbury Substation in the West Tilbury Marshes and Church Road to the east of Tilbury, with the introduction of gantries and above ground link boxes as well as works at Tilbury Substation. The land would be reinstated to its previous condition and use, subject to any planting restrictions above the cable route.</p> <p>The Project would be introduced into a landscape which is heavily influenced by man-made features such as an existing substation, overhead lines, concrete</p>

<sup>88</sup> Chris Blandford Associates (2005) Thurrock Landscape Capacity Study. LCA C5 – Tilbury Marshes.

Project Section(s) LCT LCA	Location and Key Characteristics of LCT/LCA within Thurrock Landscape Capacity Study (2005)	Description of Effect, including Significance and Direction (Construction)	Description of Effect, including Significance and Direction (Operation and maintenance)
		<p>would reduce intervisibility within the wider LCA.</p> <p>The effect on the LCA would likely be <b>significant (negative) within approximately 0.5 km</b> of the draft Order Limits, and not significant elsewhere in the LCA.</p>	<p>works, seaborne cargo terminal, sewage treatment works, and extensive manipulation of landform in relation to industrial use.</p> <p>Due to the influence of existing man-made features, the effect on the LCA would be <b>negative but is not likely to be significant.</b></p>

## Summary of Effects on the East of England Typology

- 13.2.7 A summary of operation (and maintenance) effects on landscape character within the regional LCTs identified in the East of England Typology is provided below; with reference to the summary of effects reported at the relevant district/county scale LCT/LCA. Some of the regional East of England LCTs occur in multiple parts of the study area and have been split into sections (using the nearest settlement for reference) when summarising the assessments.

### Valley Meadowlands LCT

#### Norwich to Forncett St Mary

- 13.2.8 The East of England Valley Meadowlands LCT occurs within Norfolk where it follows the River Yare and its tributary at Lower East Carleton to the south of Norwich, and the River Tas and its tributaries between Norwich and Cargate Common. There are tributaries of the River Tas at Shotesham Common, Saxlingham Nethergate, Flordon Common, Hapton Comon and Tasburgh. There are numerous settlements alongside the LCT including Keswick, Stoke Holy Cross, Newton Flotman, Tasburgh, Flordon, Hapton, Forncett St Mary and Forncett St Peter. The Project would directly affect the Valley Meadowlands LCT between RG24 and RG25 west of Flordon Common and between RG48 and RG50 near Cargate Common.
- 13.2.9 The assessment of effects on landscape character, summarised in Table A13.1.3, concludes that there would be significant effects on landscape character within the Tas Tributary Farmland LCA within approximately 1 km of the Project. Effects would not be significant within the Tas Rural River Valley LCA and Yare Tributary Farmland LCA and there would be no effect on the Yare Valley Urban Fringe LCA. Significant effects would occur within approximately 1 km of the Project.

#### Diss

- 13.2.10 The East of England Valley Meadowlands LCT occurs on the border of Suffolk and Norfolk where it follows the River Waveney between Low Common and Stuston, encompassing Bressingham Fen and Roydon Fen to the south of Diss. The LCT also runs along a tributary of the River Waveney between Diss and Thrandeston. The Project would directly affect the LCT between RG87 and RG90 as it crosses the River Waveney to the west of Roydon Fen. Two options are proposed in this area: the original option where the Project would be on overhead line; and the Waveney Valley Alternative where the Project would be undergrounded in this location.
- 13.2.11 The assessment of effects on landscape character, summarised in Table A13.1.4, concludes that there would be significant effects on landscape character within the following LCTs / LCAs: Rolling Valley Farmlands and Furze LCT; Wooded Valley Meadowlands and Fens LCT (not significant if the Waveney Valley Alternative option is taken forward) and Waveney Rural River Valley LCA. Significant effects would occur within approximately 0.5 km – 1 km of the Project.

#### Stowmarket

- 13.2.12 The East of England Valley Meadowlands LCT occurs within mid Suffolk where it follows the River Gipping from Stowmarket to Needham Market and also runs south along a tributary of the River Gipping from Needham Market to Barking Tye. The Project would directly affect the LCT between RG162 and RG165 as it crosses the River Gipping to the north of Badley Hill, and between RG168 and RG169 as it crosses the tributary of the River Gipping south of Badley Hill.

13.2.13 The assessment of effects on landscape character, summarised in Table A13.1.4, concludes that there would be significant effects on landscape character within the county scale Valley Meadowlands LCT, which is coincident with the typology of the same name. Significant effects would occur within approximately 0.5 km of the Project.

### **Ipswich**

13.2.14 The East of England Valley Meadowlands LCT occurs within south Suffolk where it follows the River Gipping to the west of Ipswich, passing to the east of Sproughton and Bramford. The Project would not directly affect this part of the LCT and would be located approximately 1.5 km to the west at its closest point.

13.2.15 The assessment of effects on landscape character, summarised in Table A13.1.4, concludes that there would not be any significant effects on landscape character within the county scale Valley Meadowlands LCT in the unit to the west of Ipswich.

### **Dedham Vale National Landscape (an AONB)**

13.2.16 The East of England Valley Meadowlands LCT occurs within the Dedham Vale National Landscape (an AONB) where it follows the River Stour and its tributaries of the River Brett and River Box, between Higham and Stratford St Mary and re-entering the edge of the study area to the south of Nayland. The Project would directly affect part of this LCT by introducing a section of underground cable to the west of Stratford St Mary.

13.2.17 The assessment of effects on landscape character, summarised in Tables A13.1.4 and A13.1.6, concludes that there would not be significant effects within the county scale Valley Meadowlands LCT nor the Stour River Valley Floor LCA and there would be no effect on the Wooded Valley Meadowlands LCT to the east of Stratford St Mary.

### **Colchester**

13.2.18 The East of England Valley Meadowlands LCT occurs in mid Essex, where it forms a narrow linear corridor following the Colne Valley from Fordstreet to Colchester. Although no pylons would be located within this section of the LCT, the Project would cross directly overhead between TB049 and TB050, east of Fordstreet.

13.2.19 The assessment of effects on landscape character, summarised in Table A13.1.6, concludes that there would be significant effects on landscape character within the Colne River Valley Floor LCA and the Colne River Valley Slopes LCA. Significant effects would occur within approximately 1 km of the Project.

### **Bulphan**

13.2.20 The East of England Valley Meadowlands LCT occurs within the south of Essex and is a linear LCT which covers Bulphan Fen and Orsett Fen to the west of Orsett, Bulphan and West Horndon. The Project would not directly affect this part of the LCT and would be located over 1.5 km to the east.

13.2.21 The assessment of effects on landscape character, summarised in Table A13.1.9, concludes that there would be significant effects on landscape character within the Bulphan Fenland LCA and Brentwood Hills LCA within around 1 km of the Project, although this would not extend to the East of England Valley Meadowlands LCT.

## **Valley Settled Farmland LCT**

## **Norwich to Aslacton**

- 13.2.22 The East of England Valley Settled Farmland LCT occurs over a large part of the study area within Norfolk where it follows the valley sides of the River Yare and the River Tas and their tributaries, between Norwich and Aslacton. It follows a tributary of the River Yare at Lower East Carleton and tributaries of the River Tas at Shotesham Common, Saxlingham Nethergate, Wreningham, Hapton Common and Tasburgh. This part of the LCA encompasses settlements including Swardeston, Keswick, Stoke Holy Cross, Swainsthorpe, Newton Flotman, Saxlingham Thorpe, Tasburgh, Flordon, Hapton, Tacolneston, Forncett St Mary, Forncett St Peter, Aslacton and Wacton. The Project would directly affect the Valley Settled Farmland LCT between RG7 and RG8 near Swainsthorpe, RG19 and RG26 to the west of Flordon, RG28 and RG34 to the south-west of Hapton and between RG37 and RG39 to the east of Forncett End.
- 13.2.23 The assessment of effects on landscape character, summarised in Table A13.1.3, concludes that there would be significant effects on landscape character within the Tas Tributary Farmland LCA, Wymondham Settled Plateau Farmland LCA and Ashwellthorpe Plateau Farmland LCA. Effects would not be significant within the Tas Rural River Valley LCA and Yare Tributary Farmland LCA. There would be no effect on the Yare Valley Urban Fringe LCA and Poringland Settled Plateau Farmland LCA. Significant effects would occur within approximately 1 km of the Project.

## **Diss**

- 13.2.24 The East of England Valley Settled Farmland LCT occurs on the border of Norfolk and Suffolk where it follows the sides of the Waveney Valley from Fen Street to Diss and Palgrave, encompassing Wortham Ling. It also follows the sides of a tributary valley between Palgrave and Mellis, encompassing Thrandeston. This LCT also occurs to the west of Great Green on the edge of the study area. The Project would directly affect this part of the LCT between RG82 and RG87 to the west of Roydon and RG90 to RG92 west of Palgrave. Two options are proposed in this area: the original option where the Project would be on overhead line; and the Waveney Valley Alternative where the Project would be undergrounded in this location. The Project would re-enter the LCT between RG96 and RG103 to the west of Thrandeston. Part of an existing overhead line would be undergrounded to accommodate the Project, to the north-west of Mellis.
- 13.2.25 The assessment of effects on landscape character, summarised in Table A13.1.3, concludes that there would be significant effects on landscape character within the following LCAs / LCTs: Waveney Rural River Valley LCA; Rolling Valley Farmlands and Furze LCT (also significant if the Waveney Valley Alternative is taken forward); Ancient Plateau Claylands LCT; and Rolling Valley Claylands LCT. Significant effects would occur up to approximately 1 km from the Project.

## **Thorndon**

- 13.2.26 The East of England Valley Settled Farmland LCT occurs in north Suffolk where it follows the River Dove and its tributaries between Wickham Street and Brockford Street, via Thornham Magna and Thwaite. The Project would directly affect this part of the LCT between RG122 and RG125 to the west of Wickham Street.
- 13.2.27 The assessment of effects on landscape character, summarised in Table A13.1.4, concludes that there would be significant effects on landscape character within the Rolling Valley Claylands LCT and Plateau Claylands LCT. Significant effects would occur within approximately 1 km of the Project.

## **Old Newton to Barking**

- 13.2.28 The East of England Valley Settled Farmland LCT also occurs in north Suffolk where it follows the valley sides of the River Gipping between Stowmarket and Needham Market, and valley sides of its tributaries including the Wattisham Watercourse between the River Gipping and Barking Tye. The Project would directly affect this part of the LCT by introducing an overhead line between RG160 and RG178 between Creeting Hall and Barking as it crosses the Gipping Valley.
- 13.2.29 The assessment of effects on landscape character, summarised in Table A13.1.4, concludes that there would be significant effects on landscape character within the following LCTs: Rolling Valley Claylands LCT; Rolling Valley Farmlands and Furze LCT and Rolling Valley Farmland LCT. Significant effects would occur up to approximately 1 km from the Project.

### **Ringshall Stocks to Washbrook**

- 13.2.30 The East of England Valley Settled Farmland LCT also occurs in mid Suffolk where it covers the valley slopes of small streams from Great Bricett and Ringshall Stocks to Washbrook, encompassing Offton, Somersham, Little Blakenham, Bramford, Sproughton, Burstall and Washbrook Street on the western edge of Ipswich. The Project would directly affect this part of the LCT by introducing an overhead line between RG185 and RG191. An existing overhead line to the west of Offton would be undergrounded within this LCT to accommodate the Project. The Project would also re-enter the LCT between JC12 and JC19 to the north of Brook Street and existing overhead lines to the south-west of Sproughton would be undergrounded to accommodate the Project.
- 13.2.31 The assessment of effects on landscape character, summarised in Table A13.1.4, concludes that there would be significant effects on landscape character within the Rolling Valley Farmland LCT and Plateau Farmlands LCT. There would be no effect on the Ancient Estate Farmlands LCT and Rolling Estate Farmlands LCT. Significant effects would occur up to approximately 1 km from the Project.

### **Upper Layham**

- 13.2.32 The East of England Valley Settled Farmland LCT also occurs in south Suffolk where covers the valley slopes of the River Brett near to Upper Layham. The Project would not directly affect this part of the LCT, and the overhead line would be located approximately 1.5 km to the east at its closest point. The underground cable would be located directly adjacent to the LCT west of Holton St Mary.
- 13.2.33 The assessment of effects on landscape character, summarised in Table A13.1.4, concludes that there would be significant effects on landscape character within the Rolling Valley Farmland LCT. Significant effects would occur within approximately 0.5 km of the Project.

### **Capel St Mary**

- 13.2.34 The East of England Valley Settled Farmland LCT also occurs in south Suffolk where it follows the valley of a stream which runs through Little Wenham and to the west of Capel St Mary. The Project would not directly affect this part of the LCT, and the overhead line would be located approximately 1.3 km to the north at its closest point.
- 13.2.35 The assessment of effects on landscape character, summarised in Table A13.1.4, concludes that there would be significant effects on landscape character within the Rolling Valley Farmland LCT, however these effects are associated with the Project where it is located within the LCT to the south and effects are unlikely to be significant in this part of the LCT.

### **Stratford St Mary and Dedham**

- 13.2.36 The East of England Valley Settled Farmland LCT also occurs on the border of Suffolk and Essex where it covers the valley slopes of the River Stour and the River Brett at Stratford St Mary and Black Brook to the north of Langham. The LCT encompasses Higham, Stratford St Mary and Dedham and extends to the west of Lawford. Much of this section of the LCT is located within the Dedham Vale National Landscape (an AONB). The Project would directly affect this part of the LCT by introducing an underground cable between Bobbitts Hall and Church Farm, west of Stratford St Mary. A section of underground cable would also cross through the LCT in the small valley of Black Brook north and east of Langham.
- 13.2.37 The assessment of effects on landscape character, summarised in Tables A13.1.4, A13.1.5 and A13.1.6, concludes that there would be significant effects on landscape character within the following LCTs/ LCAs: Rolling Valley Farmland LCT; Great Horkesley Farmland Plateau LCA; and Langham Farmland Plateau LCA. Effects would not be significant within the Plateau Farmlands LCT, Stour River Valley Floor LCA and Stour River Valley Slopes LCA, and there would be no effect on the Stour Valley System LCA. Significant effects would occur within approximately 1 km of the Project.

### **Ardleigh**

- 13.2.38 The East of England Valley Settled Farmland LCT also occurs within Essex where it covers the valley slopes of Salary Brook and Ardleigh Reservoir between Ardleigh and Fox Street. The Project would directly affect this part of the LCT by introducing an overhead line between TB15 and TB16 to the west of Ardleigh.
- 13.2.39 The assessment of effects on landscape character, summarised in Table A13.1.5, concludes that there would be significant effects on landscape character within the Ardleigh Valley System LCA. Significant effects would occur within approximately 1 km of the Project.

### **Boxted to Wormingford**

- 13.2.40 The East of England Valley Settled Farmland LCT also occurs on the border of Suffolk and Essex where follows the valley slopes of the River Stour. Partially within the Dedham Vale National Landscape (an AONB), this part of the LCT encompasses the farmland to the north of Wormingford, Little Horkesley, Boxted and Workhouse Hill. The Project would directly affect a small part of this area by introducing a section of underground cable south of Little Horkesley near Knowles's Farm.
- 13.2.41 The assessment of effects on landscape character, summarised in Table A13.1.6, concludes that there would be significant effects on landscape character within the Rochfords Farmland Plateau LCA and Great Horkesley Farmland Plateau LCA. Effects would not be significant within the Stour River Valley Floor LCA and Stour River Valley Slopes LCA. Significant effects would occur within approximately 1 km of the Project.

### **Chappel to Eight Ash Green**

- 13.2.42 The East of England Valley Settled Farmland LCT also occurs within Essex where it follows the valley of the River Colne, between Chappel and West Bergholt, to the west of Colchester, encompassing Fordstreet and Eight Ash Green. The LCT also follows the tributaries of the River Colne including to the north. The Project would directly affect this part of the LCT by introducing an overhead line between TB35, where a CSE compound would also be located, and TB052 where the overhead line crosses the Colne Valley.
- 13.2.43 The assessment of effects on landscape character, summarised in Table A13.1.6, concludes that there would be significant effects on landscape character within the



following LCAs: Great Tey Farmland Plateau LCA; Colne River Valley Slopes LCA; Colne River Valley Floor LCA; Rochfords Farmland Plateau LCA; and Great Horkelesley Farmland Plateau LCA. Significant effects would occur within approximately 1 km of the Project.

### **Coggeshall to Rivenhall**

- 13.2.44 The East of England Valley Settled Farmland LCT also occurs within Essex where it follows the valley of the River Blackwater, between Coggeshall and Witham, encompassing Coggeshall Hamlet, Feering, Kelvedon, Rivenhall End and Rivenhall. The Project would directly affect this part of the LCT by introducing an overhead line between TB76 and TB80, between Coggeshall Hamlet and Feering, between TB83 and TB85 to the north-west of Kelvedon and between TB89 and TB92 north of Rivenhall.
- 13.2.45 The assessment of effects on landscape character, summarised in Tables A13.1.6 and A13.1.7, concludes that there would be significant effects on landscape character within the following LCAs: Blackwater and Brain Valley LCA; Gosfield Wooded Farmland LCA; and Central Essex Farmland LCA. There would be no effect on the Messing Wooded Farmland LCA. Significant effects would occur up to approximately 1 km from the Project.

### **Black Notley to Witham**

- 13.2.46 The East of England Valley Settled Farmland LCT also occurs within Essex where it follows the valley of the River Brain, between Black Notley and Witham, encompassing White Notley and Faulkbourne. The Project would directly affect this part of the LCT by introducing an overhead line between TB97 and TB102 between White Notley and Faulkbourne.
- 13.2.47 The assessment of effects on landscape character, summarised in Table A13.1.7, concludes that there would be significant effects on landscape character within the Blackwater and Brain Valley LCA and Central Essex Farmland LCA. Significant effects would occur up to approximately 1 km from the Project.

### **Kelvedon**

- 13.2.48 The East of England Valley Settled Farmlands LCT occurs in mid Essex, where it forms a narrow linear corridor, following the River Blackwater between Kelvedon and Witham. The Project would not directly affect this part of the LCT and would be located approximately 1.5 km to the north-west at its closest point.
- 13.2.49 The assessment of effects on landscape character, summarised in Table A13.1.7, concludes that there would be significant effects on landscape character within the Blackwater and Brain Valley LCA. Significant effects would likely occur within approximately 1 km from the Project.

### **Little Leighs to Terling**

- 13.2.50 The East of England Valley Settled Farmland LCT also occurs within Essex where it follows the valley of the River Ter between Great Leighs and Terling, encompassing Little Leighs and Fuller Street. The Project would directly affect this part of the LCT by introducing an overhead line between TB120 and TB127 between Little Leighs and Fuller Street. Part of an existing overhead line would be undergrounded in this area to accommodate the Project.
- 13.2.51 The assessment of effects on landscape character, summarised in Table A13.1.7, concludes that there would be significant effects on landscape character within the Central Essex Farmland LCA. Significant effects would occur up to approximately 1 km from the Project.

## **Great and Little Waltham**

- 13.2.52 The East of England Valley Settled Farmland LCT also occurs within Essex where follows the valley of the River Chelmer between Howe Street and Chelmsford, encompassing Great Waltham, Little Waltham and Blasford Hill. The Project would directly affect this part of the LCT by introducing an overhead line between TB137 and TB141 between Great Waltham and Little Waltham.
- 13.2.53 The assessment of effects on landscape character, summarised in Table A13.1.7, concludes that there would be significant effects on landscape character within the following LCAs: Central Essex Farmland LCA; Chelmsford and Environs LCA; and Chelmer Valley LCA. Significant effects would occur within approximately 0.5 km – 1 km of the Project.

## **Writtle**

- 13.2.54 The East of England Valley Settled Farmland LCT also occurs within Essex where it follows the valleys of the River Can, Sandy Brook and Roxwell Brook between Roxwell and Chelmsford, encompassing Roxwell and part of Writtle. The Project would directly affect this part of the LCT by introducing an overhead line between TB156 and TB164 to the east of Roxwell and west of Writtle.
- 13.2.55 The assessment of effects on landscape character, summarised in Table A13.1.7, concludes that there would be significant effects on landscape character within the following LCAs: Central Essex Farmland LCA; Chelmsford and Environs LCA; and Brentwood Hills LCA. Significant effects would occur within approximately 0.5 km – 1 km of the Project.

## **Wooded Plateau Claylands LCT**

### **Swardeston to Bunwell Hill**

- 13.2.56 The East of England Wooded Plateau Claylands LCT occurs in Norfolk, between Keswick on the southern edge of Norwich and Bunwell Hill, and encompasses the settlements of Swardeston, Mulbarton, Bracon Ash, Wreningham, Fundenhall, Tacolneston, Forncett End, Bunwell and Little Green. The Project would directly affect this part of the LCT between Norwich Main Substation at RG1 and RG21 near Flordon Hall. The Project would then re-enter the LCT between RG26 and RG28 to the east of Fundenhall and between RG34 north-west of Forncett St Mary and RG48 to the south-east of Bunwell Hill. The Wooded Plateau Claylands LCT also occurs on the western fringes of the study area in Norfolk, over 2 km from the Project, east of Stoke Holy Cross, south-west of Shotesham and north-east of Tasburgh.
- 13.2.57 The assessment of effects on landscape character, summarised in Table A13.1.3, concludes that there would be significant effects within the following LCAs: Tas Tributary Farmland LCA; Wymondham Settled Plateau Farmland LCA and Ashwellthorpe Plateau Farmland LCA. There would be no significant effects on landscape character within the Yare Tributary Farmland with Parkland LCA and Tas Rural River Valley LCA. Significant effects would occur within approximately 1 km of the Project.

### **Palgrave to Gislingham**

- 13.2.58 The East of England Wooded Plateau Claylands LCT occurs in north Suffolk, between Palgrave and Gislingham, encompassing Wortham, Mellis, Yaxley and Thornham Parva. The Project would directly affect this part of the LCT between RG92 and RG96 west of Palgrave. The Project would then re-enter the LCT between RG103 north-west

of Mellis and RG116 north-east of Gislingham, where an existing overhead line would also be undergrounded to accommodate the Project.

- 13.2.59 The assessment of effects on landscape character, summarised in Table A13.1.4, concludes that there would be significant effects from within the Ancient Plateau Claylands LCT and Rolling Valley Farmlands and Furze LCT. Significant effects would occur within approximately 1 km of the Project.

### **North Stowmarket**

- 13.2.60 The East of England Wooded Plateau Claylands LCT occurs in mid Suffolk, between Gipping and Creeting St Peter and encompassing Stowupland, Forward Green and the northern edge of Stowmarket. The Project would directly affect this part of the LCT between RG151 and RG160 as it runs to the east of Stowupland and Creeting St Peter.
- 13.2.61 The assessment of effects on landscape character, summarised in Table A13.1.4, concludes that there would be significant effects from within the Ancient Plateau Claylands LCT. Significant effects would occur within approximately 1 km of the Project.

### **Needham Market to Great Wenham**

- 13.2.62 The East of England Wooded Plateau Claylands LCT occurs in mid Suffolk, between Needham Market and Great Wenham. The LCT encompasses Battisford, Barking, Barking Tye, Willisham Tye, Ringshall Stocks, Elmsett, Flowton, Burstall, Hintlesham, Duke Street, Chattisham, Raydon and Capel St Mary. The LCT is partially within the Dedham Vale National Landscape (an AONB) to the west of Raydon. The Project would directly affect the LCT between RG70 and RG72 to the south-west of Needham Market and between RG178 and RG187 to the east of Ringshall Stocks. The LCT would also be directly affected over a long section of the Project between RG191 and JC12 which includes Bramford Substation and the undergrounding of existing overhead lines to accommodate the Project. The Project would then re-enter the LCT between JC20 to the east of Chattisham and JC34 east of Raydon Great Wood, where a CSE compound would be located. The Project would introduce an underground cable at this location, which would run south between Raydon and Great Wenham, up to the southern edge of the LCT north-east of Higham.
- 13.2.63 The assessment of effects on landscape character, summarised in Table A13.1.4, concludes that there would be significant effects within the Ancient Plateau Claylands LCT and Ancient Estate Claylands LCT, however there would be no effect on the Ancient Estate Farmlands LCT. Significant effects would occur within approximately 1 km of the Project.

## **Plateau Estate Farmland LCT**

### **Holton St Mary**

- 13.2.64 The East of England Plateau Estate Farmland LCT occurs in in south Suffolk, between Great Wenham and Higham. This part of the LCT encompasses Holton St Mary and is partially within the Dedham Vale National Landscape (an AONB). The Project would directly affect the LCT by introducing a section of underground cable from Bacon's Green to Higham Lodge, west of Holton St Mary.
- 13.2.65 The assessment of effects on landscape character, summarised in Table A13.1.3, concludes that there would be no significant effects on landscape character within the Plateau Farmlands LCT to the west of Holton St Mary.

### **North Colchester**

- 13.2.66 The East of England Plateau Estate Farmland LCT also occurs within Essex, to the north of Colchester, extending from Great Bromley in the east to Great Horkesley in the west. The LCT encompasses Little Bromley, Bromley Cross, Burnt Heath, Ardleigh, Dedham Heath, Langham, Great Horkesley, Boxted Cross and Tye Green. The northern part of the LCT is within Dedham Vale National Landscape (an AONB). The Project would directly affect this part of the LCT over a long section between Lawford Substation at TB1 and TB34 at a CSE compound where it becomes an underground cable east of Great Horkesley. The Project would also directly affect the LCT between Langham and Lawford Substation where there would be a length of underground cable.
- 13.2.67 The assessment of effects on landscape character, summarised in Tables A13.1.5 and A13.1.6, concludes that there would be significant effects on landscape character within the following LCAs: Great Horkesley Farmland Plateau LCA; Langham Farmland Plateau LCA; Bromley Heaths LCA; and Ardleigh Valley System LCA. There would be no significant effects on landscape character within the Stour River Valley Slopes LCA and there would be no effects within the Stour Valley System LCA. Significant effects would occur within approximately 1 km of the Project.

### **West Colchester**

- 13.2.68 The East of England Plateau Estate Farmland LCT occurs within Essex, extending from the western edge of Colchester to Aldham and encompassing Copford and Eight Ash Green. The Project would directly affect this part of the LCT over a short section between TB52 and TB54 to the north-east of Aldham.
- 13.2.69 The assessment of effects on landscape character, summarised in Table A13.1.6, concludes that there would be significant effects on landscape character within the following LCAs: Great Tey Farmland Plateau LCA; Easthorpe Farmland Plateau LCA; and Colne River Valley Slopes LCA. There would be no effect on the Southern Colchester Farmland Plateau LCA and Wooded Roman River Valley LCA. Significant effects would occur within approximately 1 km of the Project.

### **Settled Plateau Claylands LCT**

- 13.2.70 The East of England Settled Plateau Claylands LCT occurs in two parts of the study area and has been split into sections (using the nearest settlement for reference) when summarising the assessments.

#### **Tibenham to Diss**

- 13.2.71 The East of England Settled Plateau Claylands LCT occurs in Norfolk between Tibenham and Diss, encompassing Tibenham, Winfarthing, Gissing, Shelfanger, Burston and Bressingham. The Project would directly affect this part of the LCT over a long stretch between RG50 north-west of Tibenham and RG82 at Snow Street.
- 13.2.72 The assessment of effects on landscape character, summarised in Table A13.1.3, concludes that there would be significant effects within the following LCAs: Ashwellthorpe Plateau Farmland LCA; Tas Tributary Farmland LCA; Great Moulton Plateau Farmland LCA; Waveney Tributary Farmland LCA and Waveney Rural River Valley LCA (also significant if the Waveney Valley Alternative is taken forward). Significant effects would occur within approximately 1 km of the Project.

#### **Gislingham to Mendlesham Green**

- 13.2.73 The East of England Settled Plateau Claylands LCT also occurs in north Suffolk between Gislingham and Mendlesham Green, and encompasses Finningham, Westhorpe, Cotton and Mendlesham. The Project would directly affect this part of the

LCT over a long stretch between RG117 east of Gislingham and RG151 south of Saxham Street.

- 13.2.74 The assessment of effects on landscape character, summarised in Table A13.1.4, concludes that there would be significant effects within the Plateau Claylands LCT. Significant effects would occur within approximately 1 km of the Project.

## Wooded Plateau Farmlands LCT

### West Bergholt

- 13.2.75 The East of England Wooded Plateau Farmlands LCT occurs within north Essex between Great Horkesley in the north and West Bergholt and Fordham in the south. The Project would directly affect this part of the LCT between Great Horkesley and TB35, where there would be an underground cable. There would also be direct effects on the LCT between the CSE compound at TB35 and TB49 within the Colne Valley.
- 13.2.76 The assessment of effects on landscape character, summarised in Table A13.1.6, concludes that there would be significant effects on landscape character within the Great Horkesley Farmland Plateau LCA and Colne River Valley Slopes LCA. Effects would not be significant within the Stour River Valley Slopes LCA. Significant effects would occur within approximately 1 km of the Project.

### Marks Tey

- 13.2.77 The East of England Wooded Plateau Farmlands LCT also occurs within mid Essex between Aldham and Coggleshall and encompasses Great Tey, Little Tey and Marks Tey. The Project would directly affect this part of the LCT between TB54 east of Aldham to TB75 south of Surrex.
- 13.2.78 The assessment of effects on landscape character, summarised in Table A13.1.6, concludes that there would be significant effects on landscape character within the following LCAs: Great Tey Farmland Plateau LCA; Easthorpe Farmland Plateau LCA; Colne River Valley Slopes LCA; Blackwater and Brain Valley LCA; and Gosfield Wooded Farmland LCA. Significant effects would occur up to approximately 1 km from the Project.

### Silver End

- 13.2.79 The East of England Wooded Plateau Farmlands LCT also occurs within mid Essex between Coggeshall Hamlet and Witham and encompasses Silver End. The Project would directly affect this part of the LCT between TB80 south of Coggeshall Hamlet and TB89, east of Silver End. The Project would re-enter the LCT between TB92 and TB97, south of Silver End.
- 13.2.80 The assessment of effects on landscape character, summarised in Table A13.1.7, concludes that there would be significant effects on landscape character within the Central Essex Farmland LCA and the Blackwater and Brain Valley LCA. Significant effects would occur up to approximately 1 km from the Project.

### Fairstead

- 13.2.81 The East of England Wooded Plateau Farmlands LCT also occurs within mid Essex between White Notley and Fuller Street, encompassing Ranks Green and Great Leighs. The Project would directly affect this part of the LCT between TB102 and TB121 and would include a short section of underground cable and two CSE compounds near to Westocks Farm, north of Fairstead.

13.2.82 The assessment of effects on landscape character, summarised in Table A13.1.7, concludes that there would be significant effects on landscape character within the Central Essex Farmland LCA. Significant effects would occur within approximately 1 km of the Project.

### **Chatham Green**

13.2.83 The East of England Wooded Plateau Farmlands LCT also occurs within mid Essex between Mabbs Farm near Little Green in the north and Boreham Airfield in the south, encompassing Chatham Green. The Project would directly affect this part of the LCT between TB127 and TB136, north of Little Waltham.

13.2.84 The assessment of effects on landscape character, summarised in Table A13.1.7, concludes that there would be significant effects on landscape character within the Central Essex Farmland LCA and Chelmer Valley LCA. Significant effects would occur up to approximately 1 km from the Project.

### **Chignall Smealy**

13.2.85 The East of England Wooded Plateau Farmlands LCT also occurs within mid Essex between Great Waltham in the north, Chelmsford in the east and Boyton Cross in the south, encompassing Chignall Smealy and Chignall St James. The Project would directly affect this part of the LCT between TB141 at Broad's Green and TB156 south of Chignall St James and again between TB158 and TB159 north-east of Blackwall Bridge.

13.2.86 The assessment of effects on landscape character, summarised in Table A13.1.7, concludes that there would be significant effects on landscape character within the Central Essex Farmland LCA and Chelmer Valley LCA. Significant effects would occur up to approximately 1 km from the Project.

### **Writtle**

13.2.87 The East of England Wooded Plateau Farmlands LCT also occurs within mid Essex between Writtle to the east, Roxwell in the north and Edney Common to the south, encompassing Cooksmill Green. The Project would directly affect this part of the LCT between TB162 and TB171 to the west and south-west of Writtle.

13.2.88 The assessment of effects on landscape character, summarised in Table A13.1.7, concludes that there would be significant effects on landscape character within the following LCAs: Central Essex Farmland LCA; Brentwood Hills LCA; and Chelmsford and Environs LCA. Significant effects would occur up to approximately 1 km from the Project.

## **Wooded Hills and Ridges LCT**

13.2.89 The East of England Wooded Hills and Ridges LCT occurs within the south of Essex between Chelmsford and Basildon and encompasses Edney Common, Margaretting, Ingatestone, Stock, Havering's Grove, Billericay, Little Burstead, Ingrave and Herongate. The Project would directly affect this part of the LCT by introducing an overhead line between TB172, east of Edney Common, and TB228, near Dunton Hall west of Basildon.

13.2.90 The assessment of effects on landscape character, summarised in Tables A13.1.7 and 13.1.8, concludes that there would be significant effects on landscape character within the following LCAs: Dunton Settled Claylands LCA; Burstead Sloping Farmland LCA; West Billericay Wooded Farmlands LCA; Brentwood Hills LCA; and Chelmsford and Environs LCA. Effects would not be significant within the Langdon Hills LCA and Upper Crouch Valley Farmlands LCA and there would be no effect on the East Billericay

Wooded Farmlands LCA. Significant effects would occur up to approximately 1 km from the Project.

## Lowland Settled Claylands LCT

### Bulphan

- 13.2.91 The East of England Lowland Settled Claylands LCT occurs within the south of Essex between Basildon in the north, Stanford-le-Hope in the south and Bulphan Fen in the west, encompassing West Horndon, Bulphan and Horndon on the Hill. The Project would directly affect this part of the LCT by introducing an overhead line between TB228 and TB251, west of Horndon on the Hill and Dunton Plotlands and east of Bulphan.
- 13.2.92 The assessment of effects on landscape character, summarised in Table A13.1.9, concludes that there would be significant effects on landscape character within the following LCAs: Bulphan Fenland LCA; Sticking Hill Rolling Farmland / Wooded Hills LCA; and Langdon Hills Rolling Farmland / Wooded Hills LCA. Effects would not be significant within the Langdon Hills LCA. Significant effects would occur up to approximately 1 km from the Project.

## Lowland Settled Farmlands LCT

- 13.2.93 The East of England Lowland Settled Farmlands LCT occurs along the southern coastal fringe of Essex between Stanford-le-Hope and Chadwell St Mary, and encompasses Orsett, Southfields, Linford and East Tilbury. The Project would directly affect the LCT by introducing an overhead line between TB251 and the CSE compound at TB263, and a section of underground cable between the CSE compound and Hall Hill near West Tilbury.
- 13.2.94 The assessment of effects on landscape character, summarised in Table A13.1.9, concludes that there would be significant effects on landscape character within the following LCAs: Sticking Hill Rolling Farmland/ Wooded Hills LCA; Linford/ Buckingham Hill Urban Fringe LCA; and White Crofts/ Orsett Heath Urban Fringe LCA. No significant effects are anticipated within the West Tilbury Urban Fringe LCA. Significant effects would occur up to approximately 1 km from the Project.

## Coastal Levels LCT

- 13.2.95 The East of England Coastal Levels LCT occurs along the southern coastal fringe of Essex, following the River Thames from Mucking to Tilbury. The Project would directly affect the LCT by introducing a section of underground cable between Hall Hill, south of West Tilbury, and Tilbury Substation.
- 13.2.96 The assessment of effects on landscape character, summarised in Table A13.1.9, concludes that there would be significant effects on landscape character within the Linford / Buckingham Hill Urban Fringe LCA, however only a small part of this LCA is within the East of England Typology LCT and these significant effects are associated with the proposed overhead line introduced further north. Effects would not be significant within the following LCAs: Mucking Marshes LCA; Fobbing Marshes LCA; Tilbury Marshes LCA; and Chadwell Escarpment Urban Fringe LCA.

## 13.3 Designated Landscapes

- 13.3.1 Nationally designated landscapes are shown on Figure 13.1: LVIA Study Area and Landscape Designations in Volume II.
- 13.3.2 Dedham Vale National Landscape (an AONB) is located within the Landscape and Visual study area. Project Sections C and D pass through and to the south of Dedham Vale National Landscape, respectively.
- 13.3.3 The Suffolk Coasts and Heaths National Landscape (an AONB) is located approximately 3.7 km to the east of the Project (Section C) and is therefore not within the Landscape and Visual study area. The National Landscape has not been considered within the assessment as it is considered that there is no potential for significant landscape and visual effects to occur, or effects on its special qualities.

### Operation (and maintenance) Effects on Dedham Vale National Landscape (an AONB)

- 13.3.4 This section describes the implications of the Project for Dedham Vale National Landscape (an AONB). The National Landscape is shown on Figure 13.1: LVIA Study Area and Landscape Designations in Volume II and shown with the ZTV overlain in Figure 13.8.1: Zone of Theoretical Visibility (ZTV) of Proposed 400 kV Overhead Line (Numbers of Pylons) and Figure 13.8.2: ZTV of Proposed 400 kV Overhead Line (Proportions of Pylons) in Volume II. Observations are drawn from the assessment sections for landscape and visual effects, in Tables A13.1.3 to A13.1.9 (Appendix 13.1) and Tables A13.2.1 to A13.2.8 (Appendix 13.2) in Volume III.

### Key Legislation and Planning Policy

- 13.3.5 National Grid, as a statutory undertaker, has a duty under Section 85 of the Countryside and Rights of Way Act 2000 (CROW Act) which states '*In exercising or performing any functions in relation to, or so as to affect, land in an AONB, a relevant authority shall have regard to the purpose of conserving and enhancing the natural beauty of the AONB*'. Further detail is provided in PEIR Chapter 2: Key Legislation and Planning Policy Context.

#### National Planning Policy

- 13.3.6 Paragraph 182 of revised National Planning Policy Framework (NPPF) states that: '*Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty which have the highest status of protection in relation to these issues....The scale and extent of development within all these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.*'
- 13.3.7 In policy terms, National Landscapes are afforded the highest status of protection, as set out in paragraph 5.10.7 of Overarching National Policy Statement (NPS) for Energy (EN-1) (November 2023): '*National Parks, the Broads and AONBs have been confirmed by the government as having the highest status of protection in relation to landscape and natural beauty.*' Paragraph 5.10.8 goes on to state that: '*The duty to seek to further the purposes of nationally designated landscapes also applies when considering applications for projects outside the boundaries of these areas which may have impacts within them.*'



- 13.3.8 NPS for Electricity Networks Infrastructure (EN-5) states at paragraph 2.9.21 that in nationally designated landscapes: *'In these areas, and where harm to the landscape, visual amenity and natural beauty of these areas cannot feasibly be avoided by rerouting overhead lines, the strong starting presumption will be that the applicant should underground the relevant section of the line.'*

## Local Planning Policy

- 13.3.9 The northern half of the Dedham Vale National Landscape is within the Babergh and Mid Suffolk District, and the southern half is within Colchester Borough. The following planning policies are of relevance to the National Landscape.

### Babergh and Mid Suffolk Joint Local Plan

- 13.3.10 Policy LP18 – Area of Outstanding Natural Beauty of the Babergh and Mid Suffolk Joint Local Plan Part 1 (Adopted November 2023) notes that:

- *Proposals for major development within the AONBs will be refused other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest.*
- *The Councils will support non-major development within the AONBs and development within the setting of the AONBs that:*
  - *Gives great weight to conserving and enhancing the landscape and scenic beauty;*
  - *Integrates positively with the character of the area and reinforces local distinctiveness of the AONBs;*
  - *Is sensitive to the natural and built landscape and visual impacts (including on dark skies and tranquil areas);*
  - *Supports the provision and maintenance of local services, facilities and assets (including affordable housing), so long as it is commensurate with the character and objectives of the AONBs;*

*Demonstrates special regard to conserving and enhancing landscape character, landscape values and heritage assets in the AONBs; and*
  - *Conserves the distinctiveness of the AONBs (including quality views), supports the public enjoyment of these areas and the wider social and economic objectives set out in the AONB Management Plans.*
- *Development within the AONB Project Areas should have regard to the relevant Valued Landscape Assessment.*

### Colchester Local Plan

- 13.3.11 Policy ENV4: Dedham Vale Area of Outstanding Natural Beauty of the Colchester Local Plan Section 2 (Adopted July 2022) notes that:

- *Development will only be supported in or on land within the setting of the Dedham Vale Area of Outstanding Natural Beauty (AONB) that:*
  - *i. Makes a positive contribution to the natural beauty and special qualities of the AONB, including tranquillity and the AONB's good quality night/dark skies; and,*

- *ii. Does not adversely affect the character, quality views, into and out of the AONB and distinctiveness of the AONB or threaten public enjoyment of these areas, including by increased motorised vehicle movement; and,*
  - *iii. That there are no adverse impacts on the setting of the AONB which cannot reasonably be mitigated against and,*
  - *iv. Supports the wider environmental, social and economic objectives as set out in the Dedham Vale AONB and Stour Valley Management Plan.*
- *Applications for major development within or in close proximity to the boundary of the Dedham Vale AONB will be refused unless in exceptional circumstances it can be demonstrated that the development is in the public interest, and this outweighs other material considerations.*
  - *Where exceptional development is suitable, landscape enhancements, mitigation or compensation measures must be provided. The Local Planning Authority will seek opportunities to mitigate the impact of features identified as having adverse impacts. Residual impacts may be offset by other planning gain within the AONB or contributions to the Stour Valley Environment Fund....*
  - *The Local Planning Authority will also encourage proposals in or near the AONB to underground new infrastructure associated with electricity schemes or communication equipment where financially viable, to help protect its landscape qualities.*

### **Dedham Vale Management Plan**

- 13.3.12 The Dedham Vale AONB and Stour Valley Project Area Management Plan 2021 – 2026 sets out a vision for the National Landscape and guidance on how it should be managed. The landscape of the area is described in the Statement of Significance (page 21):
- 13.3.13 *‘The Dedham Vale AONB is a predominately agricultural landscape that exhibits a subtle lowland river valley with an assemblage of features associated with this landscape still in place and intact. These features include a gently winding river and tributaries; gentle valley sides with scattered woodlands; sunken rural lanes; picturesque villages with imposing churches and historic timber framed buildings; scattered farmsteads and agricultural buildings; small fields enclosed by ancient hedgerows; riverside grazing meadows with associated drainage ditches and visible and hidden archaeology providing evidence of human habitation over previous millennia.*
- 13.3.14 *The area remains mostly free of incongruous development and large scale industrial developments. Despite some intrusions of human activity in the twentieth and twenty first centuries, the area retains a rural charm and tranquillity and is largely free of infrastructure associated with modern life.*
- 13.3.15 *The essential character of the Dedham Vale AONB was established in the middle of the previous millennium and has remained intact despite social, technological events. The fundamental beauty of the area and the scenes of a working landscape were captured by England’s finest landscape artist, John Constable. The sites of his paintings are still recognisable in the heart of what is now the AONB.’*

## **Study Area**

13.3.16 The study area for the assessment of effects on the National Landscape was defined as 3 km for the above ground elements of the Project and 1 km for the underground cable, as described in Chapter 13 and shown on Figure 13.1: LVIA Study Area and Landscape Designations in Volume II. Some locations outside of the 3 km study area were selected as representative viewpoints, to demonstrate visibility of the Project in long-ranging views. These included views across and out of the National Landscape, in agreement with stakeholders.

## Baseline Description

13.3.17 The Dedham Vale National Landscape is a lowland river valley landscape, located on the Essex/Suffolk border in the East of England (see Figure 13.1: LVIA Study Area and Landscape Designations in Volume II). The National Landscape covers the lower reaches of the River Stour and is very low-lying, with the valley floor typically lying at between 0 m and 20 m Above Ordnance Datum (AOD). The River Stour flows into the Cattawade Marshes to the east where the river becomes tidal. The eastern boundary of the National Landscape follows the western edges of the settlements of Cattawade and Manningtree. The western boundary of the National Landscape currently runs between Bures and Wormingford, although there is a proposed extension of the boundary into the Stour Valley Project Area between Bures and Sudbury. The northern and southern boundaries of the National Landscape are located a few kilometres either side of the river and its tributaries (the River Box and River Brett) and are typically at between 30 m and 60 m AOD.

### How Dedham Vale National Landscape is Used and Experienced by People

- 13.3.18 Dedham Vale National Landscape is used and experienced by people who live, work and visit it.
- 13.3.19 There are a number of small settlements within the National Landscape. Within the Landscape and Visual study area these include Higham, Stratford St Mary, Langham, Dedham, Boxted, Little Horkesley and Wormingford. There are also scattered dwellings along a network of minor roads. Major roads within the study area include the A12 and A134.
- 13.3.20 The Designated Landscape is visited for a variety of recreational activities. There are various Visitor Information Centres and facilities for tourists including campsites. There are opportunities for exploring nature and wildlife, for example at Black Brook Local Wildlife Site. The area is used by people travelling along the Stour Valley Path, St Edmund's Way and Essex Way long distance paths, both on foot and by bike. There is a network of PRoW which provides connections between the National Landscape and surrounding areas. The River Stour, which is central to the National Landscape, is used for recreation including canoeing and boating. In addition, the National Landscape is well-known for its history and heritage, including its distinctive 'wool churches' and association with artists including Constable.

### The Natural Beauty and Special Qualities of the National Landscape (an AONB)

- 13.3.21 A study by Allison Farmer Associates (2016)<sup>89</sup> provides evidence on the 'natural beauty and special qualities' of the National Landscape (an AONB). It includes a detailed assessment of the factors which contribute to the natural beauty of the Dedham Vale National Landscape and the relationship between them. It comments on the natural

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<sup>89</sup> Dedham Vale AONB and Stour Valley Project Area Management Plan 2021 – 2026.

beauty indicators (or natural beauty characteristics) used as considerations as part of the Dedham Vale's national Landscape designation process.

13.3.22 The Allison Farmer study summarises the 'special qualities' as follows:

- *'Iconic lowland river valley associated with the artist John Constable RA, the views he painted are still recognisable today*
- *Historic villages with timber framed housing and prominent churches*
- *Valley bottom grazing marshes with associated drainage ditches and wildlife*
- *Naturally functioning River Stour with associated tributaries, meres, and historic river management features*
- *Semi natural ancient woodlands on valley sides with associated wildlife*
- *Traditional field boundaries intact and well managed*
- *Apparent and buried archaeology indicating millennia of human activity*
- *A sense of relative tranquillity*
- *Surprisingly long-distance views from higher ground along the valley in an area associated with large skies' (Page 8).*

### **Viewpoints within the National Landscape**

13.3.23 ZTVs and consultation with stakeholders has informed the selection of five viewpoints within (or immediately outside of) the National Landscape as listed below:

- Figure 13.9.46: Wireline Visualisation from Viewpoint 3.15: Birchwood Road near Lamb Corner in Volume II
- Figure 13.9.47 - Wireline Visualisation from Viewpoint 3.19: Essex Way, Dedham Road in Volume II
- Figure 13.9.48 - Wireline Visualisation from Viewpoint 3.20: B1070, East Bergholt in Volume II
- Figure 13.9.49 - Wireline Visualisation from Viewpoint 3.24: Higham Hill in Volume II
- Figure 13.9.60 – Wireline Visualisation from Viewpoint 4.13: Wormingford in Volume II

13.3.24 Wirelines were produced from these viewpoints, in order to illustrate the potential visibility of the Project. The wirelines informed the assessment of the Project on the special qualities and 'natural beauty indicators' of the National Landscape.

## **The Project in relation to Dedham Vale National Landscape**

13.3.25 The Project would be undergrounded through Dedham Vale National Landscape and adjacent landscapes. A CSE compound would be located to the east of Raydon Great Wood, approximately 2 km to the north-east of the National Landscape at its closest point. The Project would then transition back to overhead line, heading north away from the National Landscape. To the south-east of the National Landscape, the cable route would terminate at a new substation known as the East Anglia Connection Node (EACN), approximately 1.3 km south of the National Landscape. The Project would run on overhead line between the EACN Substation and Great Horkeley to the west. A further section of undergrounding is proposed to the south-west of the National Landscape at Great Horkeley, where the Project is within the setting of the National

Landscape. The CSE compounds are located approximately 1.3 km to the south of the National Landscape at both ends of this underground section. The Project would then transition back to overhead line, before heading south away from the National Landscape.

### **Zone of Theoretical Visibility Mapping**

13.3.26 The following is a summary of theoretical visibility of the above ground elements of the Project from the National Landscape, with reference to the ZTVs in Figure 13.8.1: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) and 13.8.2: ZTV of Proposed 400kV Overhead Line (Proportions of Pylons) in Volume II. Reference is also made to wirelines from representative viewpoints in Figure 13.9.47: Viewpoint 3.15: Wireline Visualisation from Birchwood Road near Lamb Corner, Figure 13.9.48: Wireline Visualisation from Viewpoint 3.20: B1070, East Bergholt, Figure 13.9.49 - Wireline Visualisation from Viewpoint 3.24: Higham Hill and Figure 13.9.60: Wireline Visualisation from Viewpoint 4.13: Wormingford in Volume II:

- Theoretical visibility of the overhead line to the north of the National Landscape is relatively widespread from the northern edge of the National Landscape, given the elevation of the landform which rises to around 50 m AOD (see Figure 13.8.1: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) in Volume II). This includes theoretical visibility from the A12, B1068 and PRow network. However, at a distance of over 2 km the Project is not anticipated to be a noticeable feature in views, particularly when field boundary vegetation is taken into account (See Figure 13.9.49: Wireline Visualisation from Viewpoint 3.24: Higham Hill in Volume II).
- Theoretical visibility of the overhead line to the south of the National Landscape is relatively widespread from the south of the National Landscape, on the upper sides of the Stour Valley (see Figure 13.8.1: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) in Volume II). This includes theoretical visibility from parts of the local road and PRow network, parts of the Stour Valley Path and St Edmund's Way long distance paths, and villages including Little Horkesley, Boxted and Langham. However, at a distance of over 1.3 km the Project is not anticipated to be a noticeable feature in views, particularly when field boundary vegetation is taken into account (see Figure 13.9.46: Wireline Visualisation from Viewpoint 3.15: Birchwood Road near Lamb Corner, Figure 13.9.47: Wireline Visualisation from Viewpoint 3.19: Essex Way, Dedham Road and Figure 13.9.60: Wireline Visualisation from Viewpoint 4.13: Wormingford in Volume II).
- Theoretical visibility of the CSE compound to the north of the National Landscape (east of Raydon Great Wood) is very limited from within the National Landscape and would be further reduced when existing vegetation is taken into account (see Figure 13.8.6: ZTV of CSE Compound north of Dedham Vale National Landscape in Volume II and Figure 13.9.49: Wireline Visualisation from Viewpoint 3.24: Higham Hill in Volume II).
- Theoretical visibility of the EACN Substation to the south of the National Landscape (near Badley Hall) is very limited from within the National Landscape and would be further reduced when existing vegetation is taken into account (see Figure 13.8.7: ZTV of the EACN in Volume II, Figure 13.9.47: Wireline Visualisation from Viewpoint 3.15: Birchwood Road near Lamb Corner and Figure 13.9.47: Wireline Visualisation from Viewpoint 3.19: Essex Way, Dedham Road in Volume II).
- Theoretical visibility of the CSE compound east of Great Horkesley to the south of the National Landscape is limited to very small areas along the A134 and Boxted Church Road. Visibility would be further reduced when field boundary vegetation is

taken into account (see Figure 13.8.8: ZTV of CSE Compounds South of Dedham Vale National Landscape in Volume II and Figure 13.9.60: Wireline Visualisation from Viewpoint 4.13: Wormingford in Volume II).

- Theoretical visibility of the CSE compound west of Great Horkesley to the south of the National Landscape is limited to the southern fringes of the National Landscape between Wormingford and Little Horkesley, including parts of the B1508, School Road, Stour Valley Path and local PRow network. Visibility would be further reduced when field boundary vegetation is taken into account (see Figure 13.8.8: ZTV of CSE Compounds South of Dedham Vale National Landscape in Volume II).

## Potential for the Project to Affect Special Qualities

13.3.27 The following table sets out the assessment of effects on the special qualities of the National Landscape, with reference to natural beauty indicators identified in the Allison Farmer study (2016).

Table A13.1.10: Assessment of Effects on the Special Qualities of Dedham Vale National Landscape

Special Quality	Relevant Natural Beauty Criteria	Description	Assessment of Effects
<p><i>Iconic lowland river valley associated with the artist John Constable RA, the views he painted are still recognisable today</i></p>	<p>Landscape quality Scenic quality Cultural heritage</p>	<p>The statement of significance in the Dedham Vale Management Plan identifies the National Landscape as a <i>'predominately agricultural landscape that exhibits a subtle lowland river valley with an assemblage of features associated with this landscape still in place and intact.'</i> In relation to this lowland river valley, the Allison Farmer study notes that <i>'Gentle valley slopes and steeper tributary valleys with woodland give rise to a subtle but legible landscape'</i>.</p>	<p>The Project has the potential to affect the perception of the Stour Valley as an <i>'iconic lowland river valley'</i> with an <i>'assemblage of features...in place and intact'</i>. In the short to medium term, the undergrounding component of the Project would result in the removal of some landscape features including grazing marsh along the River Stour and field boundary hedgerows. Larger areas of woodland would be retained by utilising trenchless crossing techniques (e.g. Horizontal Directional Drilling (HDD)). In the longer term, vegetation which has been removed would be reinstated, including field boundary hedgerows. Although trees could not be replanted over cables, hedgerows would be replaced.</p> <p>Given proposed undergrounding within the National Landscape and its immediate setting, and the reinstatement of vegetation in the longer term, there would be <b>no significant effect on this special quality</b>.</p>
		<p>The statement of significance notes that <i>'The fundamental beauty of the area and the scenes of a working landscape were captured by England's finest landscape artist, John Constable. The sites of his paintings are still recognisable in the heart of what is now the AONB.'</i> In relation to</p>	<p>The Project has the potential to affect the <i>'assemblage of features'</i> captured in paintings by Constable and other artists. In the short to medium term the Project would result in the removal of some landscape features including field boundary hedgerows. Larger areas of woodland would be retained by utilising trenchless crossing techniques (e.g. HDD). In</p>

Special Quality	Relevant Natural Beauty Criteria	Description	Assessment of Effects
		<p>Constable and other artists, the Allison Farmer study notes that <i>'The AONB contains an assemblage of features captured in the paintings of John Constable, Sir Alfred Munnings and John Nash which are still evident today. The similarity of the landscape today to that depicted in historic paintings reinforces the timeless quality of this landscape.'</i></p>	<p>the longer term vegetation which has been removed would be reinstated, including field boundary hedgerows. Although trees could not be replanted over cables, hedgerows would be replaced.</p> <p>The overhead line component of the Project has the potential to affect some longer views from the edges of the National Landscape. The overhead line / CSE compound components would be approximately 2 km to the north and 1.3 km to the south of the National Landscape at their closest point. Figure 13.9.48: Wireline Visualisation from Viewpoint 3.20: B1070, East Bergholt illustrates long distance views across the Stour Valley to the south, in the direction of the Project. Pylons would be visible on the skyline above the tops of intervening layers of vegetation in these long distance views, but would not form notable features.</p> <p>In summary, given proposed undergrounding within the National Landscape and its immediate setting, and the distance between the National Landscape and overhead line component, <b>the effect on this special quality would be negative but not significant.</b></p>
<p><i>Historic villages with timber framed housing and prominent churches</i></p>	<p>Landscape quality Scenic quality Cultural heritage</p>	<p>The statement of significance notes that the National Landscape contains an assemblage of features including <i>'picturesque villages with imposing churches and historic timber framed buildings'</i>. The Allison Farmer study</p>	<p>There would be no direct effects on the <i>'historic villages'</i> which are noted as a special quality. The Project has the potential to affect the <i>'wider landscape setting'</i> of these villages. However, given that the Project would be undergrounded and removed vegetation would be largely</p>



Special Quality	Relevant Natural Beauty Criteria	Description	Assessment of Effects
		<p>notes that these villages have a <i>'distinctive settlement form clustered around small triangular greens or 'tyes'. The small scale of traditional villages, built form and layout and the relationship between the village and the wider landscape setting remains predominately intact.'</i></p>	<p>reinstated in the longer term, there would be <b>no significant effect on this special quality</b>. As assessment of effects on the historic environment is provided in Chapter 11: Historic Environment in Volume I.</p>
<p><i>Valley bottom grazing marshes with associated drainage ditches and wildlife</i></p>	<p>Landscape quality Scenic quality</p>	<p>The statement of significance notes that the National Landscape contains an assemblage of features including <i>'riverside grazing meadows with associated drainage ditches'</i>. The Allison Farmer study notes that these meadows comprise <i>'Green and luxuriant pastures, with grazing cows and sheep, river meandering lazily amid stout but graceful willows.'</i></p>	<p>The Project has the potential to affect the <i>'valley bottom grazing marshes'</i> which are identified as a special quality. The Project passes through large areas of grazing marsh along the River Stour, which are identified on Natural England's Priority Habitat Inventory. Parts of these areas would be avoided where the Project would use trenchless crossing techniques (e.g. HDD) to cross the River Stour, but some areas of grazing marsh would be removed within the cable swathe. In the longer term this vegetation would be reinstated. Chapter 8: Ecology and Biodiversity in Volume I concludes that effects on Priority Habitats, Habitats of Principal Importance and Groundwater Dependent Terrestrial Ecosystems (which would cover the grazing marshes and River Stour) would be <i>'Neutral: Likely Not Significant following implementation of mitigation and habitat regeneration; further assessment required following completion of ecology surveys, to be recorded within the ES'</i> (Table 8.11).</p> <p>There would also be a loss of some mature trees within the National Landscape, including</p>

Special Quality	Relevant Natural Beauty Criteria	Description	Assessment of Effects
			<p>mature hedgerow trees enclosing smaller-scale fields west of Bobbitts Hall, and hedgerow trees east of Broomhouse. Some mature trees would also be removed to accommodate the cable swathe in the fields to the east of Langham. No Veteran Trees would be affected, and areas of Ancient Woodland would be avoided using trenchless crossings (e.g. HDD).</p> <p>Overall, <b>the effect on this special quality would be negative but not significant.</b></p>
<p><i>Naturally functioning River Stour with associated tributaries, meres, and historic river management features</i></p>	<p>Landscape quality Scenic quality Natural heritage features</p>	<p>The statement of significance notes that the National Landscape contains an assemblage of features including a ‘<i>gently winding river and tributaries</i>’. The Allison Farmer study notes that there is a ‘<i>concentration of valued habitats</i>’ along the River Stour including ‘<i>Sites of Special Scientific Interest and County Wildlife Sites</i>’, ‘<i>Alder and black poplar and pollarded willow</i>’, ‘<i>rough grassland</i>’ and ‘<i>Iconic scenes along the river e.g. Flatford Mill derived from traditional management which over time has created valued habitats.</i>’ Flatford Mill and SSSIs associated with the Stour are located further east and are not within the Landscape and Visual study area. There is a County Wildlife Site at Wasses Marshes, with the study area but upstream of the Project.</p>	<p>The Project has the potential to affect the ‘<i>naturally functioning River Stour</i>’ which is identified as a special quality. The Project would cross the River Stour in two locations, between Broomhouse and Stratford St Mary. The cable route would split to the east and west of a small lake (mere). The river would be crossed using trenchless crossing techniques (e.g. HDD), which would avoid direct effects on the trees which line the watercourse in this location. South of the National Landscape the Project would cross the Black Brook, a tributary of the River Stour. Here, the river would be crossed via open cut techniques which would result in the loss of an area of woodland along the river and within the cable swathe. Chapter 8: Ecology and Biodiversity in Volume I concludes that effects on Priority Habitats, Habitats of Principal Importance and Groundwater Dependent Terrestrial Ecosystems (which would cover the River Stour) would be ‘<i>Neutral: Likely Not Significant following implementation of</i></p>

Special Quality	Relevant Natural Beauty Criteria	Description	Assessment of Effects
			<p><i>mitigation and habitat regeneration; further assessment required following completion of ecology surveys, to be recorded within the ES' (Table 8.11).</i></p> <p>Given the protection of riverside trees along the River Stour, balanced with the loss of riparian woodland along a tributary of the River Stour (outside of the National Landscape but within its setting), <b>the effect on this special quality would be negative but not significant.</b></p>
<p><i>Semi natural ancient woodlands on valley sides with associated wildlife</i></p>	<p>Landscape quality Scenic quality Natural heritage features</p>	<p>The statement of significance notes that the National Landscape contains an assemblage of features including '<i>gentle valley sides with scattered woodlands</i>'. The Allison Farmer study notes there are '<i>Appealing woodland patterns and woodland habitat networks</i>' as well as '<i>Ancient woodland on the valley sides e.g. Boxted Hall and alder carr along the valley Floor</i>'.</p>	<p>There are no areas of Ancient Woodland within the draft Order Limits for the Project. There are a number of areas of broadleaved woodland which are identified on Natural England's Priority Habitat Inventory, including small areas along the River Stour, and larger areas to the east of Langham. These areas of woodland would be retained by utilising trenchless crossing techniques (e.g. HDD). There would be some loss of broadleaved woodland along the valley of the Black Brook (outside of the National Landscape but within its setting).</p> <p>Given the protection of broadleaved woodland within the National Landscape, balanced with the loss of riparian woodland along the Black Brook, the effect on this special quality would be <b>negative but not significant.</b></p>

Special Quality	Relevant Natural Beauty Criteria	Description	Assessment of Effects
<i>Traditional field boundaries intact and well managed</i>	Landscape quality Scenic quality	The statement of significance notes that the National Landscape contains an assemblage of features including ‘ <i>small fields enclosed by ancient hedgerows</i> ’. The Allison Farmer study notes that ‘ <i>The high concentration/frequency of these features [including hedgerows and hedgerow oaks] and their distribution is grounded in the traditional management of the valley and is remarkably intact but highly vulnerable to loss.</i> ’	The Project has the potential to affect ‘ <i>traditional field boundaries</i> ’ which are identified as a special quality. Some field boundary hedgerows and hedgerow trees would be removed within the cable swathe, including short sections to the east of Green Lane, east of Broomhouse, north of Dedham Road and east of the A12. Overall, vegetation loss within the National Landscape has been kept to a minimum through routing and narrowing of the cable swathe where possible. Larger areas of woodland would be retained by utilising trenchless crossing techniques (e.g. HDD). Given the relatively short sections of hedgerow which would be removed within the National Landscape, the effect on this special quality would be <b>negative but not significant</b> .
<i>Apparent and buried archaeology indicating millennia of human activity</i>	Landscape quality Scenic quality Cultural heritage	The statement of significance notes that the National Landscape contains an assemblage of features including ‘ <i>visible and hidden archaeology providing evidence of human habitation over previous millennia</i> ’. The Allison Farmer study notes that there is a ‘ <i>Significant collection of visibly tangible historic features, structures and buildings</i> ’ and that ‘ <i>Tangible historic sites including above ground and below ground archaeology e.g. cropmarks...</i> ’	The Project has the potential to affect ‘ <i>apparent and buried archaeology</i> ’ which is identified as a special quality. As assessment of effects on the historic environment is provided in Chapter 11: Historic Environment in Volume I. The preliminary findings conclude that construction of the Project would remove some/all of the recorded assets within the cable swathe.  Therefore, the effect on this special quality would be <b>negative and potentially significant</b> .

Special Quality	Relevant Natural Beauty Criteria	Description	Assessment of Effects
<p><i>A sense of relative tranquillity</i></p>	<p>Relative tranquillity</p>	<p>The statement of significance notes that <i>'The area remains mostly free of incongruous development and large scale industrial developments'</i> and <i>'retains a rural charm and tranquillity and is largely free of infrastructure associated with modern life'</i>. The Allison Farmer study notes that factors which contribute to relative tranquillity include:</p> <p><i>'Familiar idyllic images</i></p> <p><i>Lack of overt signs of development</i></p> <p><i>Natural sounds</i></p> <p><i>Presence of water along the banks of the Stour</i></p> <p><i>Minimal noise and light intrusion</i></p> <p><i>Ability to enjoy/walk lanes with minimal traffic'</i>.</p> <p>Detractors from perceptions of tranquillity are noted to include <i>'Visibility and noise intrusion from A12'</i> which is located within the Landscape and Visual study area. <i>'Overhead lines'</i> are also noted as a detractor, although these cross the National Landscape in the north-east between Leavenheath and Polstead and are not within the study area.</p>	<p>The Project has the potential to affect the <i>'sense of relative tranquillity'</i> which is identified as a special quality, particularly during construction. However, it is noted that visibility and noise intrusion from the A12 locally reduces baseline tranquillity in proximity to the Project (within approximately 0.6 km at its closest point). The Project would be undergrounded within the National Landscape and is not anticipated to affect the factors which contribute to relative tranquillity in the longer term. Therefore, the effect on this special quality would <b>not be significant</b>.</p>

Special Quality	Relevant Natural Beauty Criteria	Description	Assessment of Effects
<p><i>Surprisingly long-distance views from higher ground along the valley in an area associated with large skies</i></p>	<p>Scenic quality</p>	<p>The Allison Farmer study notes that within the National Landscape ‘woodlands and trees and overlapping lines of vegetation enclose lanes, enhance landform and frame views such that there is an unfolding sequence of views.’ The study notes that there is a ‘Wooded skyline including woodland on the surrounding plateau which defines the vale.’</p>	<p>The Project has the potential to affect the ‘<i>Surprisingly long-distance views from higher ground</i>’ identified as a special quality. As noted in the Allison Farmer study, woodland on the surrounding plateau defines the vale, and this woodland along with other field boundary and roadside vegetation would help to screen and filter outward views towards the Project. Where visible, the Project would be seen at a distance of over 2 km to the north and over 1.3 km to the south, further reducing the perceptibility of the Project. The Project would typically be seen at a lower elevation than the viewpoint and would not affect the appreciation of ‘<i>large skies</i>’.</p> <p>Elevated views from the National Landscape are demonstrated in the wirelines from:</p> <ul style="list-style-type: none"> <li>• Figure 13.9.49: Wireline Visualisation from Viewpoint 3.24: Higham Hill (looking north-east)</li> <li>• Figure 13.9.47: Wireline Visualisation from Viewpoint 3.15: Birchwood Road near Lamb Corner (looking south)</li> <li>• Figure 13.9.47: Wireline Visualisation from Viewpoint 3.19: Essex Way, Dedham Road (looking south)</li> <li>• Figure 13.9.48: Wireline Visualisation from Viewpoint 3.20: B1070, East Bergholt (looking south)</li> </ul>

Special Quality	Relevant Natural Beauty Criteria	Description	Assessment of Effects
			<ul style="list-style-type: none"> <li>Figure 13.9.60: Wireline Visualisation from Viewpoint 4.13: Wormingford (looking south-east)</li> </ul> <p>Views towards the Project would be filtered by field boundary vegetation and woodland. Where visible, the overhead line would be seen on the skyline, and the lower half of the pylons would typically be screened by intervening vegetation. In the longer term, proposed planting within the Environmental Areas around the EACN Substation and CSE compounds would reduce visibility of these components. Given the distance between the National Landscape and the Project, and existing vegetation which would filter and screen views, the effect on this special quality would <b>negative but not significant</b>.</p>

## Summary of Effects on Special Qualities

- 13.3.28 There are a number of interrelated special qualities which contribute to the landscape and scenic beauty of Dedham Vale National Landscape, which are described as an ‘*assemblage of features*’ in the Dedham Vale AONB and Stour Valley Project Area Management Plan (2021 – 2026).
- 13.3.29 Undergrounding of the Project through the National Landscape and its setting is anticipated to have a short to medium-term, negative effect on some of the identified special qualities. These include the ‘*valley bottom grazing marshes*’, and ‘*traditional field boundaries*’ within the National Landscape, and the ‘*naturally functioning River Stour*’ and ‘*semi natural ancient woodlands*’ within the setting of the National Landscape. In the longer term, vegetation removed to accommodate the Project would be reinstated, and effects on most of the special qualities would not be significant. The exception to this is the ‘*apparent and buried archaeology indicating millennia of human activity*’ which is identified as a special quality; the preliminary findings of Chapter 11: Historic Environment in Volume I conclude that construction of the Project would remove some/all of the recorded assets within the cable swathe, and therefore the effect on this special quality would be negative and potentially significant.
- 13.3.30 The overhead line component of the Project has the potential to affect the ‘*surprisingly long-distance views*’ from the National Landscape which are identified as a special quality. However, given the distance to the Project and layers of intervening vegetation, no significant effects have been identified for this special quality.
- 13.3.31 Although there would be some short to medium-term disruption during undergrounding of the Project, in the longer-term it is considered that most of the special qualities would not be undermined to such an extent that the landscape and scenic beauty of the National Landscape would be affected. The exception to this is the potential for significant negative effects on buried archaeology. A high standard of construction management (such as vegetation protection and soil handling), as well as close attention to quality and detail of landscape restoration, post construction, will be required. This mitigation will be assured by measures set out in Appendix 4.1: Outline Draft Code of Construction Practice (CoCP) in Volume III and summarised in this chapter. The ES will provide final details of embedded, standard, and additional mitigation measures which will be informed by the findings of the PEIR and statutory consultation.



# Appendix 13.2: Visual Baseline and Assessment

# Appendix 13.2 - Visual Baseline and Assessment

## 13.1 Introduction

- 13.1.1 This appendix describes the extent of theoretical visibility of the Project within the study area and provides an assessment of effects on visual receptors (people) during construction and operation / maintenance. This appendix also describes the representative viewpoints that have been used to inform the assessment of effects on visual receptors, including the reasons for their selection.

## 13.2 Analysis of Visibility of the Project

- 13.2.1 Figures 13.8.1 to 13.8.11: Zone of Theoretical Visibility (ZTV)s of Project by Section / Cable Sealing End (CSE) compounds / substations in Volume II show the theoretical visibility of the Project. The ZTV maps are described below, with reference to Project sections.

### Section A

- 13.2.2 Section A is located broadly between Norwich and Diss, and comprises an undulating plateau dissected by the valleys of major rivers and their tributaries, including the River Yare, River Tas and River Waveney. As shown on Figure 13.8.1: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (Pages 1 to 3) in Volume II, the ZTV indicates widespread theoretical visibility of the overhead line within the 3 km study area in Section A. This includes theoretical visibility from the fringes of settlements including Stoke Holy Cross, Mulbarton, Ashwellthorpe, Tacolneston, Forncett End, Bunwell, Shelfanger, Roydon and Diss. There is theoretical visibility from the Public Right of Way (PRoW) network and parts of the Boudicca Way long distance path, which weaves in and out of the study area. There is theoretical visibility from the road network, including parts of the A47, A140 and A1066. There is no theoretical visibility from some of the valleys due to the intervening topography and/or woodland. This includes parts of the Yare Valley and its tributary, and parts of the Tas Valley. There is also limited theoretical visibility from some settlements due to buildings which would screen views towards the Project, including parts of Stoke Holy Cross, Mulbarton, Newton Flotman and Diss.
- 13.2.3 As shown on Figure 13.8.1: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (Pages 1 to 3) in Volume II, there would be theoretical visibility of up to 70 pylons from the more elevated parts of the study area, including at Forncett St Peter, Goose Green and Tibenham Airfield. Theoretical visibility of numbers of pylons would typically decrease in the north of the study area, particularly within the Yare Valley and Tas Valley. The number of pylons visible would reduce when layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV) is taken into account.

- 13.2.4 Figure 13.8.2: ZTV of Proposed 400 kV Overhead Line (Proportions of Pylons) (Pages 1 to 3) in Volume II indicates there would be theoretical visibility of one or more pylons from ground level to tip from most of the study area. However, visibility of pylons would reduce with distance and layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV). This would reduce perceptibility of the Project. The ZTV map indicates that visibility would reduce to the top half or the very tips of pylons in places because of intervening woodland and topography (which is accounted for in the ZTV). Where valley landforms are present, such as along the Yare Valley, Tas Valley and Waveney Valley, the proportion of pylons visible would decrease.
- 13.2.5 Figure 13.8.3: ZTV of Norwich Main Substation Extension in Volume II indicates that theoretical visibility of Norwich Main Substation Extension would be intermittent within the study area. Theoretical visibility is indicated from settlement fringes including parts of Swainsthorpe, and parts of the Boudicca Way long distance path.

## Section B

- 13.2.6 Section B is located broadly between Diss in the north and Ipswich to the south-east. The landscape is a gently undulating farmed plateau crossed by the valleys of major rivers and their tributaries, including the River Waveney and the River Gipping. As shown on Figure 13.8.1: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (Pages 3 to 5) in Volume II, the ZTV indicates relatively widespread theoretical visibility of the overhead line within the 3 km study area in Section B. This includes theoretical visibility from parts of settlements including Wortham, Mellis, Gissingham, Finningham, Stowupland, Stowmarket, Needham Market, Somersham and Offton. There is theoretical visibility from the PROW network, including parts of the Angles Way, Mid Suffolk Footpath and Middy Railway Footpath long distance paths, and parts of the National Cycle Network (NCN) including NCN 30 and NCN 51. There is theoretical visibility from the road network, including parts of the A143, A140, A14, A1308 and A1120. There is no theoretical visibility from parts of some settlements due to buildings that would screen and filter views towards the Project, including parts of Mendlesham, Old Newton and large areas of Stowmarket, Needham Market and Bramford. There is also limited theoretical visibility from some areas due to intervening topography, including along parts of the Gipping Valley. Woodland would screen views in some locations, including from parts of Thornham Park.
- 13.2.7 As shown on Figure 13.8.1: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (Pages 3 to 5) in Volume II, there would be theoretical visibility of up to 80 pylons from the more elevated parts of the study area including to the east of Creting St Mary, at Ringshall Stocks and Greenstreet Green. Theoretical visibility of numbers of pylons would typically decrease within valley landscapes across Section B, including parts of the Waveney Valley, Gipping Valley, Wattisham Watercourse and Somersham Watercourse. The number of pylons visible would reduce when layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV) is taken into account.
- 13.2.8 Figure 13.8.2: ZTV of Proposed 400 kV Overhead Line (Proportions of Pylons) (Pages 3 to 5) in Volume II indicates there would be theoretical visibility of one or more pylons from ground level to tip from the majority of the study area. There would be no visibility of pylons from parts of the study area, most notably within the larger settlements where buildings would screen views towards the Project. This includes parts of Stowmarket,

Needham Market, Bramford and Ipswich. Visibility of pylons would reduce with distance and layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV). This would reduce perceptibility of the Project. The ZTV map indicates that visibility would reduce to the top half or the very tips of pylons in places because of intervening woodland and topography (which is accounted for in the ZTV) including areas around the Waveney Valley and Gipping Valley and at the wooded Thornham Park.

- 13.2.9 Figure 13.8.4: ZTV of CSE Compounds in the Waveney Valley in Volume II indicates that theoretical visibility of CSE compounds in the Waveney Valley would be relatively widespread within approximately 1 km, with more intermittent theoretical visibility between 1 km and 3 km. Theoretical visibility is indicated from parts of Bressingham, the south-western fringes of Roydon and Diss and the western fringes of Palgrave. Theoretical visibility is also indicated from parts of Wortham Ling and the Angles Way long distance path. Visibility of the CSE compounds would reduce when field boundary and roadside vegetation (not accounted for in the ZTV) is taken into account.
- 13.2.10 Figure 13.8.5: ZTV of Bramford Substation Extension in Volume II indicates that theoretical visibility of Bramford Substation Extension would be relatively widespread within approximately 1 km, and more intermittent between 1 km and 3 km. Theoretical visibility is indicated from parts of settlements including Flowton, Burstall and Hintlesham. Theoretical visibility is also indicated from parts of the road network including the A14. Visibility of Bramford Substation Extension would reduce when field boundary and roadside vegetation (not accounted for in the ZTV) is taken into account.

## Section C

- 13.2.11 Section C is located broadly between Ipswich in the north-east and Colchester in the south, and comprises a gently rolling landscape, dissected by major rivers and their tributaries including the River Gipping and the River Stour, the latter of which lies at the heart of Dedham Vale National Landscape (an Area of Outstanding Natural Beauty (AONB)). As shown on Figure 13.8.1: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (Pages 5 and 6) in Volume II, the ZTV indicates relatively widespread theoretical visibility of the overhead line within the 3 km study area in Section C. This includes theoretical visibility from parts of settlements including Elmsett, Burstall, Hintlesham, Chattisham, Washbrook and Ardleigh. There is theoretical visibility from the PRow network including parts of the Stour Valley Path and St Edmund's Way long distance paths. The Project is also theoretically visible from parts of NCN 1. There is theoretical visibility from the road network, including parts of the A12, A14, A120, A137, A1071 and A1214. There is no theoretical visibility from some parts of the valleys due to the intervening topography. This includes parts of the Gipping Valley near Ipswich and large parts of the Stour Valley in Dedham Vale National Landscape (an AONB). There is also limited theoretical visibility from some settlements due to buildings which would screen views towards the Project, including Sproughton, south-west Ipswich and parts of Capel St Mary and Lawford.
- 13.2.12 As shown on Figure 13.8.1: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (Pages 5 and 6) in Volume II, there would be theoretical visibility of up to 86 pylons from the more elevated parts of the study area including north of Elmsett. Theoretical visibility of numbers of pylons would typically decrease within valley landscapes across section C including around Hintlesham in the north and across the

Tending plain south of Ardleigh and more so from within the Stour Valley. The number of pylons visible would also reduce when layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV) is taken into account.

- 13.2.13 Figure 13.8.2: ZTV of Proposed 400 kV Overhead Line (Proportions of Pylons) (Pages 5 and 6) in Volume II indicates there would be theoretical visibility of one or more pylons from ground level to tip from the majority of the study area. There are some parts of the study area where there would be no visibility of pylons, most notably within the larger settlements where buildings would screen views towards the Project. This includes parts of Ipswich, Capel St Mary, Dedham and Lawford. Visibility of pylons would reduce with distance and layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV). This would reduce perceptibility of the Project. The ZTV map indicates that theoretical visibility would reduce to the top half or the very tips of pylons in places because of intervening woodland and topography (which is accounted for in the ZTV) including areas along the upper sides of the Stour Valley and along tributary valleys.
- 13.2.14 Figure 13.8.6: ZTV of CSE Compound north of Dedham Vale National Landscape (an AONB) in Volume II indicates that theoretical visibility of the CSE compound north of Notley Enterprise Park would be intermittent within the study area. There would be limited theoretical visibility to the north-west, west and south-west of the CSE compound due to screening effects of woodland. To the east theoretical visibility is indicated from scattered properties, parts of the local road network and a short section of NCN Route 1. Visibility of the CSE compound would reduce when field boundary and roadside vegetation (not accounted for in the ZTV) is taken into account.
- 13.2.15 Figure 13.8.7: ZTV of the EACN in Volume II indicates that theoretical visibility of the EACN would be relatively widespread within the 3 km study area, particularly to the south and east of the EACN. Theoretical visibility is indicated from parts of settlements including Burnt Heath, Bromley Cross and Little Bromley, as well as the eastern fringes of Ardleigh. Theoretical visibility from Dedham Vale National Landscape (an AONB) within the study area is generally limited to its southern fringes, including parts of the A137 (Harwich Road). There is theoretical visibility from elevated parts of the south facing Stour Valley sides near East Bergholt. Visibility of the EACN would reduce when field boundary and roadside vegetation (not accounted for in the ZTV) is taken into account.

## Section D

- 13.2.16 Section D is located broadly between the north-east of Colchester and Marks Tey in the south-west. The landscape comprises plateau farmlands incised by valley slopes associated with the River Colne and its tributary valleys which run through the middle of the area from Colchester to Halstead as well as gently sloping to flat areas around the edge of Colchester. As shown on Figure 13.8.1: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (Pages 6 and 7) in Volume II, the ZTV indicates relatively widespread theoretical visibility of the overhead line within the 3 km study area in Section D. This includes theoretical visibility from parts of settlements including Boxted, Great Horkesley, Wormingford and Fordham. There is theoretical visibility from the PRoW network and parts of the Essex Way long distance path as well as parts of NCN 1 and NCN 13 in the north-east and across the middle of the study area. There is theoretical visibility from the road network, including parts of the A12, A120, A133,

A134, A137, A1341, A1232 and A1124. There is no theoretical visibility from lower-lying parts of the Stour Valley to the north, where the Project would be screened by the valley landform. There is no theoretical visibility from parts of settlements including West Bergholt, Marks Tey, Copford and parts of Colchester due to intervening buildings which would screen the Project.

- 13.2.17 As shown on Figure 13.8.1: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (Pages 6 and 7) in Volume II, there would be theoretical visibility of up to 70 pylons from small parts of the study area in Section D. This would include the more elevated parts of the study area, including between Coggeshall (in Section E) and elevated land east of Great Tey. Theoretical visibility of numbers of pylons would typically decrease within valley landscapes across Section D, including within the Stour Valley and Colne Valley. In the area around Great Horkesley, where underground cable is proposed, theoretical visibility of numbers of pylons would also decrease. The number of pylons visible would reduce when layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV) is taken into account.
- 13.2.18 Figure 13.8.2: ZTV of Proposed 400 kV Overhead Line (Proportions of Pylons) (Pages 6 and 7) in Volume II indicates there would be theoretical visibility of one or more pylons from ground level to tip from the majority of the study area. There are some parts of the study area where there would be no visibility of pylons, most notably from the Stour Valley floor to the north, where the valley landform would screen views towards the Project, and from parts of larger settlements including Colchester, Horkesley Heath and West Bergholt, where buildings would screen views towards the Project. Visibility of pylons would reduce with distance and layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV). This would reduce perceptibility of the Project. The ZTV map indicates that visibility would reduce to the top half or the very tips of pylons in places because of intervening woodland and topography (which is accounted for in the ZTV) including the upper slopes of the Stour Valley as well as areas around Horkesley Heath and West Bergholt.
- 13.2.19 Figure 13.8.8: ZTV of CSE Compounds south of Dedham Vale National Landscape (an AONB) in Volume II indicates that theoretical visibility of the CSE compounds in Section D would be relatively widespread within approximately 1 km of each CSE compound, and more intermittent beyond 1 km. Theoretical visibility is indicated from parts of Great Horkesley and from settlement along Straight Road, north of Colchester. Theoretical visibility is also indicated from the fringes of Dedham Vale National Landscape (an AONB) including from parts of Wormingford. Visibility of the CSE compounds would reduce when field boundary and roadside vegetation (not accounted for in the ZTV) is taken into account.

## Section E

- 13.2.20 Section E is located broadly between Coggeshall and Great Leighs and comprises an undulating landscape with the shallow valleys of rivers and their tributaries, including the River Blackwater, River Ter and River Brain. As shown on Figure 13.8.1: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (Pages 7 and 8) in Volume II, the ZTV indicates relatively widespread theoretical visibility of the overhead line within the 3 km study area in Section E. This includes theoretical visibility from the fringes of settlements including Feering, Coggeshall, White Notley, Rank's Green, Langley Green, Witham and Fairstead. There is theoretical visibility from the PRoW network, parts of

the Essex Way long distance path and parts of the National Cycle Route (NCN 16 and NCN 50) in the south of the study area in Section E. There is theoretical visibility from the road network, including parts of the A12 and A120. There is no theoretical visibility from some of the valleys due to the intervening topography. This includes areas around the River Brain, River Ter and River Blackwater and their tributaries. There is also limited theoretical visibility from some settlements due to buildings which would screen views towards the Project, including parts of Witham, Kelvedon and Coggeshall.

- 13.2.21 As shown on Figure 13.8.1: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (Pages 7 and 8) in Volume II, there would be theoretical visibility of up to 70 pylons from the more elevated parts of the study area in proximity to the Project. This includes areas of farmed plateau surrounding Coggeshall and between Rank's Green and White Notley. Theoretical visibility of numbers of pylons would typically decrease within valley landscapes across Section E including the valleys of the River Blackwater and River Brain between Witham and Black Notley. The number of pylons visible would reduce when layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV) is taken into account.
- 13.2.22 Figure 13.8.2: ZTV of Proposed 400 kV Overhead Line (Proportions of Pylons) (Pages 7 and 8) in Volume II indicates there would be theoretical visibility of one or more pylons from ground level to tip from the majority of the study area. There would be no visibility of pylons from parts of the study area, most notably from larger settlements, where buildings would screen views towards the Project. Visibility of pylons would reduce with distance and layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV). The ZTV map indicates that visibility would reduce to the top half or the very tips of pylons in places because of intervening woodland and topography (which is accounted for in the ZTV) including areas around Coggeshall and along the wooded Blackwater Valley, and at Terling and along the River Ter.
- 13.2.23 Figure 13.8.9: ZTV of CSE Compounds north of Fairstead in Volume II indicates that theoretical visibility of the CSE compounds in Section E would be relatively widespread within approximately 1 km and more intermittent between 1 km and 3 km. Theoretical visibility is indicated from parts of Fairstead, Rank's Green and Flacks Green, as well as parts of the Essex Way long distance path and NCN Route 16. Visibility of the CSE compounds would reduce when woodland blocks, and field boundary and roadside vegetation (not accounted for in the ZTV) are taken into account.

## Section F

- 13.2.24 Section F is located broadly between Braintree in the north-west and Billericay in the south-east, and comprises a rolling arable landscape with narrow valleys of rivers and their tributaries, including the River Wid, River Can, River Chelmer and River Ter. As shown on Figure 13.8.1: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (Pages 8 to 10) in Volume II, the ZTV indicates relatively widespread theoretical visibility of the overhead line within the 3 km study area in Section F. This includes theoretical visibility from parts of settlements including Great Leighs, Broad's Green, Roxwell, Margaretting, Great Waltham and Little Waltham. There is theoretical visibility from the PRow network and parts of the Saffron Trail, St Peter's Way and Centenary Circle long distance paths, which weave throughout the study area. There is also theoretical visibility along parts of the National Cycle Network (routes 1, 16 and 50) in the north-west and across the middle of the study area, crossing under the Project near Writtle.

There is theoretical visibility from the road network, including parts of the A414, A12, A1060, A131, A1060 and A1016. There is no theoretical visibility from some of the valleys due to the intervening topography. There is also limited theoretical visibility from some settlements due to buildings which would screen views towards the Project, including Chelmsford and Writtle.

- 13.2.25 As shown on Figure 13.8.1: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (Pages 8 to 10) in Volume II, there would be theoretical visibility of up to 80 pylons from the more elevated parts of the study area in proximity to the Project. This includes areas of farmland between Chatham Green and Chignall St James. Theoretical visibility of numbers of pylons would typically decrease within valley landscapes across Section F including along the valley of the River Chelmer and the Roxwell Brook. The number of pylons visible would reduce when layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV) is taken into account.
- 13.2.26 Figure 13.8.2: ZTV of Proposed 400 kV Overhead Line (Proportions of Pylons) (Pages 8 to 10) in Volume II indicates there would be theoretical visibility of one or more pylons from ground level to tip from the majority of the study area. There would be no visibility of pylons from parts of the study area, most notably from larger settlements including Chelmsford and Writtle, where buildings would screen views towards the Project. Visibility of pylons would reduce with distance and layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV). The ZTV map indicates that visibility would reduce to the top half or the very tips of pylons in places because of intervening woodland and topography (which is accounted for in the ZTV). This includes areas around Ewson's Brook near Highwood, Roxwell Brook near Roxwell, River Wid near Galleywood, and River Can near Chelmsford.

## Section G

- 13.2.27 Section G is located broadly between Ingatestone in the north and Basildon in the south-east and comprises a gently to strongly undulating arable landscape of hills and ridges, crossed by the valley of the River Wid between Billericay and Hutton. There are some large areas of woodland including in the Langdon Hills south of Basildon and in Thorndon Park south of Brentwood. As shown on Figure 13.8.1: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (Pages 10 to 11) in Volume II, the ZTV indicates relatively widespread theoretical visibility of the overhead line within the 3 km study area in Section G, apart from where there are larger areas of settlement and woodland. There is theoretical visibility from the PRoW network and parts of NCN 13. There is theoretical visibility from the road network, including parts of the A12, A129, A176, A128, A127 and A1023. There is theoretical visibility from the fringes of settlements including Ingatestone, Mountnessing, West Horndon, Brentwood and Billericay, although theoretical visibility from within settlements is limited due to buildings which would screen views towards the Project. Theoretical visibility is also reduced where woodland would provide screening, including around Mill Green in the north of Section G.
- 13.2.28 As shown on Figure 13.8.1: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (Pages 10 to 11) in Volume II, there would be theoretical visibility of up to 80 pylons from small parts of the study area in Section G, in particular areas of higher ground including north-west of Little Burstead. There would be theoretical visibility of up to 70 pylons from the more elevated parts of the study area, including east of



Ingatestone and at Dunton Hills. The number of pylons visible would reduce when layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV) is taken into account.

- 13.2.29 Figure 13.8.2: ZTV of Proposed 400 kV Overhead Line (Proportions of Pylons) (pages 10 and 11) in Volume II indicates there would be theoretical visibility of one or more pylons from ground level to tip from the majority of the study area. There would be no visibility of pylons from parts of the study area, most notably within settlements where buildings would screen views towards the Project. This includes parts of Ingatestone, Mountnessing, West Horndon, Brentwood and Billericay. Visibility of pylons would reduce with distance and layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV). The ZTV map indicates that visibility would reduce to the top half or the very tips of pylons in places because of intervening woodland, topography and buildings (which is accounted for in the ZTV). This includes the area to the east of Little Burstead. Where valley landforms are present the proportion of pylons visible would decrease.

## Section H

- 13.2.30 Section H is located broadly between Basildon in the north-east and the River Thames in the south and comprises a flat to gently undulating and partly modified landscape. As shown on Figure 13.8.1: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (pages 10 to 11) in Volume II, the ZTV indicates relatively widespread theoretical visibility of the overhead line from the study area in Section H, particularly in the north and east. This includes theoretical visibility from parts of settlements including Bulphan, Horndon on the Hill and the fringes of Stanford-le-Hope and East Tilbury. There is theoretical visibility from the PRoW network and parts of the England Coast Path long distance path, which weaves in and out of the study area. There is theoretical visibility from the road network, including parts of the A126, A1089, A1013, A13, A128 and A1014. There is no theoretical visibility from some of the lower elevation landscape due to the intervening topography. This includes parts of the study area around Tilbury Marshes and the Mucking Flats. There is also limited theoretical visibility from some settlements due to buildings which would screen views towards the Project, including parts of Chadwell St Mary, Stanford-le-Hope and Bulphan.
- 13.2.31 As shown on Figure 13.8.1: ZTV of Proposed 400 kV Overhead Line (Numbers of Pylons) (pages 10 to 11) in Volume II, there would be theoretical visibility of up to 70 pylons from parts of the study area in Section H, in particular to the west of the Project between West Horndon and Orsett. Theoretical visibility of numbers of pylons would typically increase with rising landform, with reduced visibility from the low-lying marsh landscapes to the south and east of the Project in Section H. The number of pylons visible would reduce when layers of intervening field boundary and roadside vegetation (not accounted for in the ZTV) is taken into account.
- 13.2.32 Figure 13.8.2: ZTV of Proposed 400 kV Overhead Line (Proportions of Pylons) (pages 10 to 11) in Volume II indicates theoretical visibility of one or more pylons from ground level to tip from the majority of the study area. There would be no visibility of pylons from parts of the study area, including within settlements where buildings would screen views towards the Project, and adjacent to where the underground cable is proposed, between Chadwell and St Mary and Tilbury. The ZTV map indicates that visibility would reduce to the top half or the very tips of pylons in places because of intervening

buildings, woodland and topography (which is accounted for in the ZTV) including areas north-east of Orsett Heath and around Mucking Flats and East Tilbury.

- 13.2.33 Figure 13.8.10: ZTV of CSE Compound near Southfields in Volume II indicates that theoretical visibility of the CSE compound in Section H would be contained within approximately 1.5 km. Theoretical visibility is indicated from parts of Orsett Golf Club and the north-eastern fringes of Chadwell St Mary. Visibility of the CSE compound would reduce when field boundary and roadside vegetation (not accounted for in the ZTV) is taken into account.
- 13.2.34 Figure 13.8.11: ZTV of Tilbury Substation Works in Volume II indicates that there would be theoretical visibility of the substation components (which are up to a maximum height of 18 m AOD) from parts of the study area including parts of Tilbury Marshes. These new components would be seen in the context of similar existing substation components at Tilbury Substation. Visibility of the substation components would reduce when field boundary and roadside vegetation (not accounted for in the ZTV) is taken into account.

### 13.3 Key Visual Receptors and Grouping

13.3.1 Potential visual receptors include:

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

13.3.2 Visual receptors have been grouped according to Visual Receptor Areas. These Visual Receptor Areas have been identified based on geographical location, shared landscape characteristics and a similarity in the nature of views. For example, areas of open and elevated plateau with the potential for wide and/or distant views are located in a different Visual Receptor Area to wooded valleys, where views are likely to be more contained by landform and/or vegetation. Larger towns and parts of cities within the study area form their own Visual Receptor Areas, where buildings and / or vegetation are likely to screen and filter outward views. The main settlements, road routes and recreational resources within each Visual Receptor Area are described in Table A13.2.1 to A13.2.8. People at work are generally held to be of lower sensitivity to changes in their view and are not considered further in this assessment.

### 13.4 Selection of Viewpoints for Assessment

13.4.1 This section sets out the viewpoints within the 3 km study area which were selected to represent the visual effects of the Project. The viewpoint list is a representative selection of locations agreed with local planning authorities, National Landscape (AONB) authorities and Natural England. It is not an exhaustive list of locations from which the Project would be visible.

- 13.4.2 A total of 89 viewpoints were selected through desk study, site work and discussions with statutory consultees. The viewpoints are all publicly accessible as advocated by GLVIA3 and include:
- Locations selected to represent the experience of different types of receptor
  - Locations at different distances to provide a representative range of viewing angles and distances (i.e., short, medium, and long-distance views)
  - Locations which may assist in illustrating key ‘cumulative’ interactions with other existing developments (i.e., either in combined or successive views)
  - Locations which represent a range of viewing experiences (i.e., static views and points along sequential routes)
  - Specific viewpoints selected because they represent promoted views or viewpoints within the landscape
  - Illustrative viewpoints chosen specifically to demonstrate a particular visual effect or specific issue (which could include restricted visibility in particular locations)
- 13.4.3 The viewpoints used to assess visual effects are listed in full in Table A13.2.9 and their locations are shown on Figure 13.7: Visual Receptors in Volume II. The viewpoints are also referenced in Tables A13.2.1 to A13.2.8 where they fall within or just outside Visual Receptor Areas.

## 13.5 Visual Receptor Areas

- 13.5.1 As noted above, visual receptors have been grouped according to Visual Receptor Areas. Views from these areas are described in Tables A13.2.1 to A13.2.8 below, with reference to the representative viewpoints listed in Table A13.2.9, where they are relevant. Not all Visual Receptor Areas have representative viewpoints. It is important to note that viewpoints do not form the basis of professional judgements made in terms of anticipated significant effects, but they are a useful tool in conveying examples of likely changes in views from a selected number of locations. Professional judgements about likely effects are made by chartered landscape architects based on experience and site visits. Additional viewpoints are being considered for the ES.
- Table A13.2.1 – Visual Baseline and Preliminary Assessment (Section A)
  - Table A13.2.2 – Visual Baseline and Preliminary Assessment (Section B)
  - Table A13.2.3 – Visual Baseline and Preliminary Assessment (Section C)
  - Table A13.2.4 – Visual Baseline and Preliminary Assessment (Section D)
  - Table A13.2.5 – Visual Baseline and Preliminary Assessment (Section E)
  - Table A13.2.6 – Visual Baseline and Preliminary Assessment (Section F)
  - Table A13.2.7 – Visual Baseline and Preliminary Assessment (Section G)
  - Table A13.2.8 – Visual Baseline and Preliminary Assessment (Section H)

Table A13.2.1 - Visual Baseline and Preliminary Assessment (Section A)

Project Section(s) No Name	Description of Visual Receptor Area and Visual Baseline	Description of Effect (Construction) Significance and Direction (Construction)	Description of Effect (Operation and maintenance) Significance and Direction (Operation and maintenance)
A A1 Swardeston	<p>This Visual Receptor Area is located to the north and west of the Project, broadly between the southern edge of Norwich and the northern edge of Mulbarton. In the north of the area, the landform rises gently to the south and east, away from the broad valley of the River Yare. Further south, the landform is gently undulating and dissected by tributary streams. The settlement of Swardeston is located on the undulating sides of a tributary valley of the River Yare. The settlement of Keswick lies on the south side of the Yare Valley. Elsewhere there are some small villages, scattered properties and large manorial halls. Rural flint churches are a distinctive visual feature. There is a variety of tree cover in this agricultural landscape, including riparian woodland, small farm woodlands, wooded parkland, shelter belts and hedgerows along field margins. There are areas of common land / open access land at Eaton Common and Swardeston Common. Existing 132 kV and 400 kV overhead lines runs through the area, in parallel.</p>	<p>Construction activity would be visible in close views from the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity around the existing Norwich Main substation and proposed overhead line route from the local road and PRow network, as well as scattered properties including at The Vale, west of Swardeston.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction activity from the local road and PRow network, parts of the B113, scattered properties and the eastern edge of Swardeston (as represented by Figure 13.9.1: Wireline Visualisation from <b>Viewpoint 1.02</b> Edge of Swardeston on PRow in Volume II). In places, tree belts and vegetation along the road network would screen and filter views.</p> <p>Between approximately 1 km and 2 km construction activity would be perceptible in some medium to long distance views,</p>	<p>The Project would be visible in close views from the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km there would be close views of the overhead line from the local road and PRow network in the east of the Visual Receptor Area, as well as scattered properties including The Vale. The substation extension would be visible in some close views.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of the overhead line from the local road and PRow network, as well as scattered properties. The overhead line would most often be seen on the skyline, above intervening trees and hedgerows. This vegetation would filter and screen views towards the substation extension.</p> <p>Between approximately 1 km and 2 km the overhead line would be perceptible in some medium to long</p>

Project Section(s) No Name	Description of Visual Receptor Area and Visual Baseline	Description of Effect (Construction) Significance and Direction (Construction)	Description of Effect (Operation and maintenance) Significance and Direction (Operation and maintenance)
	<p>There are a variety of open and more enclosed views from the area. From the River Yare, occasional open views are afforded by adjoining tributary valleys which have greater intervisibility with the surrounding landscape. Wetland vegetation along the meandering river filters views in places. Elsewhere in the area there are intermittent long views north towards the City of Norwich and north-west towards Cringleford, particularly from elevated road bridges.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 1.02 Edge of Swardeston on PRoW</li> </ul>	<p>including from parts of the B1113 and Swardeston. There would be a reduction in visibility at around 1.5 km from the draft Order Limits where the landform falls gently into the valley of the River Yare and its tributary.</p> <p>Between approximately 2 km and 3 km construction activity is less likely to be perceptible due to distance, the landform and/or layers of intervening vegetation which would filter and screen views.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond 1 km effects would not likely be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.</p>	<p>distance views, including from parts of the B1113 and eastern edge of Swardeston (as represented by Figure 13.9.1: Wireline Visualisation from <b>Viewpoint 1.02</b> Edge of Swardeston on PRoW in Volume II), on the skyline above the tree line. There would be a reduction in visibility at around 1.5 km from the Project where the landform falls gently into the valley of the River Yare and its tributary.</p> <p>Between approximately 2 km and 3 km the Project is less likely to be perceptible due to distance, the landform and/or layers of intervening vegetation which would filter and screen views.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond 1 km effects would not likely be significant due to a reduction in perceptibility of the Project. In the longer term, proposed planting within the Environmental Area around the</p>

Project Section(s) No Name	Description of Visual Receptor Area and Visual Baseline	Description of Effect (Construction) Significance and Direction (Construction)	Description of Effect (Operation and maintenance) Significance and Direction (Operation and maintenance)
			substation would reduce effects on views.
A A2 Stoke Holy Cross	<p>This Visual Receptor Area is located to the north and east of the Project, broadly between the A47 south of Norwich and Swainsthorpe to the south.</p> <p>The landform is flat along the broad valley of the River Tas, rising to gently sloping and rolling valley sides, where the settlements of Swainsthorpe and Stoke Holy Cross are located. Woodland blocks, riparian woodland and shelter belts screen and filter views of the surrounding landscape, particularly along the valley floor and around Dunston Hall. The long history of human settlement in the area is reflected by Roman ruins at Venta Icenorum, historic hamlets and halls including Dunston Hall. Further west, the A140, railway line and existing 132 kV and 400 kV overhead lines are present. There is an area of common land / open access land at Shotesham Common.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 1.16 Boudicca Way</li> </ul>	<p>Construction activity would be visible in close views from the west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity around Norwich Main substation extension and the overhead line from the local road and PRoW network including parts of the A140, and parts of Swainsthorpe. Views from Dunston Golf Course would be screened and filtered by woodland and shelter belts.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction activity around Norwich Main Substation and the overhead line from the local road and PRoW network, parts of the A140, the Venta Icenorum Roman town and parts of the Boudicca Way where there would be glimpsed views of construction activity above the wooded horizon.</p> <p>Between approximately 1 km and 2 km construction activity would be perceptible in some medium to long distance elevated views, including from parts of the</p>	<p>The Project would be visible in close views from the west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project there would be close views of the overhead line from the local road and PRoW network and the western edge of Swainsthorpe, in the south-west of the Visual Receptor Area. The substation extension would be visible in some close views.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of the overhead line from the local road and PRoW network, including parts of the A140. Views for users of Dunston Golf Course are likely to be limited to glimpsed views of the overhead line above the treeline.</p> <p>Between approximately 1 km and 2 km the overhead line would be perceptible above intervening trees in medium to long distance views south-west and west towards the</p>

Project Section(s) No Name	Description of Visual Receptor Area and Visual Baseline	Description of Effect (Construction) Significance and Direction (Construction)	Description of Effect (Operation and maintenance) Significance and Direction (Operation and maintenance)
		<p>Boudicca Way where there would be glimpsed views of construction activity above the wooded horizon (as represented by Figure 13.9.12: Wireline Visualisation from <b>Viewpoint 1.16</b> Boudicca Way in Volume II). Residents in Stoke Holy Cross are unlikely to experience views of construction activity due to intervening woodland along the River Tas and around Dunston Hall which would filter and screen views.</p> <p>Between approximately 2 km and 3 km construction activity would be barely perceptible due to distance and layers of intervening vegetation including woodland along the Tas Valley.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond 1 km effects would not likely be significant due to a reduction in perceptibility of construction activity, the presence of existing electricity infrastructure and the temporary nature of effects.</p>	<p>Project from the local road and PRoW network, and from open areas of the Venta Icenorum Roman town. Views from Stoke Holy Cross are likely to be filtered and screened by woodland along the road/rail corridor and River Tas, and around Dunston Hall.</p> <p>Between approximately 2 km and 3 km the Project would be barely perceptible due to distance and layers of intervening vegetation including woodland along the road/rail corridor and around Dunston Hall. The overhead line and substation would be perceptible in long distance and elevated views from the Boudicca Way above the wooded horizon (as represented by Figure 13.9.12: Wireline Visualisation from <b>Viewpoint 1.16</b> Boudicca Way in Volume II).</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond 1 km effects would not likely be significant due to intervening woodland and a</p>

Project Section(s) No Name	Description of Visual Receptor Area and Visual Baseline	Description of Effect (Construction) Significance and Direction (Construction)	Description of Effect (Operation and maintenance) Significance and Direction (Operation and maintenance)
			reduction in perceptibility of the Project. In the longer term, proposed planting within the Environmental Area around the substation would reduce effects on views.
A A3 Mulbarton and Wreningham	<p>This Visual Receptor Area is located to the west of the Project broadly between Mulbarton in the north-east and Wreningham in the south-west.</p> <p>The area forms part of a gently undulating plateau, dissected by minor valleys which follow tributaries of the River Tas. There are linear settlements, most notably Wreningham in the south, as well as the larger nucleated settlement of Mulbarton. Layers of vegetation including small woodlands, hedgerows and hedgerow trees provide a wooded horizon in many views. There are areas of common land / open access land at Mulbarton Common, Bracon Common and Marsh Green.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 1.03 Bracon Ash</li> </ul>	<p>Construction activity would be visible in close views from the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project there would be close views of construction activity along the overhead route from local roads, open access land and the PRow network, in places filtered by vegetation (as represented by Figure 13.9.2: Wireline Visualisation from <b>Viewpoint 1.03 Bracon Ash</b> in Volume II), and areas of settlement including the south-eastern edges of Mulbarton.</p> <p>Between approximately 0.5 km and 1 km there would be close to distance views of construction activity from the local road and PRow network and eastern edges of settlement areas including parts of Mulbarton. Gently rolling topography associated with small watercourses and layers of intervening vegetation would reduce visibility from Toprow.</p>	<p>The Project would be visible in close views from the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project there would be close views of the overhead line from the local roads, open access land and PRow network, in places viewed above and between vegetation (as represented by Figure 13.9.2: Wireline Visualisation from <b>Viewpoint 1.03 Bracon Ash</b> in Volume II), and areas of settlement including the south-eastern edges of Mulbarton. At Toprow, there would be glimpsed views of the Project between layers of intervening vegetation.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views towards the Project from the local roads, open</p>



Project Section(s) No Name	Description of Visual Receptor Area and Visual Baseline	Description of Effect (Construction) Significance and Direction (Construction)	Description of Effect (Operation and maintenance) Significance and Direction (Operation and maintenance)
		<p>Between approximately 1 km and 2 km construction activity would be perceptible in some medium to long distance views from local roads and the PRoW network and parts of settlements. Intervening woodland blocks, hedgerows and buildings would contribute to screening and filtering views for most visual receptors.</p> <p>Between approximately 2 km and 3 km construction activity would be barely perceptible due to distance and layers of intervening vegetation.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond 1 km effects would not likely be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.</p>	<p>access land and PRoW network and eastern edges of settlement areas.</p> <p>Between approximately 1 km and 2 km the overhead line would be perceptible in some medium to long distance views from local roads and the PRoW network and from edges of settlement areas including Mulbarton. Intervening woodland blocks, hedgerows and buildings would contribute to screening views for most visual receptors. Where visible the overhead line would be seen above tree lines and woodland.</p> <p>Between approximately 2 km and 3 km the overhead line would be barely perceptible due to distance and layers of intervening vegetation.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond 1 km effects would not likely be significant due to a reduction in perceptibility of the Project.</p>

Project Section(s) No Name	Description of Visual Receptor Area and Visual Baseline	Description of Effect (Construction) Significance and Direction (Construction)	Description of Effect (Operation and maintenance) Significance and Direction (Operation and maintenance)
A A4 Newton Flotman	<p>This Visual Receptor Area is located to the east of the Project broadly following the course of the River Tas between Swainsthorpe in the north and Tasburgh and Hapton in the south. The landform is flat along the valley bottom, rising to gently sloping and rolling valley sides and plateau edge. The nucleated settlement of Newton Flotman and linear settlement of Lower Tasburgh are located on the lower valley sides. Flordon and Hapton are located on the upper valley sides. The Norwich to Ipswich railway line pass through the area, and part of the Boudicca Way is present in the south-east. There is an area of common land / open access land at Flordon Common. An existing 400 kV overhead line runs through the area, parallel to the railway line. Layers of vegetation including woodland blocks and shelter belts, which are particularly prominent around historic halls, screen and filter views of the surrounding landscape in some areas.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>• Viewpoint 1.05 Hapton</li> <li>• Viewpoint 1.17 Tasburgh Hill Fort</li> </ul>	<p>Construction activity would be visible in close views from the west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity along the overhead route from local roads and PRow, scattered properties, the western fringes of Flordon and Hapton, and parts of the open access land at Flordon Common.</p> <p>Between approximately 0.5 km and 1 km intervening vegetation, including along the railway line, would filter and screen views from parts of the local road and PRow networks, as well as the western fringes of settlements including Newton Flotman. Flordon and Hapton are located close to small tributaries and the resulting landform creates a sense of enclosure, which would partially screen views of construction activity from these settlements. From the more elevated northern edge of Hapton some construction activity would be visible (as represented by Figure 13.9.3: Wireline Visualisation from <b>Viewpoint 1.05</b> Hapton in Volume II).</p> <p>Between approximately 1 km and 2 km construction activity would be perceptible</p>	<p>The Project would be visible in close views from the west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project there would be close views of the Project from local roads and PRow, as well as part of the open access land at Flordon Common.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of the Project from PRow, open access land, local roads and the western edge of Newton Flotman, although intervening vegetation would filter views. More enclosed topography around Flordon and Hapton would reduce visibility of the Project from these settlements, although in places pylons are visible above the sloping landform against the skyline (as represented by Figure 13.9.3: Wireline Visualisation from <b>Viewpoint 1.05</b> Hapton in Volume II). From the fringes of these settlements the Project would be visible against a wooded horizon.</p>

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		<p>in some medium to long distance views, reducing as the landform falls away into the Tas Valley, where woodland would further reduce visibility.</p> <p>Between approximately 2 km and 3 km the perceptibility of construction activity would reduce due to distance, layers of intervening vegetation and topography (as represented by Figure 13.9.13: Wireline Visualisation from <b>Viewpoint 1.17</b> Tasburgh Hill Fort in Volume II).</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond 1 km effects would not likely be significant due to a reduction in perceptibility of construction activity because of intervening vegetation, and the temporary nature of effects.</p>	<p>Between approximately 1 km and 2 km the overhead line would be barely perceptible in some medium to long distance views from local roads and the PRow due to intervening vegetation, particularly along the Tas Valley. West of the River Tas, there would be some visibility of the Project, including from Greenways.</p> <p>Between approximately 2 km and 3 km the Project would be barely perceptible due to distance and layers of intervening vegetation. Buildings would further reduce visibility from settlements. From more open aspects at higher elevations (as represented by Figure 13.9.13: Wireline Visualisation from <b>Viewpoint 1.17</b> Tasburgh Hill Fort in Volume II), there would be some long distance views towards the Project which would be visible beyond the wooded Tas Valley and seen in the context of existing overhead lines.</p> <p>Effects on visual receptors would likely be <b>significant (negative)</b></p>

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			<p><b>within approximately 1 km</b> of the Project. Beyond 1 km effects would not likely be significant due to a reduction in perceptibility resulting from layers of intervening vegetation and valley topography.</p>
<p>A A5 Tacolneston</p>	<p>This Visual Receptor Area is located to the west of the Project broadly between Ashwellthorpe in the north and Bunwell Hill in the south. The area is characterised by its gently undulating, elevated plateau landform and open character. There are numerous linear settlements including Ashwellthorpe, Tacolneston, Forncett End, Bunwell, Carleton Rode and Bunwell Hill. Vegetation around settlements affords a sense of enclosure and frames occasional long distance views across the plateau. There are small areas of woodland including Ancient Woodland at Bunwell Wood.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>• Viewpoint 1.07 PRoW South of Forncett End</li> <li>• Viewpoint 1.18 Bunwell</li> </ul>	<p>Construction activity would be visible in close views from the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity along the overhead route from local roads, the PRoW network, parts of Bunwell Hill and the eastern side of Forncett End (as represented by Figure 13.9.4: Wireline Visualisation from <b>Viewpoint 1.07</b> PRoW South of Forncett End in Volume II).</p> <p>Between approximately 0.5 km and 1 km of the draft Order Limits there would be close to medium distance views over open arable fields towards construction activity from PRoW and local roads, including parts of the B1113, as well as parts of Forncett End and Cordwell.</p> <p>Between approximately 1 km and 2 km construction activity would be perceptible in some medium to long distance views</p>	<p>The Project Would be visible in close views from the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project there would be close views from local roads, the PRoW network and the eastern edge of Bunwell Hill and Forncett End (as represented by and Figure 13.9.4: Wireline Visualisation from <b>Viewpoint 1.07</b> PRoW South of Forncett End in Volume II).</p> <p>Between approximately 0.5 km and 1 km of the Project there would be close to medium distance views of the Project from local roads, notably the B1113, PRoW and parts of Forncett End, Cordwell and Bunwell Hill. The overhead line would be viewed within the context of the wooded river valley beyond.</p>

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		<p>from the local road and PRow network, filtered by hedgerows and trees (as represented by Figure 13.9.14: Wireline Visualisation from <b>Viewpoint 1.18</b> Bunwell in Volume II). Construction activity would be visible from parts of Fundenhall, Tacolneston and the eastern edge of Bunwell.</p> <p>Between approximately 2 km and 3 km construction activity is less likely to be perceptible due to distance and layers of intervening vegetation which would filter and screen views. Buildings would provide further screening from within settlements.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the draft Order Limits due to the open nature of the landscape. Beyond 1.5 km effects would not likely be significant due to a reduction in perceptibility and the temporary nature of effects.</p>	<p>Between approximately 1 km and 2 km the Project would be perceptible in some medium to long distance views across areas of flat open farmland above treelines, including from parts of the local road and PRow network (as represented by Figure 13.9.14: Wireline Visualisation from <b>Viewpoint 1.18</b> Bunwell in Volume II). The Project would be visible from parts of Fundenhall, Tacolneston, and the eastern edge of Bunwell.</p> <p>Between approximately 2 km and 3 km the overhead line is less likely to be perceptible due to distance and layers of intervening vegetation. Buildings would provide further screening from settlements.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the Project due to the flat, open character of the landscape with isolated hedgerows and shelterbelts providing some limited screening. Beyond 1.5 km effects would not</p>

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			likely be significant due to a reduction in perceptibility of the Project.
A A6 Forncett St Peter	<p>This Visual Receptor Area is located to the east of the Project broadly following the course of the River Tas, between Hapton to the north and Aslacton in the south. The central part of this area which follows the River Tas is characterised by flat, wooded floodplain floors and gently sloping valley sides. To the east and west of Tas Valley the landform is gently undulating and dissected by tributary streams. The linear settlements of Forncett St Mary and Forncett St Peter are located on the rolling valley sides. Aslacton and Hapton are located on the undulating land above the valley. Historic churches with circular towers are visually prominent within settlements. The Norwich to Ipswich railway line pass through the area, following the Tas Valley. There is an area of common land / open access land at Hapton Common. An existing 400 kV overhead line runs through the east of the area. Discrete woodland blocks and shelter belts are interspersed throughout the landscape, and screen and filter views</p>	<p>Construction activity would be visible in close views from the west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity from local roads, a small number of PRow, Hapton Common and from a few scattered properties (as represented by Figure 13.9.5: Wireline Visualisation from <b>Viewpoint 1.08</b> Mill Lane, Forncett St Peter in Volume II). Views would be filtered by vegetation, including from Hapton Common.</p> <p>Between approximately 0.5 km and 1 km there would be some intermittent, close to medium distance views of construction activity along the overhead route from the local road and PRow network, and from small settlements (including parts of Low Common, Forncett St Peter and Forncett St Mary) and properties along local roads. Intervening vegetation would filter and screen views of the construction activity in some locations.</p>	<p>The Project would be visible in close views from the west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project there would be close views of the overhead line from local roads, a small number of PRow, Hapton Common and from a few scattered properties.</p> <p>Between approximately 0.5 km and 1 km there would be intermittent, close to medium distance views of the overhead line from the local road and PRow network, and from small settlements (including Low Common) and properties along local roads (as represented by Figure 13.9.5: Wireline Visualisation from <b>Viewpoint 1.08</b> Mill Lane, Forncett St Peter in Volume II). Intervening vegetation would screen/filter views towards the overhead line in some locations.</p> <p>Between approximately 1 km and 2 km the overhead line would be</p>

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	<p>of surrounding landscape. There is a greater degree of intimacy associated with the vegetation and undulating landform around the tributaries of the River Tas. Many of the lanes are bordered by hedgerows and shelter belts, as well as sections of sunken lanes, further enhancing the enclosed visual character.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 1.08 Mill Lane, Forncett St Peter</li> </ul>	<p>Between approximately 1 km and 2 km construction activity would be perceptible in some medium to long distance views including from scattered settlements, local roads and PRow. Visibility would reduce as the landform falls into the valley of the River Tas.</p> <p>Between approximately 2 km and 3 km construction activity would be barely perceptible due to distance and layers of intervening vegetation.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond 1 km effects would not likely be significant due to a reduction in perceptibility of construction activity because of vegetation and topography filtering and screening views, as well as the temporary nature of effects.</p>	<p>perceptible in some medium to long distance views above woodland blocks and shelter belts, including from parts of Forncett St Mary, Forncett St Peter, local roads and PRow. Visibility would reduce towards the east of this area as the landform falls towards the River Tas.</p> <p>Between approximately 2 km and 3 km the overhead line would be barely perceptible due to distance, the valley landform and layers of intervening vegetation.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond 1 km effects would not likely be significant due to vegetation and topography filtering and screening views.</p>
A A7 Carleton Rode	<p>This Visual Receptor Area is located to the west of the Project broadly between Hargate in the north and Winfarthing to the south. The area comprises a flat, elevated plateau with a large-scale open character. In the north-east the landform falls towards the Tas Valley. There are</p>	<p>Construction activity would be visible in close views from the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity along the overhead route from local roads, PRow and</p>	<p>The Project would be visible in close views from the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project there would be close distance, open views of the overhead line from local roads,</p>

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	<p>scattered properties and small settlements including Hargate in the north. There is an area of common land / open access land at New Buckenham Common, on the edge of the study area. There are some long views across this large-scale, relatively open landscape. Hedgerows and small areas of woodland filter and screen outward views in some areas, including at Carleton Rode Fen in the north-east.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 1.10 Diss Road</li> </ul>	<p>scattered properties including along Diss Road (as represented by Figure 13.9.7: Wireline Visualisation from <b>Viewpoint 1.10</b> Diss Road in Volume II) and around Goose Green. Woodland at Carleton Rode Fen would filter views in the north-east.</p> <p>Between approximately 0.5 km and 1 km of the draft Order Limits there would be close to medium distance views towards construction activity from local roads, PRow, scattered properties and parts of Hargate.</p> <p>Between approximately 1 km and 2 km of the draft Order Limits construction activity would be perceptible in some medium to long distance views from local roads, PRow, scattered properties, and parts of Hargate.</p> <p>Between approximately 2 km and 3 km construction activity is less likely to be perceptible due to distance and layers of intervening vegetation which would filter and screen views.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the draft Order Limits. Beyond 1.5 km effects would not</p>	<p>PRow and scattered properties including along Diss Road (as represented by Figure 13.9.7: Wireline Visualisation from <b>Viewpoint 1.10</b> Diss Road in Volume II). The overhead line would be seen on the skyline in open views, apart from in the north-east at Carleton Rode Fen, where woodland would filter views.</p> <p>Between approximately 0.5 km and 1 km of the Project there would be close to medium distance views towards the overhead line from local roads, PRow and scattered properties, including around Goose Green.</p> <p>Between approximately 1 km and 2 km of the Project the overhead line would be visible above layers of field boundary vegetation, in medium to long distance views from local roads, PRow, scattered properties, and parts of Hargate.</p> <p>Between approximately 2 km and 3 km of the Project the overhead line is less likely to be perceptible due to distance and layers of intervening</p>



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		likely be significant due to a reduction in perceptibility and the temporary nature of effects.	field boundary vegetation which would filter and screen views. Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the Project. Beyond 1.5 km effects would not likely be significant due to a reduction in perceptibility.
A A8 Tibenham	This Visual Receptor Area is located to the east of the Project broadly between Cargate Common in the north and the edge of Gissing in the south. The area comprises a flat, elevated plateau with a large-scale open character. In the north the landform falls towards the Tas Valley. There are scattered properties and small settlements including Tibenham, Pristow Green and Long Row. There is a network of minor roads including some Quiet Lanes in the south of the area. Tibenham Airfield is in the north-east of the area. There are areas of common land / open access land at Gissing Common and along Common Road. There are some long views across this large-scale, relatively open landscape. Where woodland and shelterbelts are more prevalent, outward views are filtered and	Construction activity would be visible in close views from the west of the Visual Receptor Area. Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity along the overhead route from local roads, PRoW (as represented by Figure 13.9.6: Wireline Visualisation from <b>Viewpoint 1.09</b> Tibenham in Volume II) and scattered properties. Between approximately 0.5 km and 1 km of the draft Order Limits there would be close to medium distance views towards construction activity from local roads, PRoW, scattered properties and parts of Tibenham, Pristow Green and Long Row. From Cargate Common views would be filtered by intervening vegetation.	The Project would be visible in close views from the west of the Visual Receptor Area. Within approximately 0.5 km of the Project there would be close views of the overhead line from local roads, PRoW (as represented by Figure 13.9.6: Wireline Visualisation from <b>Viewpoint 1.09</b> Tibenham in Volume II) and scattered properties. There would be relatively open views of the overhead line on the skyline. Between approximately 0.5 km and 1 km of the Project there would be close to medium distance views of the Project from scattered properties and parts of Tibenham, Pristow Green and Long Row. From

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	<p>framed by vegetation, including at Cargate Common in the north and at Gissing Common in the south-east.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>• Viewpoint 1.09 Tibenham</li> <li>• Viewpoint 1.11 B1134, Gissing Common</li> </ul>	<p>Between approximately 1 km and 2 km of the draft Order Limits construction activity would be perceptible in some medium to long distance views from local roads (including some Quiet Lanes), PRow and eastern parts of Tibenham, Pristow Green and Long Row. Views from Tibenham would be more limited due to rolling topography associated with a tributary watercourse and intervening vegetation.</p> <p>Between approximately 2 km and 3 km construction activity is less likely to be perceptible within much of this area (as represented by Figure 13.9.8: Wireline Visualisation from <b>Viewpoint 1.11</b> B1134, Gissing Common in Volume II) due to distance and layers of field boundary vegetation.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the draft Order Limits. Beyond 1.5 km effects would not likely be significant due to a reduction in perceptibility and the temporary nature of effects.</p>	<p>Cargate Common views would be filtered by intervening vegetation.</p> <p>Between approximately 1 km and 2 km of the Project, the overhead line would be perceptible in some medium to long distance views from local roads (including some Quiet Lanes), PRow, and parts of Tibenham, Pristow Green and Long Row.</p> <p>Between approximately 2 km and 3 km there would be occasional long views towards the Project, although in places vegetation would screen views (as represented by Figure 13.9.8: Wireline Visualisation from <b>Viewpoint 1.11</b> B1134, Gissing Common in Volume II). The overhead line would typically be seen on the skyline above layers of intervening field boundary vegetation and small areas of woodland.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the Project. Beyond 1.5 km effects</p>

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			would not likely be significant due to a reduction in perceptibility.
A A9 Shelfanger	<p>This Visual Receptor Area is located to the west of the Project broadly between Winfarthing in the north and Bressingham in the south. The area is characterised by very gently rolling landform dissected by tributaries of the River Waveney, which lies to the south. There are large linear villages including Winfarthing, Shelfanger and Bressingham Common. There is a network of minor roads, many of which are Quiet Lanes. There is an area of common land / open access land at Boyland Common, at the edge of the study area. Large scale arable farmland allows for far reaching views across the surrounding landscape, often with wooded horizons. In places, views are framed by blocks of deciduous woodland and hedgerows.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 1.12 Winfarthing / Shelfanger</li> </ul>	<p>Construction activity would be visible in close views from the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity along the overhead route from the PRoW and local road network (including Quiet Lanes), scattered properties along Heywood Road and Bressingham Road and parts of Bressingham Common, Winfarthing and Shelfanger (as represented by Figure 13.9.9: Wireline Visualisation from <b>Viewpoint 1.12</b> Winfarthing/Shelfanger in Volume II).</p> <p>Between approximately 0.5 km and 1 km of the draft Order Limits there would be close to medium distance views over large scale farmland towards construction activity from the PRoW and local road network (including Quiet Lanes), scattered properties (including along Winfarthing Road, Common Road and Bressingham Road) and parts of Winfarthing, Shelfanger and Bressingham Common.</p>	<p>The Project would be visible in close views from the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project there would be close views of the overhead line from the PRoW and local road network, scattered properties along Heywood Road and Bressingham Road, and parts of Bressingham Common.</p> <p>Between approximately 0.5 km and 1 km of the Project there would be close to medium distance views of the overhead line over large scale farmland from the PRoW and local road network (including Quiet Lanes), scattered properties and parts of Winfarthing (as represented by Figure 13.9.9: Wireline Visualisation from <b>Viewpoint 1.12</b> Winfarthing/Shelfanger in Volume II), Shelfanger and Bressingham. The overhead line would typically be visible above and between hedgerows, trees, and shelter belts.</p>

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		<p>Between approximately 1 km and 2 km construction activity would be perceptible in some medium to long distance views from local roads (including Quiet Lanes), PRoW, scattered properties and the western end of Winfarthing. In places hedgerows and tree belts would filter and screen views.</p> <p>Between approximately 2 km and 3 km construction activity is less likely to be perceptible due to the distance and layers of intervening vegetation and buildings within settlements.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the draft Order Limits due to the open character of the large scale arable farmland. Beyond 1.5 km effects would not likely be significant due a reduction in perceptibility and the temporary nature of effects.</p>	<p>Between approximately 1 km and 2 km the overhead line would be perceptible in some medium to long distance views above a wooded horizon.</p> <p>Between approximately 2 km and 3 km the overhead line is less likely to be perceptible due to the distance and layers of intervening vegetation and buildings within settlements.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the Project due to the open character of the landscape. Beyond 1.5 km effects would not likely be significant due a reduction in perceptibility.</p>
A A10 Burston	This Visual Receptor Area is located to the east of the Project broadly between Gissing in the north and the urban edge of Diss in the south. The area is characterised by a very gently undulating landform dissected by tributaries of the River Waveney in the south. There are	<p>Construction activity would be visible in close views from the west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity of the overhead route from local roads (including Quiet Lanes),</p>	<p>The Project would be visible in close views from the west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project there would be close views of the overhead line from local roads (including Quiet Lanes),</p>

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	<p>small settlements at Gissing, Burston and Snow Street. There is a network of minor roads, many of which are Quiet Lanes. There are areas of common land / open access land along Common Road, north of Gissing and at Brewer's Green. An existing 400 kV overhead line runs through the east of the area, parallel to the Norwich to Ipswich railway line. Large scale arable farmland allows for far reaching views across the surrounding landscape, often with wooded horizons. In places, views are framed by blocks of deciduous woodland and hedgerows.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 1.13 Heywood Road / Diss Cemetery is located just to the south of this area.</li> </ul>	<p>PRoW, scattered properties including along Heywood Road and Snow Street. Views would be filtered by intervening vegetation.</p> <p>Between approximately 0.5 km and 1 km there would be intermittent close to medium distance views towards construction activity from local roads (including Quiet Lanes), PRoW, Brewers Green common land / open access land and scattered properties along local roads. Views would be filtered by intervening vegetation.</p> <p>Between approximately 1 km and 2 km construction activity would be perceptible in some intermittent medium to long distance views from parts of Burston and Mill Green, scattered properties, local roads (including Quiet Lanes) and PRoW. Layers of vegetation including hedgerows and woodland would filter/screen views in places. Existing overhead lines are visible on the skyline in some views to the east.</p> <p>Between approximately 2 km and 3 km construction activity is less likely to be perceptible due to distance and layers of intervening vegetation which would filter and screen views.</p>	<p>PRoW, scattered properties including along Heywood Road and parts of Snow Street. The overhead line would be seen on the Skyline. Field boundary and roadside vegetation would filter and frame views.</p> <p>Between approximately 0.5 km and 1 km of the Project there would be close to medium distance views towards the overhead line from local roads (including Quiet Lanes), PRoW, Brewers Green common land / open access land and scattered properties along local roads.</p> <p>Between approximately 1 km and 2 km of the Project the overhead line would be perceptible in intermittent medium to long distance views from parts of Burston and Mill Green, scattered properties, local roads (including Quiet Lanes) and PRoW. Layers of vegetation including hedgerows and woodland would filter/screen views in places, and the overhead line would most frequently be seen</p>

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		Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond 1 km effects would not likely be significant due to a reduction in perceptibility and the temporary nature of effects.	above a wooded horizon. In some locations the Project would be seen in successive views with an existing 400 kV overhead line to the east. Between approximately 2 km and 3 km the overhead line is less likely to be perceptible due to distance and layers of intervening vegetation which would filter and screen views. Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond 1 km effects would not likely be significant due to a reduction in perceptibility.
A A11 Fen Street	This Visual Receptor Area is located to the west of the Project broadly between the A1066 and River Waveney. The area is characterised by a flat, wide floodplain with very gently sloping valley sides forming a broad valley. Arable farmland is interspersed with woodland blocks, carr woodland and wet pasture, which are more common closer to the River Waveney. There are a small number of scattered properties, as well as Bressingham Steam Museum & Gardens both situated along the A1066 which runs	Construction activity would be visible in close views from the east of the Visual Receptor Area.  Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity of the overhead route from part of the A1066, a small number of PRow, part of the Angles Way and scattered properties. Hedgerow trees and woodland blocks would filter and screen views towards the construction activity,	The Project would be visible in close views from the east of the Visual Receptor Area.  Within approximately 0.5 km of the Project there would be close views of the overhead line from along the A1066 (which would pass underneath the Project), from a small number of PRow, part of the Angles Way and scattered properties. There would be very close views from the Angles Way, which would run in parallel to the

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	<p>east to west along the upper valley sides. Fen Street in the west of the area is a Quiet Lane. The Angles Way long distance path passes through the east of the area.</p> <p><u>Representative Viewpoints</u> There are no representative viewpoints within this Visual Receptor Area.</p>	<p>including from parts of Bressingham Steam Museum and Gardens.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views towards construction activity from part of the A1066, although for the most part views would be filtered and screened by the intervening roadside vegetation. From a small number of properties and Bressingham Steam Museum &amp; Gardens construction would be perceptible in some medium distance views, filtered by intervening woodland and hedgerow trees.</p> <p>Between approximately 1 km and 2 km construction activity is less likely to be perceptible given the intervening woodland and tree cover at Bressingham Fen.</p> <p>Between approximately 2 km and 3 km construction activity is less likely to be perceptible due to distance and layers of intervening woodland and hedgerows at Bressingham Fen.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 0.5 km</b> of the draft Order Limits. Beyond 0.5 km effects would not likely be significant due to a reduction in</p>	<p>Project. The overhead line would be visible above hedgerows and woodland.</p> <p>Between approximately 0.5 km and 1 km there would be intermittent close to medium distance views towards the overhead line from the A1066, although from most of the route roadside vegetation would filter and screen views. From the PRow, a small number of properties and Bressingham Steam &amp; Gardens views would be filtered by intervening woodland and hedgerow trees. The overhead line would likely be visible above the treeline.</p> <p>Between approximately 1 km and 2 km the Project is less likely to be perceptible given the intervening woodland and tree cover.</p> <p>Between approximately 2 km and 3 km the Project is less likely to be perceptible due to distance and layers of intervening woodland and hedgerows.</p> <p>Effects on visual receptors would likely be <b>significant (negative)</b></p>

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		<p>perceptibility and the temporary nature of effects.</p> <p><b>Waveney Valley Alternative:</b> The Waveney Valley Alternative would include construction of a terminal pylon and CSE compound located along the eastern edge of Area A11. There would be no change to the assessment of effects as set out above, which would remain <b>significant (negative) within approximately 0.5 km</b> of construction activity.</p>	<p><b>within approximately 0.5 km</b> of the Project. Beyond 0.5 km effects would not likely be significant due to intervening vegetation which would reduce perceptibility of the Project.</p> <p><b>Waveney Valley Alternative:</b> The Waveney Valley Alternative would include a terminal pylon and CSE compound located along the eastern edge of Area A11. In the longer term, proposed planting within the Environmental Area around the CSE compound would reduce effects on views. However, the terminal pylon would remain visible. In the longer term, some effects would remain <b>significant (negative)</b>. Some significant visual effects would reduce to not significant in parts of the valley.</p>
A A12 Roydon and Diss	This Visual Receptor Area is located to the east of the Project on the north side of the Waveney Valley. The area is characterised by a broad valley with a flat valley floor and gently sloping valley sides. Most of the area is occupied by the market town of Diss and smaller settlement of	<p>Construction activity would be visible in close views from the west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity from roads (as</p>	<p>The Project would be visible in close views from the west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project there would be close views of the overhead line from roads (as</p>



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	<p>Roydon. There is a network of roads including the A1066 which crosses the area in an east-west direction, and the Norwich to Ipswich railway lines crosses the east of the area. The Angles Way long distance path follows the Waveney Valley and joins the Boudicca Way long distance path in the east of Diss. There are small parts of NCN Route 30 in Diss. There are areas of common land / open access land at Brewer's Green and Roydon Fen. There are some outward views from the fringes of the settlement including south across the Waveney Valley. Views from within the settlement and along the A1066 tend to be screened by buildings.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>• Viewpoint 1.13 Heywood Road / Diss Cemetery</li> <li>• Viewpoint 1.15 Roydon</li> </ul>	<p>represented by Figure 13.9.11: Wireline Visualisation from <b>Viewpoint 1.15</b> Roydon in Volume II), the Angles Way long distance path, PRoW, Roydon Fen, Brewers Green and parts of Roydon including playing fields and the Church of St Remigius. Views from within Roydon would largely be screened by buildings and vegetation around the settlement. From Roydon Fen and Brewers Green woodland would filter and screen most views.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views towards construction activity from local roads, PRoW and the Angles Way. Views from the western edge of Diss would largely be screened by buildings and vegetation around the settlement. On the northern edge of the settlement, there would be views towards construction activity to the north (as represented by Figure 13.9.10: Wireline Visualisation from <b>Viewpoint 1.13</b> Heywood Road / Diss Cemetery in Volume II).</p> <p>Between approximately 1 km and 2 km construction activity is less likely to be</p>	<p>represented by Figure 13.9.11: Wireline Visualisation from <b>Viewpoint 1.15</b> Roydon in Volume II), the Angles Way long distance path, and parts of Roydon including playing fields and the Church of St Remigius. From Roydon Fen woodland would screen and filter views, although the overhead line may be visible above the treeline in some places.</p> <p>Between approximately 0.5 km and 1 km of the Project there would be close to medium distance views towards the overhead line from local roads, PRoW, the Angles Way and Roydon Fen. Intervening woodland and trees would filter/screen views for some users, with the overhead line appearing above these.</p> <p>Between approximately 1 km and 2 km the overhead line is less likely to be perceptible given the intervening built settlement of Diss. On the edge of the settlement there are medium distant views of the Project to the north and south (as</p>

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		<p>perceptible given the intervening built settlement of Diss.</p> <p>Between approximately 2 km and 3 km construction activity is less likely to be perceptible due to distance and layers of intervening buildings and vegetation.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond 1 km effects would not likely be significant due to a reduction in perceptibility because of intervening vegetation and built development, as well as the temporary nature of effects.</p> <p><b>Waveney Valley Alternative:</b></p> <p>The Waveney Valley Alternative would include construction of a terminal pylon and CSE compound located along the western edge of Area A12. There would be no change to the assessment of effects as set out above, which would remain <b>significant (negative) within approximately 1 km</b> of construction activity.</p>	<p>represented by Figure 13.9.10: Wireline Visualisation from <b>Viewpoint 1.13</b> Heywood Road / Diss Cemetery in Volume II).</p> <p>Between approximately 2 km and 3 km the Project is less likely to be perceptible due to distance and layers of intervening buildings and vegetation.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond 1 km effects would not likely be significant due to a reduction in perceptibility.</p> <p><b>Waveney Valley Alternative:</b></p> <p>The Waveney Valley Alternative would include a terminal pylon and CSE compound located along the western edge of Area A12. In the longer term, proposed planting within the Environmental Area around the CSE compound would reduce effects on views. However, the terminal pylon adjacent to the CSE compound would remain visible. In the longer term, some effects would remain <b>significant</b></p>

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			<b>(negative)</b> . Some significant visual effects would reduce to not significant in parts of the valley.

Table A13.2.2 – Visual Baseline and Preliminary Assessment (Section B)

Project Section(s) No Name	Description of Visual Receptor Area and Visual Baseline	Description of Effect (Construction) Significance and Direction (Construction)	Description of Effect (Operation and maintenance) Significance and Direction (Operation and maintenance)
B B1 Wortham	This Visual Receptor Area is located to the west of the Project, broadly between Roydon to the north and Gislingham to the south. The area comprises a gently undulating farmed plateau, dissected by small river valleys, and sloping down into the valley of the River Waveney at its northern edge. The largest settlement is the village of Wortham, centred around Wortham Common and on the A143. Elsewhere there are smaller scattered settlements and properties along a network of minor roads. The Angles Way long distance path and NCN Route 30 pass through the north of the area, crossing Wortham Ling. There are areas of common land / open access land	Construction activity would be visible in close views from the east of the Visual Receptor Area. Within approximately 0.5 km of the draft Order Limits, there would be close views of construction activity from the local road and PRoW network (as represented by Figure 13.9.32: Wireline Visualisation from <b>Viewpoint 2.22</b> PRoW near Goodrich Park in Volume II), as well as scattered properties and small settlements including Little Green. Construction activity would also be visible in close views from Wortham Ling nature reserve, in areas where scrub and tree cover is less dense (as represented by Figure 13.9.15:	The Project would be visible in close views from the east of the Visual Receptor Area and in some longer range views, where the tops of pylons would be seen above existing vegetation. Within approximately 0.5 km of the Project, there would be close views of the overhead line from the local road and PRoW network (as represented by Figure 13.9.32: Wireline Visualisation from <b>Viewpoint 2.22</b> PRoW near Goodrich Park in Volume II), as well as scattered properties and small settlements including Little Green. as represented by Figure 13.9.15:

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	<p>including at The Ling, Long Green and Spears Hill, Great Green, Little Green and Stubbings Green. There are some long views from more open and elevated parts of the plateau. Elsewhere, field boundary vegetation, roadside trees and blocks of woodland, including at Burgate Wood and Wortham Ling, provides some enclosure and screens/filters views.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>• Viewpoint 2.01 Wortham Ling</li> <li>• Viewpoint 2.04 Burgate</li> <li>• Viewpoint 2.22 PRow near Goodrich Park</li> </ul>	<p>Wireline Visualisation from <b>Viewpoint 2.01</b> Wortham Ling in Volume II).</p> <p>Between approximately 0.5 km and 1 km, there would be close to medium distance views of construction activity where vegetation and topography allow, including from the local road and PRow network, scattered properties (as represented by Figure 13.9.17: Wireline Visualisation from <b>Viewpoint 2.04</b> Burgate in Volume II) and parts of Wortham and Great Green.</p> <p>Between approximately 1 km and 2 km there would be intermittent medium to distant views of construction activity, including from the local road and PRow network, scattered properties and parts of Wortham.</p> <p>Beyond approximately 2 km, construction activity is less likely to be perceptible due to layers of intervening vegetation.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the draft Order Limits. Beyond 1.5 km, effects would not likely be significant due to a reduction in perceptibility and the temporary nature of effects.</p>	<p>Wireline Visualisation from <b>Viewpoint 2.01</b> Wortham Ling in Volume II).</p> <p>Between approximately 0.5 km and 1 km the overhead line would most often be seen on the skyline above intervening layers of vegetation from the local road and PRow network (as represented by Figure 13.9.17: Wireline Visualisation from <b>Viewpoint 2.04</b> Burgate in Volume II).</p> <p>Between approximately 1 km and 2 km there would be intermittent medium to distant views of the Project, including from the local road and PRow network, scattered properties and parts of Wortham and Great Green.</p> <p>Beyond approximately 2 km, the Project is less likely to be noticeable due to distance and layers of intervening vegetation which filter and screen views.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the Project. Beyond 1.5 km, effects would not likely be significant due to</p>

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		<p><b>Waveney Valley Alternative:</b> The Waveney Valley Alternative would include construction of underground cabling and a CSE compound located along the eastern edge of Area B1. There would be no change to the assessment of effects as set out above, which would remain <b>significant (negative) within approximately 1.5 km</b> of construction activity.</p>	<p>a reduction in perceptibility of the overhead line which would increase with distance.</p> <p><b>Waveney Valley Alternative:</b> The Waveney Valley Alternative would include a CSE compound located along the eastern edge of Area B1. Along areas of underground cable, above ground link boxes may be introduced to a small part of this Visual Receptor Area. These would form very small and infrequent components in views. They would be locally perceptible as relatively discrete features. In the longer term, proposed planting within the Environmental Area around the CSE compound would reduce effects on views. However, there would be no change to the assessment of effects as set out above, as there would be close views of the overhead line to the south of the CSE compound. The effect would remain <b>significant (negative) within approximately 1.5 km</b> of the Project.</p>

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B B2 Palgrave	<p>This Visual Receptor Area is located to the east of the Project, broadly between Diss to the north and Thrandeston in the south. The area comprises part of the Waveney Valley and one of its tributaries, with rolling valley sides and a gently undulating plateau top. Settlements comprise small villages and hamlets, with distinct medieval churches. The largest settlements are Palgrave, which lies on higher ground above the Waveney Valley, and Thrandeston. The area is crossed by the A143, running broadly east-west, and the Norwich to Ipswich railway line, running north-south. NCN Route 30 passes through the area and Millway Lane is a Quiet Lane. There are areas of common land / open access land at The Marsh and Little Green, near Thrandeston. The area has a well-wooded structure created by layers of woodland, field boundary hedgerows and vegetation alongside road and rail infrastructure. This vegetation screens and filters views in some areas.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 2.03 PRoW Palgrave</li> </ul>	<p>Construction activity would be visible in close views from the west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of construction activity, there would be close and elevated views from the local road and PRoW network, including parts of Millway Lane Quiet Lane, as well as scattered properties.</p> <p>Between approximately 0.5 km and 1 km, there would be close to medium distance views of construction activity from the local road and PRoW networks and the western fringes of Palgrave, particularly from the plateau top west of Palgrave where there would be some broad and open views (as represented by Figure 13.9.16: Wireline Visualisation from <b>Viewpoint 2.03</b> PRoW Palgrave in Volume II).</p> <p>Between approximately 1 km and 2 km there would be intermittent views of construction activity from the local road and PRoW network, scattered properties and parts of Palgrave and Thrandeston. Views would be filtered by layers of vegetation including around the settlement edges.</p>	<p>The Project would be visible in close views from the west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project, there would be close and elevated views of the overhead line from the local road and PRoW network, including parts of Millway Lane Quiet Lane, as well as scattered properties.</p> <p>Between approximately 0.5 km and 1 km the overhead line would most often be seen on the skyline above intervening trees and hedgerows from the local road and PRoW network. From the plateau top the Project would be seen in open views, with the overhead line extending into the distance (as represented by Figure 13.9.16: Wireline Visualisation from <b>Viewpoint 2.03</b> PRoW Palgrave in Volume II).</p> <p>Between approximately 1 km and 2 km there would be intermittent and filtered views of the Project from the local road and PRoW network, scattered properties and parts of Palgrave and Thrandeston.</p>

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		<p>Beyond approximately 2 km, layers of vegetation and distance would reduce the perceptibility of construction activity. Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond 1 km, effects would not likely be significant due to a reduction in perceptibility and the temporary nature of effects.</p> <p><b>Waveney Valley Alternative:</b></p> <p>The Waveney Valley Alternative would include construction of underground cabling and a CSE compound located along the western edge of Area B2. There would be no change to the assessment of effects as set out above, which would remain <b>significant (negative) within approximately 1 km</b> of construction activity.</p>	<p>The Project would be seen in the context of an existing overhead line which crosses to the west of Palgrave and Thrandeston. Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond 1 km, effects would not likely be significant due to a reduction in perceptibility of the overhead line which would increase with distance.</p> <p><b>Waveney Valley Alternative:</b></p> <p>The Waveney Valley Alternative would include a CSE compound located along the western edge of Area B2. Along areas of underground cable, above ground link boxes may be introduced to a small part of this Visual Receptor Area. These would form very small and infrequent components in views. They would be locally perceptible as relatively discrete features. In the longer term, proposed planting within the Environmental Area around the CSE compound would reduce effects on views. However, there</p>

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			would be no change to the assessment of effects as set out above, as there would be close views of the overhead line to the south of the CSE compound. The effect would remain <b>significant (negative) within approximately 1 km</b> of the Project. Some significant visual effects would reduce to not significant in the north of Visual Receptor Area B2.
B B3 Mellis	<p>This Visual Receptor Area is located to the east of the Project, broadly between Thrandeston to the north and Thornham Park in the south. The area comprises a gently undulating farmed plateau, dissected by small river valleys. The largest settlement is Mellis, located east and west of the Norwich to Ipswich railway line and centred around Mellis Common. Elsewhere there are smaller scattered settlements and properties along a network of minor roads. There are areas of common land / open access land at Mellis Common. NCN Route 30 passes through the north of the area.</p> <p>There are some long views from more open and elevated parts of the plateau. Elsewhere, field boundary vegetation and</p>	<p>Construction activity would be visible in close views from the west of the Visual Receptor Area.</p> <p>Construction activity would include the removal of part of an existing overhead line and its undergrounding, to the north and west of Mellis. Within approximately 0.5 km of construction activity, there would be close and open views from the local road and PRow networks, scattered properties, parts of Mellis and Mellis Common (as represented by Figure 13.9.18: Wireline Visualisation from <b>Viewpoint 2.05</b> Mellis Green in Volume II).</p> <p>Between approximately 0.5 km and 1 km, there would be close to medium distance views of construction activity from the</p>	<p>The Project would be visible in close views from the west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project, there would be close and open views of the overhead line from the local road and PRow network, as well as scattered properties.</p> <p>Between approximately 0.5 km and 1 km, there would be close to medium distance views of the Project from the local road and PRow networks, as well as parts of Mellis and Mellis Common (as represented by Figure 13.9.18: Wireline Visualisation from <b>Viewpoint 2.05</b> Mellis Green in</p>



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	<p>blocks of woodland provide enclosure and screen/filter views, particularly around the wooded Thornham Park.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 2.05 Mellis Green</li> </ul>	<p>local road and PRow networks, as well as parts of Mellis and Mellis Common.</p> <p>Between approximately 1 km and 2 km, construction activity would be perceptible in some medium to long distance views from eastern parts of Mellis and Mellis Common. The tops of pylons would be visible above layers of existing vegetation. Woodland around Thornham Park would reduce the perceptibility of construction activity in the south of the Visual Receptor Area.</p> <p>Beyond approximately 2 km, layers of vegetation and distance would reduce the perceptibility of construction activity.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 2 km</b> of the draft Order Limits. Beyond 2 km, effects would not likely be significant due to a reduction in perceptibility and the temporary nature of effects.</p>	<p>Volume II). The Project would be seen on the skyline and layers of field boundary vegetation would filter views. The Project would follow the route of an existing overhead line to the north and west of Mellis, albeit the pylons of the Project would be larger in scale. The existing overhead line would be underground.</p> <p>Between approximately 1 km and 2 km, the overhead line would most often be seen on the skyline above intervening trees and hedgerows, including from parts of Mellis and Mellis Common.</p> <p>Beyond approximately 2 km, layers of vegetation and distance would reduce the perceptibility of the Project, particularly around the wooded Thornham Park.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 2 km</b> of the Project. Beyond 2 km, effects would not likely be significant due to a reduction in perceptibility of the overhead line which would increase with distance.</p>

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B B4 Finningham and Gislingham	<p>This Visual Receptor Area is located to the west of the Project, broadly between Gislingham in the north and Gipping to the south. The area comprises a flat to gently undulating farmed plateau, dissected by small river valleys. The largest settlements are Gislingham, Finningham, Bacton and Cotton. Elsewhere there are smaller settlements and properties along a network of minor roads. The Norwich to Ipswich railway line passes through the area in a broadly north-south direction. The long distance Middy Railway Footpath passes through the south of the area. There is an area of common land / open access land along the road north of Dandy Corner. There are some long views from more open and elevated parts of the plateau. Elsewhere, field boundary vegetation and blocks of woodland provide enclosure and screen/filter views.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>• Viewpoint 2.06 Mill Street, west of Gislingham</li> <li>• Viewpoint 2.09 Dandy Corner</li> <li>• Viewpoint 2.11 Middy Railway Footpath</li> </ul>	<p>Construction activity would be visible in close views from the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km there would be close views from the local road and PRow network, parts of the Middy Railway Footpath (as represented by Figure 13.9.22: Wireline Visualisation from <b>Viewpoint 2.11</b> Middy Railway Footpath in Volume II), scattered properties and the eastern side of Gislingham.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction activity from the local road and PRow networks (as represented by Figure 13.9.21: Wireline Visualisation from <b>Viewpoint 2.09</b> Dandy Corner in Volume II ), parts of the Middy Railway Footpath, scattered properties and parts of Gislingham and Little Green. Views from the northern part of Finningham would be screened by the railway embankment and vegetation to the east of the settlement.</p> <p>Between approximately 1 km and 2 km construction activity would be visible in some medium to long distance views from the local road and PRow networks and parts of Finningham (in the south of the</p>	<p>The Project would be visible in close views from the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project, there would be close views of the overhead line from the local road and PRow network, parts of the Middy Railway Footpath (as represented by Figure 13.9.22: Wireline Visualisation from <b>Viewpoint 2.11</b> Middy Railway Footpath in Volume II), scattered properties and the eastern edge of Gislingham. There would be some broad and open views towards the Project, and the overhead line would most often be seen on the skyline.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of the Project from the local road and PRow networks (as represented by Figure 13.9.21: Wireline Visualisation from <b>Viewpoint 2.09</b> Dandy Corner in Volume II), scattered properties and parts of Gislingham. The overhead line would most often be seen on the</p>

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		<p>settlement) and Cotton. Layers of field boundary and roadside vegetation would filter and screen some views.</p> <p>Between approximately 2 km and 3 km distance and layers of vegetation would reduce visibility, although construction activity would be seen in some wide but filtered views (as represented by Figure 13.9.19: Wireline Visualisation from <b>Viewpoint 2.06</b> Mill Street, west of Gislingham in Volume II).</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 2 km</b> of the draft Order Limits. Beyond 2 km, effects would not likely be significant due to a reduction in perceptibility and the temporary nature of effects.</p>	<p>skyline above intervening trees and hedgerows.</p> <p>Between approximately 1 km and 2 km, the Project would be visible in some medium to long distance views from the local road and PRow networks and parts of Finningham (in the south) and Cotton. The overhead line would most often be seen on the skyline above intervening trees and hedgerows.</p> <p>Beyond approximately 2 km, layers of vegetation and distance would reduce the visibility of the Project, although there would be some broad views (as represented by Figure 13.9.19: Wireline Visualisation from <b>Viewpoint 2.06</b> Mill Street, west of Gislingham in Volume II).</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 2 km</b> of the Project. Beyond 2 km, effects would not likely be significant due to a reduction in perceptibility of the overhead line which would increase with distance.</p>

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B B5 Wickham Skeith and Mendlesham	<p>This Visual Receptor Area is located to the east of the Project, broadly between Thornham Magna in the north and Middlewood Green in the south. The area comprises a flat to gently undulating farmed plateau, crossed by shallow river valleys including that of the Mendlesham Stream. The largest settlements are Thornham Magna, Wickham Skeith, Mendlesham and Mendlesham Green. Elsewhere there are smaller settlements and properties along a network of minor roads (including Quiet Lanes). The Mid Suffolk Footpath and Middy Railway Footpath long distance paths weave in and out of the area. An existing 400 kV overhead line crosses the area in a north-south direction. There is an area of common land / open access land along the road north of Wickham Abbey Farm. There are some long views from more open and elevated parts of the plateau. Elsewhere, valley landforms, field boundary vegetation and blocks of woodland provide enclosure and screen/filter views.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 2.24 PRoW near Mendlesham</li> </ul>	<p>Construction activity would be visible in close views from the west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km, there would be close and open views of construction activity from the local PRoW and road networks including parts of Quiet Lanes (as represented by Figure 13.9.33: Wireline Visualisation from <b>Viewpoint 2.24</b> PRoW near Mendlesham in Volume II and Figure 13.9.20: Wireline Visualisation from <b>Viewpoint 2.08</b> Wickham Street in Volume II).</p> <p>Construction activity would also be visible from parts of the Mid Suffolk Footpath and Middy Railway Footpath which cross the draft Order Limits. There would be some close views from scattered properties and the western fringes of Middlewood Green, filtered by vegetation.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction activity from the local PRoW and road networks including parts of Quiet Lanes, scattered properties, parts of the Mid Suffolk Footpath and Middy Railway Footpath and parts of Wickham Street, Wickham Skeith and Mendlesham Green. Views would be</p>	<p>The Project would be visible in close views from the west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project there would be close and open views of the overhead line from the local PRoW and road networks including parts of Quiet Lanes (as represented by Figure 13.9.33: Wireline Visualisation from <b>Viewpoint 2.24</b> PRoW near Mendlesham in Volume II), scattered properties and parts of the Mid Suffolk Footpath and Middy Railway Footpath which would cross underneath the Project. There would be some close views from the western fringes of Middlewood Green, filtered by vegetation.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of the Project from the local PRoW and road networks including parts of Quiet Lanes, scattered properties, parts of the Mid Suffolk Footpath and Middy Railway Footpath, the western edge of Wickham Street (as represented by Figure 13.9.20:</p>

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	<ul style="list-style-type: none"> <li>Viewpoint 2.08 Wickham Street</li> </ul>	<p>filtered by field boundary vegetation, woodland and vegetation around settlements.</p> <p>Between approximately 1 km and 2 km, construction activity would be visible in some medium to long distance views from the local road and PRow network and long distance paths, with visibility reducing where woodland cover is higher e.g. at Thornham Magna. South of Wickham Road construction activity would be seen in the context of an existing overhead line.</p> <p>Between approximately 2 km and 3 km, distance and layers of vegetation would reduce visibility of construction activity.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> the draft Order Limits. Beyond 1 km, effects would not likely be significant due to a reduction in perceptibility and the temporary nature of effects.</p>	<p>Wireline Visualisation from <b>Viewpoint 2.08</b> Wickham Street in Volume II) and parts of Mendlesham Green. Views would be filtered by field boundary vegetation, woodland and vegetation around settlements.</p> <p>Between approximately 1 km and 2 km, the Project would be visible in some medium to long distance views. There would be glimpsed views of the overhead line above a wooded skyline, seen beyond an existing overhead line south of Wickham Road, including from the western edge of Mendlesham.</p> <p>Between approximately 2 km, layers of vegetation and distance would reduce the perceptibility of the Project.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond 1 km, effects would not likely be significant due to a reduction in perceptibility of the overhead line, and the presence of existing electricity infrastructure in the foreground of some views.</p>

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B B6 Stowupland	<p>This Visual Receptor Area is located to the west of the Project, broadly between Gipping in the north and Creeting St Peter in the south. The area comprises a flat to gently undulating farmed plateau, dissected by river valleys including the upper course of the River Gipping. The largest settlements are Stowupland and Creeting St Peter. Elsewhere there are smaller settlements and properties along a network of roads including the A1120. The A14 forms the southern boundary of the area. The Middy Railway Footpath crosses the area in the north and the Mid Suffolk Footpath broadly follows the course of the River Gipping. An existing 132 kV overhead line crosses the area in a north-south direction. There are some long views from more open and elevated parts of the plateau. Elsewhere, valley landforms, field boundary vegetation and blocks of woodland provide enclosure and screen/filter views.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>• Viewpoint 2.12 Mid Suffolk Footpath</li> <li>• Viewpoint 2.13 Stowupland</li> <li>• Viewpoint 2.14 Creeting Lane, Creeting St Peter</li> </ul>	<p>Construction activity would be visible in close views from the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km, there would be close views of construction activity from the local road and PRow networks, part of the A1120 (which crosses the draft Order Limits), part of the Mid Suffolk Footpath (which crosses the draft Order Limits), scattered properties, the linear settlement of Saxham Street and the eastern fringes of Creeting St Peter. Field boundary trees would filter views of ground level construction activity from Saxham Street.</p> <p>Between approximately 0.5 km and 1 km, there would be close to medium distance views of construction activity from the local road and PRow networks, part of the A1120, part of the Mid Suffolk Footpath (as represented by Figure 13.9.23: Wireline Visualisation from <b>Viewpoint 2.12</b> Mid Suffolk Footpath in Volume II), scattered properties and the settlement of Creeting St Peter (as represented by Figure 13.9.25: Wireline Visualisation from <b>Viewpoint 2.14</b> Creeting Lane, Creeting St Peter in Volume II).</p>	<p>The Project would be visible in close views from the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project, there would be close views of the overhead line from the local road and PRow networks, part of the A1120, part of the Mid Suffolk Footpath, scattered properties and the linear settlement of Saxham Street. From Saxham Street there would be close views of the overhead line on the skyline above intervening field boundary vegetation.</p> <p>Between approximately 0.5 km and 1 km, there would be close to medium distance views of the Project from the local road and PRow networks, part of the Mid Suffolk Footpath, scattered properties and the settlement of Creeting St Peter (as represented by Figure 13.9.25: Wireline Visualisation from <b>Viewpoint 2.14</b> Creeting Lane, Creeting St Peter in Volume II). From Creeting St Peter there would be relatively open views towards the Project, with the</p>

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		<p>Between approximately 1 km and 2 km, there would be medium to long distance views of construction activity from the local road and PRoW networks, parts of the A1120 and parts of Stowupland (as represented by Figure 13.9.24: Wireline Visualisation from <b>Viewpoint 2.13</b> Stowupland in Volume II).</p> <p>Between approximately 2 km and 3 km, distance and layers of vegetation would reduce visibility of construction activity.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 2 km</b> of the draft Order Limits. Beyond 2 km, effects would not likely be significant due to a reduction in perceptibility and the temporary nature of effects.</p>	<p>overhead line visible on the skyline to the east and north-east.</p> <p>Between approximately 1 km and 2 km, there would be medium to long distance views of the Project from the local road and PRoW networks (as represented by Figure 13.9.24: Wireline Visualisation from <b>Viewpoint 2.13</b> Stowupland in Volume II), part of the A1120, part of the Mid Suffolk Footpath (as represented by Figure 13.9.23: Wireline Visualisation from <b>Viewpoint 2.12</b> Mid Suffolk Footpath in Volume II) and parts of Stowupland. The overhead line would typically be seen on the skyline above a horizon formed by field boundary vegetation. In some views the Project would be seen beyond an existing 132 kV overhead line.</p> <p>Between approximately 2 km and 3 km, distance and layers of vegetation would reduce visibility of the Project.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 2 km</b> of the</p>

Project Section(s) No Name	Description of Visual Receptor Area and Visual Baseline	Description of Effect (Construction) Significance and Direction (Construction)	Description of Effect (Operation and maintenance) Significance and Direction (Operation and maintenance)
			Project. Beyond 2 km, effects would not likely be significant due to a reduction in perceptibility of the overhead line due to distance, layers of vegetation and the presence of existing electricity infrastructure in some views.
B B7 Forward Green and Creeting St Mary	This Visual Receptor Area is located to the east of the Project, broadly between Middlewood Green to the north and Creeting St Mary in the south. The area comprises the gently rolling valley of the Jordan Watercourse (a tributary of the River Gipping), rising to a gently undulating plateau to the north, east and west. The largest settlements are Little Stonham, Forward Green and Creeting St Mary. Elsewhere there are smaller settlements and properties along a network of roads including the A1120. The A14 forms the southern boundary of the area. NCN Route 51 passes through the south of the area. An existing 400 kV overhead line crosses the east of the area in a north-south direction. There are some long views from more open and elevated parts of the plateau. Elsewhere, valley landforms, field boundary vegetation and	Construction activity would be visible in close views from the west of the Visual Receptor Area. Within approximately 0.5 km, there would be close views of construction activity from the local road and PRow networks, including from the A1120 and A14 (which cross the draft Order Limits) and scattered properties and small settlements including Broad Green. Between approximately 0.5 km and 1 km, there would be close to medium distance views of construction activity from the local road and PRow networks, the A1120 and scattered properties / small settlements, including parts of Forward Green and Creeting St Mary. There would be some glimpsed views from the A14, through gaps in roadside vegetation. Between approximately 1 km and 2 km there would be medium to long distance views of construction activity from parts of	The Project would be visible in close views from the west of the Visual Receptor Area. Within approximately 0.5 km, there would be close views of the Project from the local road and PRow networks, including from the A1120 and A14 (which would pass underneath the Project) and scattered properties and small settlements including Broad's Green. Between approximately 0.5 km and 1 km, there would be close to medium distance views of the Project from the local road and PRow networks, the A1120 and scattered properties / small settlements. The overhead line would typically be seen on the skyline across a flat to gently undulating plateau. There would be



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	<p>blocks of woodland provide enclosure and screen/filter views.</p> <p><u>Representative Viewpoints</u></p> <p>There are no representative viewpoints within this Visual Receptor Area.</p>	<p>the local road and PRoW networks, the A1120, scattered properties / small settlements and parts of Forward Green, Creeting St Mary and Earl Stonham. From Creeting St Mary there would be some open and elevated views in the direction of construction activity. From Forward Green views would be filtered by layers of intervening vegetation.</p> <p>Between approximately 2 km and 3 km, distance and layers of vegetation would reduce visibility of construction activity.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the draft Order Limits. Beyond 1.5 km, effects would not likely be significant due to a reduction in perceptibility and the temporary nature of effects.</p>	<p>glimpsed views of the overhead line from the A14, travelling west.</p> <p>Between approximately 1 km and 2 km there would be medium to long distance views of the Project from parts of the local road and PRoW networks, the A1120, scattered properties / small settlements and parts of Forward Green and Creeting St Mary. The Project would be visible in open and elevated views from parts of Creeting St Mary, whereas views from Forward Green would be filtered by vegetation.</p> <p>Between approximately 2 km and 3 km, distance and layers of vegetation would reduce visibility of the Project. Where visible it would be seen in the context of close views of an existing 400 kV overhead line.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the Project. Beyond 1.5 km, effects would not likely be significant due to a reduction in perceptibility of the overhead due to distance, layers of</p>

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			vegetation and the presence of existing electricity infrastructure in longer distance views.
B B8 Stowmarket	<p>This Visual Receptor Area is located to the west of the Project, encompassing part of the Gipping Valley including the eastern side of Stowmarket and adjacent farmed valley sides. Within the study area the edge of Stowmarket is characterised by low rise suburban development on the valley sides, and industrial / business areas along the valley floor. The area is crossed by numerous roads including the A14, A1120, A1308 and the Great Eastern Main line. NCN Route 51 passes through the area. The valley is crossed by an existing 132 kV overhead line which connects to a substation to the south. From the farmland to the east of Stowmarket there are some long distance and open views across the Gipping Valley. From Stowmarket outward views tend to be screened by buildings and vegetation, including the large scale warehousing to the east of the settlement.</p> <p><u>Representative Viewpoints</u> There are no representative viewpoints within this Visual Receptor Area.</p>	<p>Construction activity would be visible in close views from the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km, there would be close views of construction activity from the local road and PRow network, parts of the Gipping Valley River Path (which crosses the draft Order Limits), scattered properties including Creeting Hall, and part of the A14 (which crosses the draft Order Limits).</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction activity from the local road and PRow network, parts of the Gipping Valley River Path, and scattered properties. Views would be filtered by vegetation.</p> <p>Between approximately 1 km and 2 km, there would be some glimpsed medium to long distance views of construction activity from the local road and PRow network. From most of the area, including Stowmarket, views towards construction activity would be filtered and screened by vegetation and buildings including large</p>	<p>The Project would be visible in close views from the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km, there would be close views of the Project from the local road and PRow network, parts of the Gipping Valley River Path (which would pass underneath the Project), scattered properties including Creeting Hall, and part of the A14 (which would pass underneath the Project). The overhead line would be seen on the skyline in some close and open views.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of the Project from the local road and PRow network, parts of the Gipping Valley River Path, and scattered properties. Views would be filtered by field boundary vegetation in some areas, including along the River Gipping.</p>

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		<p>scale industrial / business units east of Stowmarket.</p> <p>Beyond approximately 2 km and 3 km, the density of buildings in Stowmarket and intervening vegetation would greatly reduce perceptibility of construction activity.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> the draft Order Limits. Beyond 1 km, effects would not likely be significant due to a reduction in perceptibility and the temporary nature of effects.</p>	<p>Between approximately 1 km and 2 km, there would be some glimpsed medium to long distance views of the Project from the local road and PRoW network although views from the edge of Stowmarket would be filtered and screened by vegetation and buildings. Where visible the Project would be seen in the context of an existing 132 kV overhead line.</p> <p>Beyond approximately 2 km and 3 km the Project would be screened in most views by buildings in Stowmarket including the large scale industrial / business units to the east of the settlement.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond 1 km, effects would not likely be significant due to a reduction in perceptibility of the overhead due to distance and filtering / screening of views by vegetation and buildings.</p>
B B9	This Visual Receptor Area is located to the east of the Project, encompassing part of the Gipping Valley including the	Construction activity would be visible in close views from the north-west of the Visual Receptor Area.	The Project would be visible in close views from the north-west of the Visual Receptor Area.

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Needham Market	<p>settlement of Needham Market. The valley has a broad, flat floor, with gently rising valley sides. Along the River Gipping there is a mosaic of grassland with wet ditches, Carr woodland and lakes. There is a nature reserve at Needham Lake and the Gipping Valley River Path long distance path follows the course of the river. The small town of Needham Market and the Norwich to Ipswich railway line are located on the south side of the river. The A14 is located on the north side of the river. NCN Route 51 passes through the area. There are some open and elevated views from higher ground on the valley sides, including outward views to wooded horizons. From the valley floor views are often contained by layers of vegetation including woodland along the River Gipping, its tributaries and lakes.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 2.15 Needham Market</li> </ul>	<p>Within approximately 0.5 km, there would be close views of construction activity from the local road and PRow network, parts of the Gipping Valley River Path (which crosses the draft Order Limits), scattered properties and part of the A14 (which crosses the draft Order Limits). There would be some open and elevated views from the edge of Needham Market (as represented by Figure 13.9.26: Wireline Visualisation from <b>Viewpoint 2.15</b> Needham Market in Volume II).</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction activity from the local road and PRow network and parts of the Gipping Valley River Path. Views would be filtered by layers of vegetation including woodland along the River Gipping and Wattisham Watercourse. There would be some elevated views from the southern edge of Needham Market. Elsewhere, buildings and vegetation would screen and filter views of construction activity.</p> <p>Between approximately 1 km and 2 km there would be some glimpsed medium to long distance views of construction activity, for example from the southern edge of Needham Market. From most of</p>	<p>Within approximately 0.5 km, there would be close views of the Project from the local road and PRow network, parts of the Gipping Valley River Path, scattered properties and part of the A14 where it crosses underneath the overhead line.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of the Project from the local road and PRow network, parts of the Gipping Valley River Path, and properties at the edge of Needham Market. Views would be filtered by layers of vegetation including woodland along the River Gipping and Wattisham Watercourse. There would be some open and slightly elevated views from the edge of Needham Market (as represented by Figure 13.9.26: Wireline Visualisation from <b>Viewpoint 2.15</b> Needham Market in Volume II).</p> <p>Between approximately 1 km and 2 km there would be some glimpsed medium to long distance views of the Project. However, from most of the area views would be filtered and</p>

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		<p>the area views towards construction activity would be filtered and screened by vegetation and buildings.</p> <p>Beyond approximately 2 km layers of intervening vegetation, buildings and distance would reduce the perceptibility of construction activity.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the draft Order Limits. Beyond 1.5 km, effects would not likely be significant due to a reduction in perceptibility and the temporary nature of effects.</p>	<p>screened by vegetation and buildings.</p> <p>Beyond approximately 2 km layers of intervening vegetation, buildings and distance would reduce the perceptibility of the Project.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the Project. Beyond 1.5 km, effects would not likely be significant due to a reduction in perceptibility of the Project due to layers of vegetation, buildings and distance.</p>
B B10 Great Bricett	<p>This Visual Receptor Area is located to the west of the Project, broadly between Stowmarket to the north and Great Bricett in the south. The area comprises a gently undulating plateau dissected by tributaries of the River Gipping, including the valley of the Wattisham Watercourse. There are small, scattered settlements, larger villages at Ringshall Stocks and Great Bricett, and part of a large airfield and associated development at Wattisham. There is existing electricity infrastructure in the north and east of the area, the latter following the valley of the Wattisham Watercourse. There are some open views</p>	<p>Construction activity would be visible in close views from the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km, there would be close views of construction activity from the local road and PRow network, scattered properties and the eastern edge of Ringshall Stocks, filtered by trees along the B1078. Construction activity would include undergrounding of part of existing overhead lines to accommodate the Project, east of Badley and Battisford and south of Ringshall Stocks.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance</p>	<p>The Project would be visible in close views from the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km, there would be close views of the Project from the local road and PRow network, scattered properties and the eastern edge of Ringshall Stocks, filtered by trees along the B1078. In many views the Project would be seen in the context of existing overhead lines. Sections of existing overhead lines would be removed to accommodate the Project, and south of Ringshall</p>

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	<p>across the gently undulating plateau, often to wooded horizons. Elsewhere, views are filtered and screened by layers of field boundary and roadside vegetation and large woodland blocks.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>• Viewpoint 2.16 Badley</li> <li>• Viewpoint 2.18 B1078, Great Bricett</li> </ul>	<p>views of construction activity from the local road and PRow network (as represented by Figure 13.9.27: Wireline Visualisation from <b>Viewpoint 2.16</b> Badley in Volume II), scattered properties and parts of Batisford and Ringshall Stocks, filtered by intervening vegetation.</p> <p>Between approximately 1 km and 2 km, there would be visibility of construction activity in some medium to long distance views across the plateau including from parts of Batisford and Great Bricett (as represented by Figure 13.9.29: Wireline Visualisation from <b>Viewpoint 2.18</b> B1078, Great Bricett in Volume II), filtered by layers of intervening vegetation including small blocks of woodland.</p> <p>Beyond approximately 2 km, layers of vegetation including woodlands such as Combs Wood, south of Stowmarket and Muckinger Wood, north-east of Wattisham Airfield, along with field boundary vegetation would reduce the perceptibility of construction activity.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the draft Order Limits. Beyond 1.5 km, effects would not likely be significant due to a reduction in</p>	<p>Stocks the Project would follow the route of an existing 132 kV line which would be undergrounded.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of the Project from the local road and PRow network (as represented by Figure 13.9.27: Wireline Visualisation from <b>Viewpoint 2.16</b> Badley in Volume II), scattered properties and the eastern edge of Batisford, filtered by intervening vegetation. In many views the Project would be seen in the context of existing overhead lines.</p> <p>Between approximately 1 km and 2 km, the Project would be visible in some medium to long distance views across the plateau including from Great Bricett (as represented by Figure 13.9.29: Wireline Visualisation from <b>Viewpoint 2.18</b> B1078, Great Bricett in Volume II), filtered by layers of intervening vegetation including small blocks of woodland.</p> <p>Beyond approximately 2 km, layers of vegetation and distance would</p>

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		<p>perceptibility and the temporary nature of effects.</p>	<p>reduce the perceptibility of the Project.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the Project. Beyond 1.5 km, effects would not likely be significant due to distance, layers of intervening vegetation and existing overhead lines in the views.</p>
<p>B B11 Barking and Willisham</p>	<p>This Visual Receptor Area is located to the east of the Project, broadly between Needham Market to the north and Willisham in the south. The area comprises a gently undulating plateau dissected by tributaries of the River Gipping. The linear settlements of Barking, Barking Tye and Willisham Tye are located on higher ground along the B1078. There is an area of open access land / common land at Barking Tye. There are some long views from the plateau across adjacent valley landscapes, including from settlements along the B1078. Some large woodlands provide enclosure elsewhere, such as at Bonny Wood and Middle Wood. The plateau is crossed by existing electricity infrastructure.</p>	<p>Construction activity would be visible in close views from the west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km, there would be close views of construction activity from the local road and PRow network, parts of the B1078, scattered properties including Hascot Hill Farm and parts of Barking, Barking Tye (as represented by Figure 13.9.28: Wireline Visualisation from <b>Viewpoint 2.17</b> Barking Tye in Volume II) and Willisham Tye. Construction activity would include undergrounding of part of existing overhead lines to accommodate the Project.</p> <p>Between approximately 0.5 km and 1 km, there would be close to medium distance views from the local road and PRow network, parts of the B1078 and parts of</p>	<p>The Project would be visible in close views from the west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km, there would be close views of the Project from the local road and PRow network as well as scattered properties including Hascot Hill Farm. Near the Project, sections of three existing overhead lines would be undergrounded to accommodate the Project. West of Middle Wood the Project would follow the route of an existing overhead line.</p> <p>Between approximately 0.5 km and 1 km, there would be close to medium distance views of the Project from the local road and PRow network and parts of</p>

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	<p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 2.17 Barking Tye</li> </ul>	<p>settlements including Willisham and Barking Tye.</p> <p>Between approximately 1 km and 2 km, visibility of construction activity would be variable due to large areas of woodland including Bonny Wood and Priestley Wood, which would screen and filter views in some areas. Medium to long distance views of construction activity would be available in some areas.</p> <p>Beyond approximately 2 km, distance and layers of vegetation would greatly reduce perceptibility of construction activity.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the draft Order Limits. Beyond 1.5 km, effects would not likely be significant due to a reduction in perceptibility and the temporary nature of effects.</p>	<p>settlements including Barking, Barking Tye (as represented by Figure 13.9.28: Wireline Visualisation from <b>Viewpoint 2.17</b> Barking Tye in Volume II) and Willisham Tye. From Barking Tye and other settlements along the B1078 the overhead line would be seen on the skyline, on the far side of the valley of the Wattisham Watercourse.</p> <p>Between approximately 1 km and 2 km, there would be some intermittent medium to long distance views of the Project from higher ground including at Willisham. Elsewhere views of the Project would be filtered by layers of intervening vegetation including woodland and hedgerows.</p> <p>Beyond approximately 2 km, the Project would be screened and filtered by layers of vegetation including woodlands and hedgerows. The Project would be seen in the context of existing electricity infrastructure.</p> <p>Effects on visual receptors would likely be <b>significant (negative)</b></p>



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			<p><b>within approximately 1.5 km</b> of the Project. Beyond 1.5 km, effects would not likely be significant due to a reduction in perceptibility of the overhead due to layers of vegetation and the presence of existing electricity infrastructure in existing views.</p>
<p>B B12 Elmsett</p>	<p>This Visual Receptor Area is located to the west of the Project, broadly between Greenstreet Green to the north-west and Flowton to the south-east. The area comprises a gently undulating plateau, dissected by valleys of tributaries of the Belstead Brook.</p> <p>The settlements of Elmsett and Flowton are located on the undulating plateau. There are some long views across the plateau, including from the edges of Elmsett. Elsewhere, small blocks of woodland, field boundary vegetation and roadside vegetation filter and screen views, particularly from within the valleys where there is a greater sense of enclosure.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>• Viewpoint 2.21 Elmsett</li> </ul>	<p>Construction activity would be visible in close views from the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km, there would be close views of construction activity from the local road and PRow network, scattered properties and the fringes of Flowton. In the south-east, construction activity would be seen in the context of existing electricity infrastructure. Construction activity would include the undergrounding of an existing overhead line between Offton and Bramford Substation and works at the substation.</p> <p>Between approximately 0.5 km and 1 km, there would be close to medium distance views from the local road and PRow network and parts of Flowton. Vegetation around Flowton would filter and screen views from most of the settlement. There would be views from some elevated areas</p>	<p>The Project would be visible in close views from the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km, there would be close views of the Project from the local road and PRow network, scattered properties and the fringes of Flowton. To the east of Flowton the Project would be seen in the context of existing electricity infrastructure. The Project would in part follow the route of an existing overhead line, which would be undergrounded to accommodate the Project. New elements in the substation would be visible in close views.</p> <p>Between approximately 0.5 km and 1 km, there would be close to medium distance views from the local road and PRow network and</p>

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		<p>on the valley sides (as represented by Figure 13.9.31: Wireline Visualisation from <b>Viewpoint 2.21</b> Elmsett in Volume II).</p> <p>Between approximately 1 km and 2 km, there would be medium to long distance views of construction activity from elevated areas, including from parts of Elmsett, typically seen above a wooded horizon.</p> <p>Beyond approximately 2 km, distance and layers of vegetation would reduce perceptibility of construction activity.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the draft Order Limits. Beyond 1.5 km, effects would not likely be significant due to a reduction in perceptibility and the temporary nature of effects.</p>	<p>parts of Flowton, although vegetation would filter and screen views from most of the settlement.</p> <p>Between approximately 1 km and 2 km, the Project would most often be seen on the skyline above a wooded horizon from elevated areas in medium to long distance views (as represented by Figure 13.9.31: Wireline Visualisation from <b>Viewpoint 2.21</b> Elmsett in Volume II).</p> <p>Beyond approximately 2 km, distance and layers of vegetation would reduce the perceptibility of the Project.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the Project. Beyond 1.5 km, effects would not likely be significant due to the presence of existing electricity infrastructure and a reduction in perceptibility which would increase with distance. In the longer term, proposed planting within the Environmental Area around Bramford Substation would reduce effects on views.</p>

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B B13 Somersham	<p>This Visual Receptor Area is located to the east of the Project, broadly between Offton to the north-west and Bramford Substation to the south-east. The area comprises a gently undulating plateau, dissected by valleys of tributaries of the River Gipping. Offton, Somersham and Little Blakenham are located on the rolling valley sides, and the larger settlement of Bramford is in the Gipping Valley. In the east of the area the B1113 and Norwich to Ipswich railway line pass through the Gipping Valley. There is a network of minor roads including Tye Lane which is a Quiet Lane. There are numerous overhead lines within the area, which converge at Bramford Substation. There are small areas of open access land / common land at Bramford Tye and Bramford Common. There are some long views from the plateau and valley sides. Elsewhere, small blocks of woodland, field boundary vegetation and roadside vegetation filter and screen views, particularly from within the valleys where there is a greater sense of enclosure.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>• Viewpoint 2.19 Offton</li> </ul>	<p>Construction activity would be visible in close views from the west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km, there would be close views of construction activity from the west of the Visual Receptor Area. This would include views of construction activity from the local road (including a Quiet Lane) and PRow networks (as represented by Figure 13.9.30: Wireline Visualisation from <b>Viewpoint 2.19</b> Offton in Volume II), scattered properties and parts of Somersham and Offton. Views from Somersham and Offton would be partially screened by the intervening landform and vegetation. In the south of the Visual Receptor Area construction activity would be seen in the context of existing electricity infrastructure.</p> <p>Construction activity would include the undergrounding of an existing overhead line between Offton and Bramford Substation and works at the substation.</p> <p>Between approximately 0.5 km and 1 km, construction activity would be visible in close to medium distance views from the local road and PRow network, including parts of a Quiet Lane as well as scattered properties. Views from Somersham would</p>	<p>The Project would be visible in close views from the west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km, there would be close views of the Project from the west of the Visual Receptor Area, including the local road and PRow networks including a Quiet Lane (as represented by Figure 13.9.30: Wireline Visualisation from <b>Viewpoint 2.19</b> Offton in Volume II) and some scattered properties. Views from Offton would be partially screened by the intervening landform and vegetation. In the south the Project would be seen in the context of existing electricity infrastructure.</p> <p>The Project would in part follow the route of an existing overhead line, which would be undergrounded to accommodate the Project. New elements in the substation would be visible in close views.</p> <p>Between approximately 0.5 km and 1 km the Project would be visible in close to medium distance views from parts of the local road and PRow network, including parts of a</p>

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	<ul style="list-style-type: none"> <li>Viewpoint 2.25 Nettlestead</li> </ul>	<p>be partially screened by the intervening landform and vegetation.</p> <p>Between approximately 1 km and 2 km, there would be intermittent medium to long distance views of construction activity from elevated areas on the local PRoW and road network (as represented by Figure 13.9.34: Wireline Visualisation from <b>Viewpoint 2.25</b> Nettlestead in Volume II) as well as scattered properties. Views from the Gipping Valley including Bramford in the south would be screened and filtered by buildings and vegetation.</p> <p>Beyond approximately 2 km, layers of vegetation and distance would greatly reduce perceptibility of construction activity.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the draft Order Limits. Beyond 1.5 km, effects would not likely be significant due to the presence of existing electricity infrastructure, a reduction in perceptibility and the temporary nature of effects.</p>	<p>Quiet Lane. Views from Somersham would be partially screened by the intervening landform and vegetation.</p> <p>Between approximately 1 km and 2 km there would be some medium to long distance views of the Project from elevated areas (as represented by Figure 13.9.34: Wireline Visualisation from <b>Viewpoint 2.25</b> Nettlestead in Volume II). In the east of the area the Project would be seen in the context of existing overhead lines converging at Bramford Substation.</p> <p>Beyond approximately 2 km, layers of vegetation and distance would greatly reduce perceptibility of the Project.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the Project. Beyond 1.5 km, effects would not likely be significant due to the presence of existing electricity infrastructure and a reduction in perceptibility which would increase with distance. In the longer term, proposed planting within the</p>

Project Section(s) No Name	Description of Visual Receptor Area and Visual Baseline	Description of Effect (Construction) Significance and Direction (Construction)	Description of Effect (Operation and maintenance) Significance and Direction (Operation and maintenance)
			Environmental Area around Bramford Substation would reduce effects on views.

Table A13.2.3 - Visual Baseline and Preliminary Assessment (Section C)

Project Section(s) No Name	Description of Visual Receptor Area and Visual Baseline	Description of Effect (Construction) Significance and Direction (Construction)	Description of Effect (Operation and maintenance) Significance and Direction (Operation and maintenance)
C C1 Burstall	<p>This Visual Receptor Area is located to the west of the Project, in the area surrounding Burstall and Hintlesham. The area comprises gently rolling arable farmland, dissected by small river valleys and tributaries, most notably the Belstead Brook which runs north-west to south-east. This is a settled landscape with dispersed villages, hamlets, and clustered properties. The A1071 runs through the south of the area in an east to west direction. Elsewhere, relatively few minor roads are located along areas of higher ground.</p> <p>The varied field pattern includes some large, amalgamated fields, bounded by hedgerows and hedgerow trees which reduce visibility in places. Blocks of woodland, including Ancient Woodland, in combination with rolling topography provides a sense of enclosure in parts of this area. The most notable areas of tree cover are associated with parkland and the golf course at Hintlesham Hall. There are some longer distance views from higher land on low ridges located to the north-west and south-east of</p>	<p>Construction activity would be visible in close views from the east of the Visual Receptor Area. Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity from the local road and PRow network, including a short section of the A1071, as well as scattered properties and clusters of properties including those along Church Hill to the north of Burstall (as represented by Figure 13.9.35: Wireline Visualisation from <b>Viewpoint 3.01</b> Church Hill in Volume II).</p> <p>Between approximately 0.5 km and 1 km there would be medium distance views of construction from the local road and PRow network, including the A1071 and also scattered and clustered properties including those along Washbrook Street and those to the north-east of Burstall (as represented by Figure 13.9.36: Wireline Visualisation from <b>Viewpoint 3.02</b> Burstall in Volume II).</p> <p>Between approximately 1 km and 2 km construction activity would likely be perceptible in some medium to long distance views, including from a short section of the A1071 and from</p>	<p>The Project would be visible in close views from the east of the Visual Receptor Area. Within approximately 0.5 km of the Project there would be close views of the overhead line from the local road and PRow network, including the A1071, as well as scattered properties. The removal of two sections of existing 132 kV overhead line to the south of Bramford Substation would avoid the Project adding to the appearance of a 'wirescape' in some views.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of the overhead line from the local road and PRow network, as well as scattered properties and clusters of properties including those along Washbrook Street, those along Church Hill to the north of Burstall (as represented by Figure 13.9.35: Wireline Visualisation from <b>Viewpoint</b></p>

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	<p>Burstall and from pockets of higher ground to the west of the Visual Receptor Area such as at Hintlesham Priory. There are frequent views of an existing 400 kV overhead line and 132 kV overhead line which pass through the area. In addition, there are also views to transmission masts and other overhead lines which all converge at Bramford Substation just to the north-east of this area.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>• Viewpoint 3.01 Church Hill</li> <li>• Viewpoint 3.02 Burstall</li> <li>• Viewpoint 3.06 Hintlesham</li> </ul>	<p>Hintlesham (as represented by Figure 13.9.39: Wireline Visualisation from <b>Viewpoint 3.06</b> Hintlesham in Volume II). Intervening vegetation and landform would reduce views, particularly from lower lying river valleys away from the Project.</p> <p>Between approximately 2 km and 3 km construction activity is less likely to be perceptible due to distance and layers of intervening vegetation which filter and screen views.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond approximately 1 km effects would be less likely to be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.</p>	<p><b>3.01</b> Church Hill in Volume II) and north-east of Burstall (as represented by Figure 13.9.36: Wireline Visualisation from <b>Viewpoint 3.02</b> Burstall in Volume II). The overhead line would most often be seen on the skyline, above intervening trees and hedgerows and be viewed in the context of other existing pylons and transmission masts which converge at the existing Bramford Substation to the east.</p> <p>Between approximately 1 km and 2 km the overhead line would form a component in some medium to long distance views including from parts of the A1071 and Hintlesham on the skyline above the tree line (as represented by Figure 13.9.39: Wireline Visualisation from <b>Viewpoint 3.06</b> Hintlesham in Volume II). The proposed overhead line is less likely to be perceptible from the valley bottoms away from the Project.</p>

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			<p>Between approximately 2 km and 3 km the Project is less likely to be perceptible due to distance and layers of intervening vegetation which filter and screen views.</p> <p>Effects on visual receptors <b>within approximately 1 km</b> of the Project would likely be <b>significant (negative)</b>. Beyond approximately 1 km it is less likely that effects would be significant due to intervening valley landform and a reduction in perceptibility of the overhead line which would increase with distance.</p>
C C2 Washbrook	<p>This Visual Receptor Area is located to the east of the Project and south-east of the existing Bramford Substation. It includes the area surrounding Washbrook to the south and land to the west of the A14 and Sproughton.</p> <p>The landscape comprises gently rolling landform, dissected by small tributaries. In the north the landform generally slopes down towards the east. The A1071 runs through the area and the A14, A12 and B1113 are located in the</p>	<p>Construction activity would be visible in close views from parts of north and west of the Visual Receptor Area. Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity from the local road and PRoW network, including a short section of the A1071, as well as scattered properties and clusters of properties including those along Burstall Lane and those associated with the</p>	<p>The Project would be visible in close views from the north and west of the Visual Receptor Area. The removal of three sections of existing 132 kV overhead line to the south of Bramford Substation would avoid the Project adding to the appearance of a 'wirescape' in some views.</p> <p>Within approximately 0.5 km of the Project there would be close</p>



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	<p>east of the area all of which form the edge of Ipswich. The settlement of Washbrook is located in the south of the area and Sproughton in the north. There are scattered properties across the area. The Grindle is designated as a Quiet Lane, located to the north of Sproughton. Large scale arable fields offer some open views across the Visual Receptor Area. Shelter belts along the A12 and A14 and woodland around Abbey Oaks, Sproughton Park and Belstead Hall screen/filter some views in places. To the south, the landform of the valleys of Belstead Brook and Spring Brook contain views; however, some longer distance views are obtained from the intervening ridges of higher ground. There are frequent views towards existing 132 kV overhead lines, particularly in the centre of the area. In addition, there are also views to transmission masts and other overhead lines which all converge at Bramford Substation just to the north-west of this area.</p> <p><u>Representative Viewpoints</u> There are no representative viewpoints within this Visual Receptor Area</p>	<p>valley systems to the south of the A1071 such as at Washbrook Street.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction activity from the local road and PRow network scattered properties and clusters of properties and the northern edge of Washbrook. Views from the western edge of Sproughton would likely be filtered / screened by vegetation and rising topography.</p> <p>Between approximately 1 km and 2 km construction activity would likely be perceptible in some medium to long distance views from PRow and the road network. A combination of topography, intervening vegetation and built development would, however, generally limit views at this distance.</p> <p>Between approximately 2 km and 3 km construction activity is less likely to be perceptible due to distance and layers of intervening vegetation, particularly associated with the A12 embankments, which filter and screen views.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond approximately 1 km it is</p>	<p>views of the overhead line from the local road and PRow network, including the A1071, as well as scattered properties and clusters of properties including those along Burstall Lane and those associated with the valley systems to the south of the A1071 such as at Washbrook Street.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of the overhead line from the local road and PRow network, as well as properties and clusters of properties The overhead line would most often be seen on the skyline, above intervening trees, and hedgerows and in the context of multiple existing overhead lines.</p> <p>Between approximately 1 km and 2 km the overhead line would be perceptible in some medium to long distance views including from the western edges of Washbrook and on the skyline above the tree line.</p>

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	although Viewpoint 3.04 Washbrook is just outside to the south	less likely that effects would be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.	Between approximately 2 km and 3 km the Project is less likely to be perceptible due to distance and layers of intervening vegetation which filter and screen views. Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond approximately 1 km it is less likely that effects would be significant due to intervening vegetation and landform and a reduction in perceptibility of the overhead line which would increase with distance.
C C3 Ipswich West, Bramford and Sproughton	This Visual Receptor Area is located to the east of the Project, on the edge of Ipswich. Landform gently falls towards the River Gipping in the north and rises towards the suburban area of Chantry on the fringes of Ipswich. The landscape is dominated by the urban edge of Ipswich and includes notable areas of large scale out of town shopping parks and industrial and residential land use. The	There would be no construction activity within the Visual Receptor Area. Within approximately 0.5 km there is potential for construction activity to be perceptible from small parts the western fringes of the Visual Receptor Area, but these would mostly be screened by intervening vegetation along the A14. Between approximately 0.5 km and 1 km, there would be some close to medium distance views of construction work from	The Project would be introduced outside this Visual Receptor Area, over approximately 1 km to the west. From some limited areas, for example some parts of the A1071, there would likely be glimpsed views towards the overhead line above the treeline on the distant skyline to the west. Given the distance,

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	<p>A14 and A1214 from part of a busy network of roads and the smaller village of Sproughton is located in the north of the area. Vegetation along the A14 which adjoins the settlement edge reduces the intervisibility with the wider landscape. Church Lane runs from Sproughton to Hadleigh Road and is designated as a Quiet Lane. Further south, Chantry Park is well treed and vegetation cover provides a sense of visual enclosure and separation from adjacent built up areas. There are views towards existing 132 kV overhead lines, particularly in the south-west of the area.</p> <p><u>Representative Viewpoints</u> There are no representative viewpoints within this Visual Receptor Area.</p>	<p>PRoW, the road network and potentially glimpsed views from residential areas on the outskirts of Ipswich. A combination of topography, intervening vegetation and built development would, however, generally limit views at this distance. For instance, views from the western edge of Sproughton would likely be filtered / screened by vegetation and rising topography.</p> <p>Between approximately 1 km and 2 km, views of construction activity would be barely perceptible and largely screened by intervening buildings and layers of vegetation, construction activity is not anticipated to be perceptible except from some medium to long distance glimpsed views from limited areas including along the A1071.</p> <p>Between approximately 2 km and 3 km, dense urban infrastructure and woodland at Chantry Park would greatly reduce perceptibility of construction activity. Effects on receptors within this Visual Receptor Area would therefore likely <b>not be significant</b>.</p>	<p>combined with intervening layers of vegetation and buildings which filter and screen most views, the Project is not anticipated to be perceptible from the majority of the Visual Receptor Area and where visible would be seen in the context of existing overhead lines and industrial and suburban land use. Effects on receptors within this Visual Receptor Area would therefore likely <b>not be significant</b>.</p>
C C4	This Visual Receptor Area is located to the north of the Project in the area broadly between Chattisham and Duke	Construction activity would be visible in close views from eastern and southern parts of the Visual Receptor Area.	The Project would be visible in close views from eastern and

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Chattisham	<p>Street in the east and Upper Layham in the west.</p> <p>This is typically a plateau landscape, with tributary valleys creating localised depressions in landform to the north-west and north-east. North of Raydon Great Wood a tributary valley connects to River Brett in the west. Immediately south of Duke Street is the head of a tributary valley connecting to Belstead Brook. The area is sparsely settled with occasional linear settlements including Duke Street and Chattisham in the north of the area and Upper Layham in the west. Some scattered properties are associated with the local road and lane network. On flatter areas, field amalgamation creates an open exposed character and allows more frequent medium distance views. In other places, the smaller irregular field pattern, bounded by hedgerows and hedgerow trees provides some visual containment. Vegetation and landform associated with the tributary valleys to the north also provides a sense of enclosure. There are some large woodland blocks which screen / filter views in places including Hintlesham Great Wood, Brimlin Wood and Raydon</p>	<p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity, including views towards the CSE compound and construction activity associated with the underground cable, from the local road and PRoW network, including from NCN 1 on Chattisham Road, as well as the linear settlement of Chattisham (as represented by Figure 13.9.38: Wireline Visualisation from <b>Viewpoint 3.05</b> Chattisham, NCN Route 1 in Volume II and Figure 13.9.50: Wireline Visualisation from <b>Viewpoint 3.25</b> PRoW near Woodlands Hall in Volume II) and a relatively small number of scattered properties.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction activity from the local road and PRoW network, including from NCN Route 1, as well as a relatively small number of scattered properties (as represented by Figure 13.9.40: Wireline Visualisation from <b>Viewpoint 3.08</b> NCR 1, Woodlands Road in Volume II).</p> <p>Between approximately 1 km and 2 km construction activity would be perceptible in some medium to long distance views, including from the south-east edge of</p>	<p>southern parts of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project there would be close views of the overhead line from the local road and PRoW network including from NCN Route 1 on Chattisham Road which would cross under the overhead line, as well as the south-eastern edge of Chattisham and a relatively small number of scattered properties. There would be close views of the proposed CSE compound from a short section of PRoW near The Woodlands (as represented by Figure 13.9.25: Wireline Visualisation from <b>Viewpoint 3.25</b> PRoW near Woodlands Hall in Volume II). In the longer term, proposed planting within the Environmental Area around the CSE compound would reduce effects on views. Above ground link boxes may be introduced to a small part of this Visual Receptor Area. These would form very small and</p>

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	<p>Great Wood. There are also some smaller woodland blocks in places though these are not frequent. Elsewhere tree cover is most often associated with settlement and smaller field patterns. Existing 400 kV and 132 kV overhead lines are intermittently visible in this landscape.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>• Viewpoint 3.05 Chattisham, National Cycling Network (NCN) Route 1</li> <li>• Viewpoint 3.08 NCR 1, Woodlands Road</li> <li>• Viewpoint 3.06 Hintlesham is just outside to the north</li> <li>• Viewpoint 3.25 PRoW near Woodlands Hall</li> </ul>	<p>Duke Street, (which is partially represented by Figure 13.9.39: Wireline Visualisation from <b>Viewpoint 3.06</b> Hintlesham in Volume II which is located just north of this Visual Receptor Area within neighbouring C1).</p> <p>Between approximately 2 km and 3 km construction activity is less likely to be perceptible due to distance and layers of intervening vegetation, notably at Hintlesham Great Wood, which filter and screen views.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond approximately 1 km effects would less likely be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.</p>	<p>infrequent components in views. They would be locally perceptible as relatively discrete features.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of the overhead line from the local road and PRoW network, including from NCN Route 1, as well as from the western part of the linear settlement of Chattisham (as represented by Figure 13.9.38: Wireline Visualisation from <b>Viewpoint 3.05</b> Chattisham, NCN Route 1 and Figure 13.9.40: Wireline Visualisation from <b>Viewpoint 3.08</b> NCR 1, Woodlands Road in Volume II). The proposed overhead line would most often be seen on the skyline, above intervening trees, and hedgerows.</p> <p>Between approximately 1 km and 2 km the overhead line would be perceptible in some limited medium to long distance views from the local road and</p>

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			<p>PRoW network, including from NCN Route 1, as well as from the linear settlement of Duke Street (which is partially represented by Figure 13.9.39: Wireline Visualisation from <b>Viewpoint 3.06</b> Hintlesham in Volume II which is located just north of this Visual Receptor Area). Many of these views contain an existing 132 kV overhead line and some also contain an existing 400 kV overhead line. The proposed overhead line would often be seen beyond the existing overhead lines where the intervening vegetation allows. Between approximately 2 km and 3 km the Project is less likely to be perceptible due to distance and layers of intervening vegetation which filter and screen views. Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond approximately 1 km effects would be less likely</p>

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			to be significant due to a reduction in perceptibility of the overhead line which would increase with distance.
C C5 Capel St Mary	<p>This Visual Receptor Area is located to the south of the Project in the area broadly between Copdock in the east and Capel St Mary in the west.</p> <p>This is typically a plateau landscape with tributary valleys to the north and south creating localised depressions in landform. South of Little Wenham and west of Capel St Mary is a tributary valley to the River Stour. To the north of the area sloping landform is associated with the valley of Spring Brook, a tributary to the River Gipping.</p> <p>Settlement is most notably associated with Copdock and the western side of Washbrook in the north and Capel St Mary in the south west. Elsewhere a variety of settlement pattern includes clustered, linear and scattered settlement predominantly located along local roads and lanes to the east of the area. The small historic settlement of Little Wenham is to the north of Capel St Mary. Bentley Hall Road runs east of the A12 and is designated as a Quiet</p>	<p>Construction activity would be visible in some views in the north-west of the Visual Receptor Area. Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity, including some views towards the CSE compound, from the local road and PRow network, NCN Route 1, as well as scattered properties.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction from the local road and PRow network (as represented by Figure 13.9.37: Wireline Visualisation from <b>Viewpoint 3.04</b> Washbrook in Volume II). Other receptors would include NCN Route 1, as well as a relatively small number of scattered and clustered properties such as those along Wenham Road.</p> <p>Between approximately 1 km and 2 km some construction activity would be perceptible in some medium to long distance views, including glimpsed and filtered views from Little Wenham, the</p>	<p>The Project would be visible in close views from the north west of the Visual Receptor Area. Within approximately 0.5 km of the Project there would be close views of the overhead line and the CSE compound from the local road and PRow network, NCN Route 1, as well as scattered properties. In some views in the north this would be within the context of an existing 132 kV overhead line. In the longer term, proposed planting within the Environmental Area around the CSE compound would reduce effects on views.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of the overhead line from the local road and PRow network (as represented by Figure 13.9.37: Wireline Visualisation from <b>Viewpoint 3.04</b> Washbrook in</p>

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	<p>Lane. With the exception of Capel St Mary and Little Wenham, the south western half of the area is relatively unsettled. The historic church at Little Wenham is a local landmark. Views across the area of often filtered and sometimes screened by intermittent blocks of woodland and copses such as at Wenham Thicks and Parkhouse, together with hedgerows and hedgerow trees and also vegetation along a dismantled railway line in the south west and along the A12. There is a sense of enclosure in the small valleys adjacent to small watercourses.</p> <p>The townscape of Capel St Mary is located within the south west of the area, dominated by 20th century residential development laid out in cul-de-sacs. Views are largely screened by buildings. However, from the edge of the settlement there are some views over the adjacent flat farmland. There are frequent views towards existing 132 kV overhead lines, particularly in the north of the area.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>• Viewpoint 3.04 Washbrook</li> </ul>	<p>northern edge of Capel St Mary and scattered properties (as represented by Figure 13.9.41: Wireline Visualisation from <b>Viewpoint 3.09</b> Little Wenham in Volume II).</p> <p>Between approximately 2 km and 3 km construction activity is less likely to be perceptible due to distance and layers of intervening vegetation and buildings including within Capel St Mary and vegetation cover along the A12 and blocks of woodland east of the A12.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the draft Order Limits. Beyond approximately 1.5 km it is less likely that effects would be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.</p>	<p>Volume II). The overhead line would most often be seen on the skyline, above intervening and hedgerows. In places, particularly in the north, they would be viewed within the context of an existing 132 kV overhead line north of Chattisham.</p> <p>Between approximately 1 km and 2 km the overhead line would be perceptible in some medium to long distance views but seen in the context of an existing overhead line, including glimpsed and filtered views from Copdock, western parts of Washbrook, and other clustered and scattered properties such as those along Wenham Road and at Little Wenham (as represented by Figure 13.9.41: Wireline Visualisation from <b>Viewpoint 3.09</b> Little Wenham in Volume II).</p> <p>Between approximately 2 km and 3 km the Project is less likely to be perceptible due to distance and layers of intervening vegetation and</p>



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	<ul style="list-style-type: none"> <li>Viewpoint 3.09 Little Wenham</li> </ul>		<p>buildings including within Capel St Mary and vegetation cover along the A12 and blocks of woodland east of the A12.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the Project. Beyond approximately 1.5 km it is less likely that effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance.</p>
C C6 Raydon	<p>This Visual Receptor Area is located to the west of the Project in the area around Raydon. Part of the area falls within Dedham Vale National Landscape (an AONB).</p> <p>The landscape comprises a variety of landform. Steeper slopes and lower lying landform are found within the relatively sparsely settled rolling valleys to the west; some of which fall within Dedham Vale National Landscape (an AONB). These valleys are associated with the River Brett and its tributaries. To the east land rises to a more settled plateau within which Raydon is located.</p>	<p>Construction activity would be visible in close views in the south-east of the Visual Receptor Area. Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity associated with the underground cables from the local road and PRow network, including the B1070, NCN Route 48, as well as scattered properties and the eastern and southern edges of Raydon. People using Noaks Road and Sulleys Hill Road, which are designated as Quiet Lanes would also have close views towards this activity.</p>	<p>The Project would be undergrounded within this Visual Receptor Area and therefore visual effects would be limited to the loss of some hedgerows and trees and the introduction of above ground link boxes along the underground cable route. These would form very small and infrequent components in views. They would be locally perceptible as relatively discrete features. Although tree planting directly over the cables could</p>

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	<p>The B1070 runs through the area and there is a network of local roads across the area, most of which are designated as Quiet Lanes, including Higham Road, Sulleys Hill, Lower Raydon and Noaks Road. On flatter areas to the east, field amalgamation creates a more open exposed character. Although in some places such as immediately around the settlement of Raydon, the smaller organic field pattern, bounded by hedgerows and hedgerow trees provides a localised sense of visual containment. Woodland blocks, including ancient semi-natural woodland screens/filters some views, often associated with historic estates and former parkland. Vegetation and landform associated with the tributary valleys and Brett Valley to the west provides a sense of enclosure and visual containment.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 3.24 Higham Hill is outside this area to the south-west</li> </ul>	<p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction from the local road and PRoW network, as well as Raydon and scattered properties.</p> <p>Between approximately 1 km and 2 km construction activity would be perceptible in limited medium to long distance views, due to the combination of layers of intervening vegetation, including blocks of woodland and in particular the comparatively lower lying rolling topography to the west which would greatly reduce visibility (as partially represented by Figure 13.9.49: Wireline Visualisation from <b>Viewpoint 3.24</b> Higham Hill in Volume II, which is located outside this area to the south-west within Dedham Vale National Landscape).</p> <p>Between approximately 2 km and 3 km construction activity is less likely to be perceptible due to distance and comparatively lower lying valley topography. Layers of vegetation, including notably blocks of woodland would further screen / filter visibility.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 0.5 km</b> of the draft Order Limits. Beyond approximately 0.5 km it is</p>	<p>not be reinstated, hedgerows would be replaced.</p> <p>The overhead line element of the Project would be introduced outside this Visual Receptor Area, over approximately 1.5 km to the north-east.</p> <p>Between approximately 1 km and 2 km the overhead line would be perceptible in some limited medium to long distance views from a small part of the north-east of this area.</p> <p>Between approximately 2 km and 3 km the Project is less likely to be perceptible due to distance and sloping topography. Layers of vegetation would further restrict visibility (as partially represented by Figure 13.9.49: Wireline Visualisation from <b>Viewpoint 3.24</b> Higham Hill in Volume II which is located just outside this area within Dedham Vale National Landscape).</p> <p>Effects on visual receptors are <b>not likely to be significant</b> due to the undergrounding of the</p>

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		less likely that effects would be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.	Project and distance of the overhead line combined with intervening filtering and screening effects of landform and layers of vegetation.
C C7 Great Wenham and Holton St Mary	<p>This Visual Receptor Area is located to the east of the Project in the area around Great Wenham and Holton St Mary.</p> <p>This is typically a plateau landscape, with tributary valleys of the Stour creating localised depressions in landform to the east. Settlement is concentrated along local roads and the B1070, at Holton St Mary and Bacon's Green in the west and Coopers Corner and Great Wenham to the north. The large settlement of Capel St Mary lies just outside this area, within Visual Receptor Area C5 to the east. The landscape between Holton St Mary and Great Wenham is sparsely settled. The variable scale field pattern is bounded in places by gappy hedgerows, hedgerow trees and occasional shelter belts, which provide some visual containment. Vegetation and landform associated with the tributary valleys to the east also provide a sense of visual</p>	<p>Construction activity would be visible in close views in the north and west of the Visual Receptor Area. Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity, including views towards the CSE compound and construction activity associated with the underground cable, from the local road network including the B1070, from the local PRoW network (as represented by Figure 13.9.50: Wireline Visualisation from <b>Viewpoint 3.25</b> PRoW near Woodlands Hall in Volume II), from NCN Route 48 as well as from Bacon's Green and scattered properties. Properties at Lark Hall, just south of Bacon's Green would be entirely encircled by construction works associated with the construction of underground cables. There would also be open views of the underground cable construction works from Raydon Airfield Memorial.</p>	<p>The overhead line element of the Project would be introduced on the north edge of this Visual Receptor Area where a CSE compound would be located to the east of The Woodlands (as represented by Figure 13.9.50: Wireline Visualisation from <b>Viewpoint 3.25</b> PRoW near Woodlands Hall in Volume II). In the longer term, proposed planting within the Environmental Area around the CSE compound would reduce effects on views.</p> <p>Within this Visual Receptor Area, the Project would be undergrounded and therefore visual effects would be mostly limited to the loss of some hedgerows and trees and the introduction of above ground link boxes along the underground cable route. These</p>

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	<p>enclosure. On flatter landform to the centre of the area and within Raydon Airfield, field amalgamation and less frequent tree cover creates a more open and exposed character and allows more frequent medium distance views. Vegetation along the A12 screens / filters views to the north from the very southern edges of the area.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 3.25 PRoW near Woodlands Hall is outside this area to the north-west</li> </ul>	<p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction from the local road and PRoW network and scattered properties. Views from Holton St Mary, Coopers Corner and Great Wenham would likely be filtered by intervening vegetation.</p> <p>Between approximately 1 km and 2 km construction activity would be perceptible in some medium to long distance views. Blocks of woodland and rolling valley topography would, however, reduce visibility from many places.</p> <p>Between approximately 2 km and 3 km construction activity is less likely to be perceptible due to distance and sloping topography and intervening layers of vegetation.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond approximately 1 km it is less likely that effects would be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.</p>	<p>would form very small and infrequent components in views. They would be locally perceptible as relatively discrete features. Although tree planting directly over the cables could not be reinstated, hedgerows would be replaced.</p> <p>The overhead line element of the Project would be visible in limited close views from the north of the Visual Receptor Area. Within approximately 0.5 km of the Project there would be some close views of the overhead line and CSE compound from a short section of PRoW to the north of Raydon Airfield (as represented by Figure 13.9.50: Wireline Visualisation from <b>Viewpoint 3.25</b> PRoW near Woodlands Hall in Volume II).</p> <p>Between approximately 0.5 km and 1 km there would be some close to medium distance views of the overhead line from the local road and PRoW network. There would also be views from Raydon Airfield Memorial; albeit</p>

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			<p>the focus of attention of the view is to the south over the airfield and not north towards the overhead line element of the Project. The overhead line would most often be seen on the skyline, above intervening vegetation, and hedgerows.</p> <p>Between approximately 1 km and 2 km the overhead line would be perceptible in some limited medium to long distance views, including from scattered properties such as at Coopers Corner. Layers of vegetation, including blocks of woodland would reduce visibility in places, including from Great Wenham.</p> <p>Between approximately 2 km and 3 km the Project is less likely to be perceptible due to distance and topography and intervening layers of vegetation.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond approximately 1 km it is less likely that effects would be significant due to a</p>

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			reduction in perceptibility of the overhead line which would increase with distance.
C C8 (Undergrounding section – 1 km buffer) Higham	<p>This Visual Receptor Area is located to the west of the Project in the area around Higham, within the Stour Valley. Much of the area falls within Dedham Vale National Landscape (an AONB).</p> <p>This landscape is focused on the Stour valley. Landform comprises the flat river valley bottom with rolling valley slopes that are sometimes steep and incised with smaller tributary valleys. To the far north and south of the area the valley slopes transition towards plateau landscapes. Settlement is located along local road and lane network including the B1068. The settlement of Higham is in the northern half of the area and scattered properties are found on the valley sides. Elsewhere the flat floodplain of the Stour is largely unsettled. There are numerous blocks of woodland and riparian vegetation together with intact hedgerows with frequent hedgerow trees which all screen/filter views. There is a strong sense of visual enclosure in the small valleys along watercourses. Some long</p>	<p>Construction activity would be visible in close views in the east of the Visual Receptor Area. Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity associated with the underground cables from the local road and PRow network, including the B1068, St Edmund's Way and Stour Valley Path, and Essex Way promoted long distance routes, as well as NCN Route's 1 and 48 and the settlement of Higham and scattered properties.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction from the local road and PRow network and scattered properties as well as from the St Edmund's Way and Stour Valley Path, and Essex Way promoted long distance routes. Effects on visual receptors would likely be <b>significant (negative) within approximately 0.5 km</b> of draft Order Limits. Beyond approximately 0.5 km it is less likely that effects would be significant due to a reduction in</p>	<p>The Project would be undergrounded within this Visual Receptor Area and therefore visual effects would be limited to the loss of some hedgerows and trees and the introduction of above ground link boxes along the underground cable route. These would form very small and infrequent components in views. They would be locally perceptible as relatively discrete features. Although tree planting directly over the cables could not be reinstated, hedgerows would be replaced.</p> <p>The overhead line element of the Project would be introduced outside this Visual Receptor Area, over approximately 4 km to the north-east and approximately just under 3 km to the south. At these distances it is judged that the overhead line would be barely perceptible</p>

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	<p>distance views are afforded from upper valley slopes and across the flat floodplain of the Stour where gaps in vegetation permit. The PRow network is concentrated around Higham except for the St Edmund Way and Stour Valley Path promoted long distance routes which run along the valley bottom and the Essex Way promoted long distance route which runs along the valley slopes to the south.</p> <p><u>Representative Viewpoints</u> There are no representative viewpoints within this Visual Receptor Area.</p>	<p>perceptibility of construction activity and the temporary nature of effects.</p>	<p>due to distance, topography and intervening layers of vegetation. Effects on visual receptors are <b>not likely to be significant</b> due to the undergrounding of the Project and distance of the overhead line.</p>
<p>C C9 (Undergrounding section – 1 km buffer) Stratford St Mary</p>	<p>This Visual Receptor Area is located to the east of the Project in the area around Stratford St Mary within the Stour Valley. Much of the area falls within Dedham Vale National Landscape (an AONB).</p> <p>This landscape is focused on the Stour valley. Landform comprises the flat river valley bottom with rolling valley slopes that are sometimes relatively steep. The flat floodplain is disrupted by the manmade embankments of the A12 which run north-east to south-west in the east of the area. Topography is</p>	<p>Construction activity would be visible in close views in the west of the Visual Receptor Area. Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity associated with the underground cables from the local road and PRow network, which includes Stour Valley Path, St Edmund Way and Essex Way promoted Long Distance routes, as well as NCN Route's 1 and 48, western parts of Stratford St Mary and scattered properties.</p>	<p>The Project would be undergrounded within this Visual Receptor Area and therefore visual effects would be limited to the loss of some hedgerows and trees and the introduction of above ground link boxes along the underground cable route. These would form very small and infrequent components in views. They would be locally perceptible as relatively discrete features. Although tree planting</p>

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	<p>locally steeper in the south around Gun Hill Place. The valley bottom is dominated by the settlement of Stratford St Mary which sits between the River Stour and the A12. Elsewhere, scattered settlement is most frequently located along local road corridors. In addition to vegetation associated with the A12 corridor, there are numerous blocks of woodland which screen/filter views throughout this area. Some long distance views are afforded from upper valley slopes and across the flat floodplain of the Stour where gaps in vegetation permit. There is a relatively dense PRoW network including the St Edmund Way and Stour Valley Path promoted long distance routes which run along the valley bottom and the Essex Way promoted long distance route which runs along the valley slopes to the south.</p> <p><u>Representative Viewpoints</u> There are no representative viewpoints within this Visual Receptor Area.</p>	<p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction from the local road and PRoW network which includes Stour Valley Path, St Edmund Way and Essex Way promoted Long Distance routes, and parts of Stratford St Mary. Due to roadside vegetation, views towards construction are unlikely from the A12. Effects on visual receptors would likely be <b>significant (negative) within approximately 0.5 km</b> of the draft Order Limits. Beyond approximately 0.5 km it is less likely that effects would be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.</p>	<p>directly over the cables could not be reinstated, hedgerows would be replaced.</p> <p>The overhead line element of the Project would be introduced outside this Visual Receptor Area, over approximately 4 km to the north and approximately just under 3 km to the south. At these distances it is judged that the overhead line would be barely perceptible due to distance, topography and intervening layers of vegetation. Effects on visual receptors are not likely to be <b>significant</b> due to the undergrounding of the Project and distance of the overhead line.</p>
C C10	This Visual Receptor Area is located to the north and east of the Project, in the area surrounding Dedham Heath,	Construction activity would be visible in close views in the west and south of the Visual Receptor Area. Within	Much of the Project would be undergrounded within this Visual Receptor Area. In many



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Dedham Heath	<p>Dedham and Foxash Estate. Part of the area is located within Dedham Vale National Landscape (an AONB).</p> <p>The landscape comprises a variety of landform. Steep north facing slopes and lower lying landform associated with the River Stour and its tributary the Black Brook are found to the north. The Stour Valley sides rise up to a plateau south of Dedham Heath. The plateau is interrupted by the small and narrow valley of the Shir Burn, to the north of Foxash Estate. Relatively dense settlement pattern is found throughout this area, with linear and scattered settlement found frequently along local roads and lanes together with a number of settlements including the southern part of Dedham, Lamb Corner, Parney Heath, Dedham Heath and Fox Ash Estate. The A137 and B1028 run through the area and to the west of Lawford, Church Hill is designated as a Protected Lane. Blocks of woodland, intact hedgerows with hedgerow trees, field trees and riparian vegetation are frequent along the rolling valley slopes and within the flat valley bottom. Vegetation on the plateau to the south is most commonly associated with</p>	<p>approximately 0.5 km of the draft Order Limits there would be close views of construction activity associated with the underground cables to the west and overhead line and EACN Substation to the south, from both the local road and PRow network, including the A137 and the B1028, as well as scattered properties and settlement located along the relatively dense local road and lane network including scattered properties within the small tributary valley of Black Brook, Parney Heath, linear settlement along Dedham Road and properties at Lamb Corner and Foxash Estate (as represented by Figure 13.9.46: Wireline Visualisation from <b>Viewpoint 3.15</b> Birchwood Road near Lamb Corner in Volume II).</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction from the local road and PRow network, scattered properties, as well as clusters of properties and potentially small parts of the settlements of Dedham Heath and properties along the A137.</p> <p>Between approximately 1 km and 2 km, construction activity would be perceptible in some limited medium to long distance</p>	<p>views, visual effects would be limited to loss of some hedgerows and trees and the introduction of above ground link boxes along the underground cable route. These would form very small and infrequent components in views. They would be locally perceptible as relatively discrete features. (as represented by Figure 13.9.46: Wireline Visualisation from <b>Viewpoint 3.15</b> Birchwood Road near Lamb Corner in Volume II). Although tree planting directly over the cables could not be reinstated, hedgerows would be replaced. At Black Brook there would be a permanent loss of woodland which would affect views from a local PRow and scattered properties.</p> <p>There would be visual effects associated with the overhead line along the southern boundary of the Visual Receptor Area. Within approximately 0.5 km of the Project there would be close views of the overhead</p>

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	<p>settlement and gardens as well as mixed condition hedgerows and occasional hedgerow trees which often filter views. Modern settlement expansion and larger scale development, including nurseries at Foxash Estate, the A12, a railway line and a 132 kV overhead line in the east of the area are visible evidence of modern human-influence in this landscape. Views from the slopes of the Stour valley are focussed to the north and views from the Stour Valley bottom are typically contained within the valley. There is also a strong sense of visual enclosure in the small scale valleys such as within Black Brook valley in the north.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>• Viewpoint 3.15 Birchwood Road near Lamb Corner</li> <li>• Viewpoint 3.19 Essex Way, Dedham Road</li> <li>• Viewpoint 3.20 Fenbridge Lane is outside this area on the north side of the River Stour in Dedham Vale National Landscape (an AONB)</li> </ul>	<p>views. However, layers of vegetation and sloping topography would reduce visibility in most places.</p> <p>Between approximately 2 km and 3 km construction activity is less likely to be perceptible due to distance and sloping topography, particularly in the north, on the north facing slopes of the Stour Valley and within the valley of Black Brook to the east of the A12. Hedgerows and woodland shelter belts would further screen/ filter views (as represented by Figure 13.9.47: Wireline Visualisation from <b>Viewpoint 3.19</b> Essex Way, Dedham Road in Volume II).</p> <p>It is likely that cranes associated with the construction of the overhead line would be distantly visible, at approximately 4.5 km away, from small sections of local lanes and PRoW within Dedham Vale National Landscape (an AONB) on the south facing slopes of the Stour Valley, south of East Bergholt (as represented by Figure 13.9.48: Wireline Visualisation from <b>Viewpoint 3.20</b> Fenbridge Lane in Volume II).</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the Project. Beyond approximately 1.5 km it is less</p>	<p>line from the local road and PRoW network, as well as scattered properties and properties located along the relatively dense local road and lane network.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of the overhead line and potentially also the EACN Substation to the south from the local road and PRoW network, including the A137 and B1028, as well as scattered properties. The overhead line would most often be seen on the skyline, above intervening vegetation, and hedgerows. In the longer term, proposed planting within the Environmental Area around the substation would reduce effects on views.</p> <p>Between approximately 1 km and 2 km the overhead line would be perceptible in some medium to long distance views including potential views from the south of Dedham Heath, although it is likely that</p>

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		<p>likely effects would be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.</p>	<p>intervening vegetation on the relatively flat plateau would filter most views.</p> <p>Between approximately 2 km and 3 km the Project is less likely to be perceptible from many places due to distance and sloping topography, particularly on the north facing slopes of the Stour Valley and within the valley of Black Brook to the east of the A12. On the plateau to the south layers of vegetation, including blocks of woodland would further screen / filter views (as represented by Figure 13.9.47: Wireline Visualisation from <b>Viewpoint 3.19</b> Essex Way, Dedham Road in Volume II).</p> <p>There would be long distance views of the overhead line above the distant wooded skyline from small sections of local lanes and PRoW within Dedham Vale National Landscape (an AONB), approximately 4.5 km away, on the south facing slopes of the Stour Valley to the south of East</p>

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			<p>Bergholt (as represented by Figure 13.9.48: Wireline Visualisation from <b>Viewpoint 3.20</b> Fenbridge Lane in Volume II).</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the Project, in the south of the Visual Receptor Area. Beyond approximately 1.5 km, and in the rest of the Visual Receptor Area, it is less likely that effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance, as well as the undergrounding of the Project further north and west.</p>
C C11 Langham	<p>This Visual Receptor Area is located to the north and west of the Project, in the area surrounding Langham and Boxted Cross and a small part is located within Dedham Vale National Landscape (an AONB).</p> <p>This area comprises a gently rolling elevated landscape with small, linear</p>	<p>Construction activity associated with the underground cable in the east and overhead line to the south of the Visual Receptor Area would be visible in close views. Within approximately 0.5 km of the draft Order Limits there would be close views of construction from the local road and PRoW network, as well as NCN</p>	<p>The Project would be undergrounded within this Visual Receptor Area. In many views, visual effects would be limited to loss of some hedgerows and trees and the introduction of above ground link boxes along the</p>

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	<p>residential settlement and scattered properties, There is a concentration of settlement at Boxted Cross, Langham, Langham Moor, Birchall Corner/Harts Lane and Ardleigh Heath. The area is dissected by the A12 in the east. The field pattern is geometric and generally comprises medium to large fields, defined by hedgerows. Woodland is more dominant in smaller tributary river valleys and in association with Ardleigh Reservoir. There is a strong sense of visual enclosure in the small scale Black Brook valley in the north and also at Ardleigh Reservoir. The large field pattern offers more open views in places, away from water courses.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>4.01 Boxted Airfield Memorial</li> </ul>	<p>Route 1, scattered properties, and receptors along the north-eastern edge of Langham, less enclosed parts of Birchill Corner/Harts Lane and Ardleigh Heath and also from scattered properties within the small tributary valley of Black Brook. Views of construction activity from the A12 would likely be screened by roadside vegetation. Views from Ardleigh Heath would be affected by a concentration of activity to the east associated with both the underground cables and overhead line.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction activity from the local road and PRow network, as well as linear development including south of Langham and scattered properties. However, landform would screen views towards construction activity to the east and west from further along Black Brook.</p> <p>Between approximately 1 km and 2 km construction activity would be perceptible in some medium to long distance views from the local PRow and road network and properties within Langham Moor and scattered properties (as represented by Figure 13.9.51: Wireline Visualisation</p>	<p>underground cable route. These would form very small and infrequent components in views. They would be locally perceptible as relatively discrete features. Although tree planting directly over the cables could not be reinstated, hedgerows would be replaced. At Black Brook there would be a permanent loss of woodland which would affect views from a local PRow and scattered properties.</p> <p>There would be visual effects associated with the overhead line along the southern boundary of the Visual Receptor Area. Within approximately 0.5 km of the Project there would be close views of the overhead line from the local road and PRow network, as well as scattered properties and properties located along the relatively dense local road and lane network including the southern end of Ardleigh Heath.</p> <p>Between approximately 0.5 km and 1 km there would be close</p>

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		<p>from <b>Viewpoint 4.01</b> Boxted Airfield Memorial in Volume II).</p> <p>Between approximately 2 km and 3 km construction activity is less likely to be perceptible due to distance and valley landform, particularly to the north of Black Brook and Boxted Cross. Intervening hedgerows, riparian vegetation and woodland shelter belts would further filter / screen views.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond approximately 1 km it is less likely that effects would be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.</p>	<p>to medium distance views of the overhead line from the local road and PRow network, as well as from scattered properties to the south of Birchall Corner/Harts Lane. The overhead line would most often be seen on the skyline, above intervening vegetation.</p> <p>Between approximately 1 km and 2 km the overhead line would be perceptible in some medium to long distance views including the PRow and road network, parts of Langham Moor and scattered properties (as represented by Figure 13.9.51: Wireline Visualisation from <b>Viewpoint 4.01</b> Boxted Airfield Memorial in Volume II).</p> <p>Between approximately 2 km and 3 km the Project is less likely to be perceptible due to distance and valley landform, particularly to the north of Boxted Cross. Hedgerows, riparian vegetation and woodland shelter belts would further filter / screen views. Landform would restrict views</p>

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			<p>towards the overhead line from Black Brook.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within around 1 km</b> of the Project. Beyond approximately 1 km it is less likely effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance, as well as the undergrounding of the Project further north and east.</p>
C C12 Ardleigh	<p>This Visual Receptor Area is located to the south of the Project, in the area surrounding Ardleigh, Fox Street, Burnt Heath and Bromley Cross. The area comprises a plateau landform dissected in places by small valleys associated with tributary watercourses. The large-scale arable fields bounded by low, gappy hedgerows, afford open views through some parts of the Visual Receptor Area. Settlement across the area is connected by a network of local roads, the A137 and B1029 and includes the villages of Ardleigh, Burnt Heath, Bromley Cross and Fox Street.</p>	<p>Construction activities would be visible in close views in the north of the Visual Receptor Area. These would be mainly associated with the construction of the overhead line but to the north east of the area these would also be a concentration of activity associated with the construction of the underground cables in addition to the overhead line. There may also be views of the construction of the EACN Substation. Within approximately 0.5 km of the draft Order Limits there would be close views of construction from the local road and PRow network, including Wick Lane to the west of</p>	<p>The Project would be visible in close views from the north of the Visual Receptor Area. Within approximately 0.5 km of the Project there would be close views of the overhead line from the local road and PRow network, including Wick Lane to the west of Ardleigh Reservoir (which is a Protected Lane) and also where Wick Lane crosses Ardleigh Reservoir. There would also be views from the A137 and B1029, Prettyfields Vineyard local tourist attraction</p>

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	<p>Ardleigh Reservoir is used for recreational purposes by Ardleigh Sailing Club and Prettyfields Vineyard is local tourist attraction located between the Reservoir and Ardleigh. Crown Lane, Spring Valley Lane and part of Wick Lane are locally designated as Protected Lanes. The field pattern is smaller on the fringes of nucleated hamlets and villages, notably Ardleigh and Burnt Heath. In places, isolated hedgerow trees, notably oak, form silhouettes on the skyline. Occasional blocks of woodland limit views in places, including around Ardleigh Reservoir. Views in the east of the area include an existing 132 kV overhead line running past Green Island towards Lawford Substation.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>• Viewpoint 3.11 Ardleigh</li> <li>• Viewpoint 3.14 Ardleigh Reservoir, Lodge Lane</li> </ul>	<p>Ardleigh Reservoir (which is a Protected Lane) and also where Wick Lane crosses Ardleigh Reservoir, the A137 and B1029 and Lodge Lane where it crosses Ardleigh Reservoir (as represented by Figure 13.9.45: Wireline Visualisation from <b>Viewpoint 3.14</b> Ardleigh Reservoir, Lodge Lane in Volume II), There would also be views from Prettyfields Vineyard local tourist attraction, scattered properties such as those along Wick Lane and properties in and around Ardleigh (as represented by Figure 13.9.42: Wireline Visualisation from <b>Viewpoint 3.11</b> Ardleigh in Volume II).</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction from the local road and PRoW network, including Crown Lane (Protected Lane) as well as settlements, scattered properties and clusters of properties such as in and around Ardleigh, north of Burnt Heath, scattered properties north of Ardleigh Reservoir/Crown Lane and along the A137 Harwich Road/Colchester Road.</p> <p>Between approximately 1 km and 2 km construction activity would be perceptible in some medium to long distance views, including from Burnt Heath and Bromley</p>	<p>and Ardleigh Reservoir itself, as well as scattered properties and properties in Ardleigh (as represented by Figure 13.9.42: Wireline Visualisation from <b>Viewpoint 3.11</b> Ardleigh in Volume II). In addition, the undergrounding cabling in this location would also result in the loss of some hedgerows and trees and the introduction of above ground link boxes along the underground cable route. These would form very small and infrequent components in views. They would be locally perceptible as relatively discrete features. Although tree planting directly over the cables could not be reinstated, hedgerows would be replaced.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of the overhead line and EACN Substation from the local road and PRoW network, including Crown Lane (Protected Lane) and Lodge Lane where it crosses Ardleigh Reservoir (as</p>



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		<p>Cross. Layers of vegetation would reduce visibility in places. Views from south of the A120 would likely be screened by a combination of roadside vegetation, woodland and comparatively lower lying valley landform.</p> <p>Between approximately 2 km and 3 km construction activity is less likely to be perceptible due to distance and sloping topography in places. Hedgerows and woodland would further filter/screen views.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond approximately 1 km it is less likely that effects would be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.</p>	<p>represented by Figure 13.9.45: Wireline Visualisation from <b>Viewpoint 3.14</b> Ardleigh Reservoir, Lodge Lane in Volume II), as well as from settlements, scattered properties and clusters of properties such as in and around Ardleigh, north of Burnt Heath, scattered properties north of Ardleigh Reservoir/Crown Lane and along the A137 Harwich Road/Colchester Road. In the longer term, proposed planting within the Environmental Area around the substation would reduce effects on some views. The overhead line would most often be seen on the skyline, above intervening vegetation and hedgerows, and would be seen in the context of an existing 132 kV overhead line when viewed from the east of the Visual Receptor Area.</p> <p>Between approximately 1 km and 2 km the overhead line and EACN Substation would be perceptible in some medium to</p>

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			<p>long distance views, including from Burnt Heath and Bromley Cross. Layers of vegetation would reduce visibility in places, and the Project would be seen in the context of existing overhead lines.</p> <p>Between approximately 2 km and 3 km the Project is less likely to be perceptible due to distance and sloping topography in places. Hedgerows and woodland shelter belts would further filter / screen views and the Project would be seen in the context of existing overhead lines in the east of the area.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond approximately 1 km it is less likely that effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance.</p>

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C C13 Little Bromley	<p>This Visual Receptor Area is located to the east of the Project, broadly between Lawford, Little Bromley and Little Bentley and a small part is located within Dedham Vale National Landscape (an AONB). The area comprises an exposed plateau landform. The large-scale arable fields are bounded by hedgerows. In places these are gappy and afford open views across the Visual Receptor Area. The area is sparsely populated, except for the southern edge of Lawford and Foxash Estate, the small hamlet of Little Bromley and western part of Little Bentley and relatively few scattered properties. There is a network of local roads across the area. Little Bromley Road is locally designated as a Protected Lane. In places, isolated hedgerow trees, notably oak, form silhouettes on the skyline. Occasional blocks of woodland, including Ancient Woodland, limit views in some places. The skyline is punctuated by existing electricity infrastructure, which includes four existing 132 kV overhead lines which all convene at Lawford Substation.</p>	<p>Construction activity associated with the proposed overhead line, a section of underground cable and EACN Substation, would be visible in close views in the west of the Visual Receptor Area. Part of the LCA would also be affected by construction activity associated with a section of access road to the proposed EACN Substation west of Bentley Road. Much of this access would likely use the existing road network with a small section constructed offline just south of Little Bromley. Within approximately 0.5 km of the draft Order Limits there would be close views of construction from the local road and PRow network and scattered properties (as represented by Figure 13.9.43: Wireline Visualisation from <b>Viewpoint 3.12</b> Waterhouse Lane, Burnt Heath in Volume II) and from Little Bromley (as represented by Figure 13.9.44: Wireline Visualisation from <b>Viewpoint 3.13</b> Little Bromley in Volume II).</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction activity from the local road and PRow network, from Little Bromley Road (Protected Lane) as well as scattered properties.</p>	<p>The Project would be visible in close views from the west of the Visual Receptor Area. Within approximately 0.5 km of the Project there would be close views of the overhead line and EACN Substation from the local road and PRow network, as well as scattered properties. In addition, the undergrounding cabling in this location would also result in the loss of some hedgerows and trees and the introduction of above ground link boxes along the underground cable route. These would form very small and infrequent components in views. They would be locally perceptible as relatively discrete features. Although tree planting directly over the cables could not be reinstated, hedgerows would be replaced. In the longer term, proposed planting within the Environmental Area around the substation would reduce effects on views. The Project would be seen in the context of</p>

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	<p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>• Viewpoint 3.12 Waterhouse Lane, Burnt Heath</li> <li>• Viewpoint 3.13 Little Bromley</li> </ul>	<p>Between approximately 1 km and 2 km construction activity would be perceptible in some medium to long distance views from scattered properties and the southern edge of Lawford and Foxash Estate. However, layers of vegetation at field boundaries and along roads would reduce visibility in places.</p> <p>Between approximately 2 km and 3 km construction activity is less likely to be perceptible due to distance. Hedgerows and woodland shelter belts would further filter / screen views.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the draft Order Limits. Beyond approximately 1.5 km it is less likely that effects would be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.</p>	<p>existing overhead lines and an existing substation.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of the overhead line and EACN Substation from the local road and PRoW network, (as represented by Figure 13.9.43: Wireline Visualisation from <b>Viewpoint 3.12</b> Waterhouse Lane, Burnt Heath in Volume II), as well as scattered properties. The overhead line and EACN Substation would most often be seen on the skyline, above intervening vegetation and hedgerows and be viewed in the context of multiple existing 132 kV overhead lines.</p> <p>Between approximately 1 km and 2 km the overhead line would be perceptible in some medium to long distance views, including from Little Bromley (as represented by Figure 13.9.44: Wireline Visualisation from <b>Viewpoint 3.13</b> Little Bromley in Volume II). The Project would most often be seen on the</p>

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			<p>skyline, above intervening vegetation and hedgerows and be viewed in the context of existing 132 kV overhead lines. In places, layers of vegetation would reduce visibility. Views of the EACN Substation as less likely to be apparent at this distance due to the lower height of structures combined with distance and intervening vegetation.</p> <p>Between approximately 2 km and 3 km the Project is less likely to be perceptible due to distance. Hedgerows and woodland shelter belts would further filter / screen views and buildings would screen views within Lawford.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the Project. Beyond approximately 1.5 km it is less likely effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance.</p>

Table A13.2.4 - Visual Baseline and Preliminary Assessment (Section D)

Project Section(s) No Name	Description of Visual Receptor Area and Visual Baseline	Description of Effect (Construction) Significance and Direction (Construction)	Description of Effect (Operation and maintenance) Significance and Direction (Operation and maintenance)
D D1 Tye Green and Boxted	<p>This Visual Receptor Area is located to the north of the Project, broadly between the farmland south of Langham and to the east of Little Horkesley and the northern part is located within Dedham Vale National Landscape (an AONB). A gently rolling landscape with occasional shallow valleys which falls off to the north within Dedham Vale National Landscape (an AONB), with large villages, hamlets, and scattered properties, including Boxted and Workhouse Hill. A network of narrow winding lanes with main roads, including the A134, connecting larger settlements (outside of the area), across a landscape of mainly irregular medium to very large size arable fields, marked by sinuous hedgerows with mature boundary trees and ditches. A tranquil landscape with a general sense of openness, from within fields and a sense of enclosure located near to woodland blocks and along roads. The shallow valley and woodland near Workhouse Hill enclose views in this location, and across the landscape views are often filtered by woodland blocks and trees. Several areas of industry are incongruous features but are well integrated into the landscape.</p>	<p>Construction activity would be visible in close views from the south of the Visual Receptor Area as it runs along the southern boundary.</p> <p>Within approximately 0.5 km, scattered properties including properties along Straight Road, the local PRow network (as represented by Figure 13.9.52: Wireline Visualisation from <b>Viewpoint 4.02</b> Oldhouse Lane PRow in Volume II), NCN Route 1 and people travelling along the A134 and local road networks, such as Straight Road, would be affected by close views of construction activity including views towards the CSE compound and construction activity associated with the underground cable.</p> <p>Between approximately 0.5 km and 1 km, there would be close to medium distance views of construction activity from scattered properties, alongside the local road network the Essex Way and local PRow. Views would be filtered by intervening vegetation and woodland blocks, including from Boxted.</p> <p>Between approximately 1 km and 2 km, there would be intermittent medium to long distance views of construction</p>	<p>The Project would be visible in close views from the south of the Visual Receptor Area as it runs along the southern boundary. Within approximately 0.5 km there would be close views of the overhead line and a CSE compound from scattered properties, including properties along Straight Road, the local PRow network (as represented by Figure 13.9.52: Wireline Visualisation from <b>Viewpoint 4.02</b> Oldhouse Lane PRow in Volume II), NCN Route 1 and people travelling along the A143 and local road networks. Views would be filtered by hedgerows and trees in places (as represented by Viewpoint 4.02), however the overhead line would still remain prominent in views.</p> <p>Between approximately 0.5 km and 1 km, there would be close to medium views of the Project from scattered properties and the local PRow and road network.</p>

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	<p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 4.02 Oldhouse Lane PRow</li> </ul>	<p>activity from scattered properties, the local road and PRow network and the Essex Way. Views towards construction activity from the settlement of Workhouse would be well screened due to the dip in topography in this location, the dense tree cover and sense of enclosure.</p> <p>Between approximately 2 km and 3 km, falling topography towards the National Landscape alongside high wood cover, would greatly reduce perceptibility of construction activity.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond approximately 1 km, it is less likely that effects would be significant due to a reduction in perceptibility and the temporary nature of effects.</p>	<p>Views from receptors in the west of the area would be less affected as the Project would be undergrounded in this location. In the longer term, proposed planting within the Environmental Area around the CSE compound would reduce effects on views. Along areas of underground cable, above ground link boxes may be introduced to a small part of this Visual Receptor Area. These would form very small and infrequent components in views. They would be locally perceptible as relatively discrete features. .Between approximately 1 km and 2 km, views of the Project would likely be filtered and screened by layers of vegetation including woodlands and hedgerows resulting in intermittent medium to long distance views from scattered properties, a number of local PRow, the Essex Way and roads. Views towards the Project from the settlement of Workhouse would be well screened due to the dip in topography in this location, the dense tree cover and sense of enclosure. Further to the north of</p>

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			<p>the area, perceptibility of the Project would be reduced further due to the falling topography into the National Landscape.</p> <p>Between approximately 2 km and 3 km, falling topography towards the National Landscape alongside high wood cover, would greatly reduce perceptibility of the Project.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond approximately 1 km, it is less likely that effects would be significant due to a reduction in perceptibility of the overhead due to layers of vegetation and urban infrastructure.</p>
D D2 Little Horkesley and Wormingford	<p>This Visual Receptor Area is located to the north and west of the Project, broadly between Little Horkesley and Wormingford and the northern part is located within Dedham Vale National Landscape (an AONB).</p> <p>A sloping valley side landscape which falls steeply into the Stour Valley in the north. The area is sparsely settled, with the exception of the small villages of Little Horkesley and Wormingford and the</p>	<p>Construction activity would be visible in close views from the southern fringes of the Visual Receptor Area. Within approximately 0.5 km, there would be close views of construction activity associated with the underground cable, overhead line and CSE compound, from the local road network, such as the B1508, Vinesse Road and Crabtree Lane, alongside local PRoW and scattered properties. Between approximately 0.5 km</p>	<p>The Project would be visible in close views from the southern fringes of the Visual Receptor Area. Within approximately 0.5 km, there would be close views of a small section of the overhead line, alongside the CSE compound from the local road networks, such as the B1508, alongside PRoW and scattered properties. In the longer term, proposed planting within the</p>



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	<p>B1508 and comprises a mix of both arable fields and pasture and is also characterised by strong field boundaries, mature trees, and woodland in places. However, there is a sense of openness in fields where hedgerows are low. The north facing slopes of the area allow expansive views over Dedham Vale National Landscape (an AONB) to the north. The dense network of trees creates pockets of enclosure, including some pockets within Wormingford such as at St Andrews Church, however views are generally elevated with long distance views also to the south afforded across shallow valleys.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>• Viewpoint 4.04 PRoW off Crabtree Lane</li> <li>• Viewpoint 4.13 Wormingford</li> </ul>	<p>and 1 km, scattered properties and local road and PRoW networks (as represented by Figure 13.9.54: Wireline Visualisation from <b>Viewpoint 4.04</b> PRoW off Crabtree Lane PRoW in Volume II) would be affected by close to medium distance views of this construction activity. Between approximately 1 km and 2 km, there would be elevated but intermittent medium to long distance views of construction activity from the National Landscape and scattered properties, the settlement of Wormingford (only from along the B1508 – as views from near St Andrews Church would be screened by vegetation) and local road and PRoW networks, including the Stour Valley Path. As shown at Figure 13.9.60: Wireline Visualisation from <b>Viewpoint 4.13</b> Wormingford in Volume II, local roads are sheltered by hedgerows which would reduce perceptibility in places. Views towards construction activity from Little Horkesley would be screened in places by the valley landform. Between approximately 2 km and 3 km, layers of vegetation and distance would further reduce perceptibility of construction activity to visual receptors and from the very north of the area (within the National</p>	<p>Environmental Area around the CSE compound would reduce effects on views. However, views from the east of the area would be less affected by the Proposed Development as the route would be undergrounded in this location, reducing effects from scattered properties and Vinesse Road. Along areas of underground cable, above ground link boxes may be introduced to a small part of this Visual Receptor Area. These would form very small and infrequent components in views. They would be locally perceptible as relatively discrete features. Between approximately 0.5 km and 1 km, there would be close to medium distance views towards the proposed overhead line, filtered in places by hedgerows and trees, from scattered properties, and local road and PRoW networks (as represented by Figure 13.9.54: Wireline Visualisation from <b>Viewpoint 4.04</b> PRoW off Crabtree Lane PRoW in Volume II) and pylons would likely be stacked in views. Between approximately 1 km</p>

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		<p>Landscape), as the landform drops down into the valley, views towards construction activity would be screened entirely by landform.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond approximately 1 km, it is less likely that effects would be significant due to a reduction in perceptibility and the temporary nature of effects.</p>	<p>and 2 km, there would be elevated medium to long distance views towards the overhead line which would most often be seen on the skyline above intervening trees and hedgerows from scattered properties, the Stour Valley Path, the local PRow and road network and the settlement of Wormingford (from along the B1508 – views from near St Andrews Church would be screened by vegetation). Views afforded east would be less affected due to the undergrounding of the cable in this direction. The Project would be introduced into a landscape with few other overhead lines (as represented by Figure 13.9.54: Wireline Visualisation from <b>Viewpoint 4.04</b> PRow off Crabtree Lane PRow in Volume II and Figure 13.9.5.60: Wireline Visualisation from <b>Viewpoint 4.13</b> Wormingford in Volume II). Views towards the Project from Little Horkesley would be screened in places by the valley landform and the undergrounding of the cable in this location. Between approximately 2 km and 3 km, layers of vegetation and distance</p>

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			<p>would greatly reduce the perceptibility of the Project and from the very north of the area (within the National Landscape), would be screened completely due to the landform within the Stour Valley as views are afforded north across the valley rather than south towards the Project in this location. Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond approximately 1 km, it is less likely that effects would be significant due to a reduction in perceptibility of the overhead due to layers of vegetation and distance.</p>
<p>D D3 Great Horkesley</p>	<p>This Visual Receptor Area is located to the south of the Project, broadly between the A12 near Ardleigh Reservoir and West Bergholt.</p> <p>A flat to gently rolling elevated landscape which is well settled. A network of roads cross the area and form the southern and eastern boundary, including the A134, A120 and A12 and there are several large villages including Great Horkesley and Horkesley Heath. The field pattern is generally medium to large, and fields are</p>	<p>Construction activity relating to both the overhead line, underground cable and two CSE compounds would be visible in close views from the northern fringes of the Visual Receptor Area. Within approximately 0.5 km, there would be close views of construction activity from PRoW such as Essex Way (as represented by Figure 13.9.53: Wireline Visualisation from <b>Viewpoint 4.03</b> Essex Way in Volume II), NCN Route 1, alongside scattered properties such as</p>	<p>The Project would be visible in close views from the northern fringes of the Visual Receptor Area. Within approximately 0.5 km, there would be views of the overhead line, and a CSE compound from PRoW such as Essex Way (as represented by Figure 13.9.53: Wireline Visualisation from <b>Viewpoint 4.03</b> Essex Way in Volume II) where pylons would be stacked in views, NCN Route 1,</p>

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	<p>defined by strong hedgerows and mature trees, interspersed with woodland blocks and ponds. The relatively flat to rolling landform alongside woodland blocks and vegetation on field boundaries limits views to immediate fields, however some longer distance views are afforded in places.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 4.03 Essex Way</li> </ul>	<p>north-east of Horkesley Heath and along the road network such as the A134 and Straight Road. Views from within Great Horkesley and along the road network would be filtered and screened in places by buildings and vegetation. Between approximately 0.5 km and 1 km, there would be close to medium distance views of construction activity from road networks such as the A134, alongside local recreational areas such as the Northern Gateway Sports Park, and scattered properties north of West Bergholt. Views from the settlement of Horkesley Heath would be well screened by buildings and vegetation within the settlement however views towards construction activity may be afforded from the northern and eastern edge.</p> <p>Between approximately 1 km and 2 km, there would be filtered medium to long distance views of construction activity from scattered properties, and the local PRow and road network, screened in places due to the presence of woodlands such as Pitchbury Wood. Between approximately 2 km and 3 km, further layers of vegetation would reduce perceptibility of construction activity, with views from the north-eastern edge of West</p>	<p>alongside scattered properties such as north-east of Horkesley Heath and along the road network such as the A134 and Straight Road. In the longer term, proposed planting within the Environmental Area around the CSE compound would reduce effects on views.</p> <p>Views from within Great Horkesley and along the road network would be filtered and screened in places by buildings and vegetation and where visible, would be towards the area of undergrounding. Along areas of underground cable, above ground link boxes may be introduced to a small part of this Visual Receptor Area. These would form very small and infrequent components in views. They would be locally perceptible as relatively discrete features.</p> <p>Between approximately 0.5 km and 1 km, there would be close to medium distance views of the Project from road networks such as the A134, local recreational areas such as the Northern Gateway Sports Park, and scattered properties north of West Bergholt.</p>

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		<p>Bergholt filtered by woodland surrounding Manor Farm and Pitchbury Wood.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> the draft Order Limits. Beyond approximately 1 km, it is less likely that effects would be significant due to a reduction in perceptibility and the temporary nature of effects.</p>	<p>Views from the settlement of Horkesley Heath would be well screened by buildings and vegetation within the settlement however views towards the Project may be afforded from the north, east and north-west (to the west the Project would be undergrounded).</p> <p>Between 1 km and 2 km, due to the wooded character of this landscape, medium to long distance views of the Project would be intermittent with the overhead line being visible through openings or above treelines. The Project would be introduced into an area currently free of large electricity infrastructure. Effects would be less to the west of the area, where the Project would be undergrounded. Between approximately 2 km and 3 km, the Project is less likely to be perceptible due to distance and layers of intervening vegetation which filter and screen views.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond approximately 1 km, it is less likely that effects would</p>

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			be significant due to a reduction in perceptibility of the overhead due to layers of vegetation and distance.
D D4 North Colchester	<p>This Visual Receptor Area is located to the south of the Project and south of the A12, broadly encompassing the northern urban edge of Colchester.</p> <p>A gently sloping to flat landscape which forms Colchester's urban edge. This very well settled urban landscape is crossed by multiple A roads and local roads, including the A134 and A1232 and comprises the residential neighbourhood of Mile End and the large Colchester Business Park in the north-east. The A12 forms the northern boundary of the Visual Receptor Area, acting as a visual barrier in places. There are pockets of open space scattered with further commercial development and a stadium near to the A12. High Woods Country Park runs through the centre of the area, sandwiched between the urban landscape which along with its well wooded nature, filters / screens views out.</p> <p><u>Representative Viewpoints</u></p> <p>There are no representative viewpoints within this Visual Receptor Area.</p>	<p>There would be no construction activity within the Visual Receptor Area.</p> <p>There is potential for construction activity to be perceptible from the northern fringes of the Visual Receptor Area but screened by intervening vegetation along the A12 and also screened by buildings within the settlement.</p> <p>Between approximately 1 km and 2 km, views of construction activity would be barely perceptible and largely screened.</p> <p>Between approximately 2 km and 3 km, dense urban infrastructure and woodland at High Woods Country Park would greatly reduce perceptibility of the construction activity.</p> <p>Effects on visual receptors would likely be <b>negative but not significant</b> during the construction phase.</p>	<p>The Project would be introduced outside this Visual Receptor Area, and due to the high cover of man-made structures and infrastructure such as roads and buildings, the Project would be barely perceptible in views. Effects on visual receptors would likely be <b>negative but not significant</b> during the construction phase.</p>

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D D5 Fordham	<p>This Visual Receptor Area is located to the north and west of the Project, broadly between Rochfords and Chappel, encompassing Fordham.</p> <p>A gently rolling elevated plateau landscape with shallow valleys associated with small streams, which meets the Colne River valley in the south and is crossed by a network of local roads and settlement, including the village of Fordham. A mixture of medium and large arable fields (larger with more expansive views to the north) defined by hedgerows, which are in mixed condition (both gappy and dense hedgerows) and occasional mature trees, interspersed with large woodland blocks, including large areas of young trees planted by the community. The former RAF Wormingford is now used by a gliding club and is a mixture of a large, grassed area and arable fields, which still follow the same airfield pattern. The elevated nature of the landscape occasionally provides a sense of openness and exposure. Long distance views across the valley in places, however woodland blocks do create enclosure particularly around Fordham and Rose Green.</p>	<p>Construction activity would be visible in close views from the south-eastern fringes of the Visual Receptor Area. Within approximately 0.5 km, there would be close views of construction activity from local road and PRow networks, NCN Route 13, and open access land, as well as scattered properties such as north-east of Fordham (as represented by Figure 13.9.61: Wireline Visualisation from <b>Viewpoint 4.14</b> Fordham Road in Volume II) within the Colne Valley. Views from within Fordham would be screened and filtered in places by woodland blocks (as represented by Figure 13.9.56: Wireline Visualisation from <b>Viewpoint 4.08</b> Fordham in Volume II) however there would be views of construction activity within the Colne Valley from the southern and eastern edge.</p> <p>Between approximately 0.5 km and 1 km, there would be close to medium distance views of construction work from settlements such as Fordham and scattered properties. Views would also be afforded from PRow, open access land and local road networks, particularly Fossetts Lane. Woodland blocks and buildings at Fordham would filter and partially screen views towards the</p>	<p>The Project would be visible in close views from the south-eastern fringes of the Visual Receptor Area. Within approximately 0.5 km, there would be close views of the overhead line from the local road and PRow network, NCN Route 13, open access land and alongside scattered properties such as those east of Fordham (as represented by Figure 13.9.61: Wireline Visualisation from <b>Viewpoint 4.14</b> Fordham Road in Volume II) and from the south and east of Fordham, as it crosses the Colne Valley, although there would be some screening and filtering due to intervening woodland blocks to the east of Fordham (as represented by Figure 13.9.56: Wireline Visualisation from <b>Viewpoint 4.08</b> Fordham in Volume II). The Project would be highly visible running along the elevated plateau between the B1508 and Fordham (as represented by Figure 13.9.61: Wireline Visualisation from <b>Viewpoint 4.14</b> Fordham Road in Volume II). From this location there would also be views towards the</p>

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	<p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 4.08 Fordham</li> <li>Viewpoint 4.14 Fordham Road</li> </ul>	<p>construction activity from within the built environment, with views limited to the south and eastern edges of the settlement.</p> <p>Between approximately 1 km and 2 km construction activity would be visible in medium to long distance views from the local road and PRow networks where trees and hedgerows would filter views and valley landform would screen views in places, with some scattered properties potentially being affected such as those north of Fordham where construction activity would be visible along an elevated plateau across a wide view.</p> <p>Between approximately 2 km and 3 km, distance and layers of vegetation would greatly reduce perceptibility.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the draft Order Limits. Beyond approximately 1.5 km, it is less likely that effects would be significant due to a reduction in perceptibility and the temporary nature of effects.</p>	<p>CSE compound near to TB035, albeit filtered by intervening woodland.</p> <p>Between approximately 0.5 km and 1 km, there would be close to medium distance views of the Project from scattered properties such as those north-east of Fordham and from open access land, PRow and local road networks. Woodland blocks and buildings at Fordham would filter and partially screen views towards the Project from within the built environment, with views limited to the south and eastern edges of the settlement.</p> <p>Between approximately 1 km and 2 km the Project would be visible in medium to long distance views from the local road and PRow networks where trees and hedgerows would filter views and valley landform would screen views in places, however there would be wide views of the Project along the valley where it runs along the elevated Plateau near Fordham.</p>



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			<p>Between approximately 2 km and 3 km, the Project is less likely to be particularly perceptible due to distance and layers of intervening vegetation which filter and screen views.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the Project, particularly as the Project runs along the elevated plateau and crosses the Colne Valley. Beyond approximately 1.5 km, it is less likely that effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance.</p>
D D6 Fordham Heath and Eight Ash Green	<p>This Visual Receptor Area is located to the south and east of the Project, broadly between West Bergholt and the railway line north of Copford and Marks Tey.</p> <p>A relatively steep V-shaped valley and elevated plateau landscape scattered with small villages and hamlets, including Eight Ash Green and West Bergholt. There is a network of narrow local roads across the area, as well as busier roads such as the A1124. The Visual Receptor Area is characterised by medium to large scale</p>	<p>Construction activity would be visible in close views from the north-west fringes of the Visual Receptor Area. Within approximately 0.5 km, there would be close views of construction activity from local road network, such as A1124, alongside scattered properties such as south-east of Fordham, NCN Route 13, PRoW (including the Essex Way) and from open access land within the Colne Valley.</p>	<p>The Project would be visible in close views from the north-west fringes of the Visual Receptor Area. Within approximately 0.5 km, there would be close views of the overhead line from local road network, such as A1124, alongside scattered properties such as south-east of Fordham, NCN Route 13, PRoW (including the Essex Way) and from open access land within the Colne Valley and along the</p>

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	<p>arable fields with smaller scale fields adjacent to settlement. Hedgerows are mixed in quality with some which are relatively strong and contain mature hedgerow trees and some ditches. There is some open access land within the Colne Valley, and the landscape is scattered with woodland blocks. The valley landform allows for open and scenic views across the river corridor.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 4.05 PRow near Hillhouse Wood</li> </ul>	<p>Between approximately 0.5 km and 1 km, there would be close to medium distance views of construction work from scattered properties such as east of Fordham (as represented by Figure 13.9.55: Wireline Visualisation from <b>Viewpoint 4.05</b> PRow near Hillhouse Wood in Volume II), and the local PRow (including the Essex Way) and road network and NCN Route 13.</p> <p>Between approximately 1 km and 2 km there would be medium to long views of construction activity from scattered properties such as west of West Bergholt and south-west of Eight Ash Green, alongside PRow such as the Essex Way. Buildings within West Bergholt would screen views towards construction activity from most of the settlement, with the exception of along the western settlement edge.</p> <p>Between approximately 2 km and 3 km, distance, variation in topography and layers of vegetation would greatly reduce perceptibility.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits.</p>	<p>Essex Way where the overhead line would be visible on the skyline crossing the valley. From properties and people travelling along the B1508, in the north-east of the area, there would be open and elevated views along the valley, towards the Project as pylons would be stacked in views.</p> <p>Between approximately 0.5 km and 1 km, there would be close to medium distance views of the Project from scattered properties such as east of Fordham (as represented by Figure 13.9.55: Wireline Visualisation from <b>Viewpoint 4.05</b> PRow near Hillhouse Wood in Volume II), and the local PRow (including the Essex Way) and road network and NCN Route 13, filtered and screened in places by woodland blocks.</p> <p>Between approximately 1 km and 2 km, the overhead line would most often be seen on the skyline and above intervening trees in medium to long distance views. Visibility would decrease in the south-east of the Visual Receptor Area where</p>

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		Beyond approximately 1 km, it is less likely that effects would be significant due to a reduction in perceptibility and the temporary nature of effects.	tree cover is higher. Buildings within West Bergholt would screen views towards the Project from most of the settlement, with the exception of along the western settlement edge. Between approximately 2 km and 3 km, layers of vegetation, urban infrastructure and distance would reduce the perceptibility of the Project. Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond approximately 1 km, it is less likely that effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance.
D D7 Fordstreet and Aldham	This Visual Receptor Area is located to the north and west of the Project, broadly between Chappel, Fordstreet and Aldham. A gently sloping plateau landscape which falls to the north and forms part of the Colne Valley. It comprises small, nucleated settlements including Aldham and Fordstreet and scattered properties. There is a network of winding local roads crossing the area, serviced by the A1124 Colchester Road Characterised by	Construction activity would be visible in close views from the eastern fringes of the Visual Receptor Area. Within approximately 0.5 km, there would be close views of construction activity from local road and PRow networks including the A1124 (as represented by Figure 13.9.58: Wireline Visualisation from <b>Viewpoint 4.11</b> Aldham in Volume II), open access land and the Essex Way south of Fordstreet alongside settlements	The Project would be visible in close views from the eastern fringes of the Visual Receptor Area. Within approximately 0.5 km, there would be close views of the overhead line from local road and PRow networks, including the A1124,(as represented by Figure 13.9.58: Wireline Visualisation from <b>Viewpoint 4.11</b> Aldham in Volume II), open access land and the Essex

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	<p>medium to large arable fields interspersed with shelter belts and woodland blocks with the Colne Valley forming a distinctive feature along the north, contrasting with the rising plateau in the south There are some longer distance views afforded out across neighbouring valleys, particularly at more open and elevated areas in the south and east, however woodland and valley topography creates pockets of enclosure.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 4.11 Aldham</li> </ul>	<p>at Aldham and Fordstreet, and scattered properties north of Aldham.</p> <p>Between approximately 0.5 km and 1 km, there would be close to medium distance views of construction activity from local road and PRoW networks, such as Essex Way, alongside the country house and golf course at Ashington Lodge, north-west of Aldham and Old Bouchiers Hall, although woodland cover would provide some filtering and screening in places.</p> <p>Between approximately 1 km and 2 km, there would be medium to long distance views of construction activity from scattered properties north and west of Aldham and, alongside local PRoW and road networks.</p> <p>Between approximately 2 km and 3 km, layers of vegetation and topography would greatly reduce perceptibility of construction activity.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond approximately 1 km, it is less likely that effects would be significant due to a reduction in perceptibility and the temporary nature of effects.</p>	<p>Way south of Fordstreet as the Project crosses the Colne Valley. There would also be close views from settlements such as Aldham and Fordstreet, and scattered properties such as those north of Aldham.</p> <p>Between approximately 0.5 km and 1 km, there would be close to medium distance views of the Project from local road and PRoW networks, such as Essex Way, alongside the country house and golf course at Ashington Lodge, north-west of Aldham and scattered properties, although woodland cover would provide some filtering and screening in places.</p> <p>Between approximately 1 km and 2 km, the overhead line would be visible in medium to long views and would most often be seen on the skyline and above intervening trees, with visibility decreasing with distance as layers of vegetation and topography further screen out views.</p> <p>Effects on visual receptors would likely be <b>significant (negative)</b></p>

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			<p><b>within approximately 1 km</b> of the Project. Beyond approximately 1 km, it is less likely that effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance.</p>
<p>D D8 Great Tey</p>	<p>This Visual Receptor Area is located to the north of the Project, broadly between Swan Street and East Gores.</p> <p>A gently sloping plateau landscape which comprises small, nucleated settlements and scattered properties, including the villages of Great Tey, Little Tey and Marks Tey. There is a network of winding local roads crossing the area, including Burnhouse Lane which is designated as a Protected Lane. Characterised by medium to large arable fields interspersed with shelter belts and woodland blocks. There are some longer distance views afforded out across neighbouring shallow valleys however woodland creates some pockets of enclosure.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>• Viewpoint 4.10 Great Tey</li> </ul>	<p>Construction activity would be visible in close views from the southern fringes of the Visual Receptor Area where it would be visible along the southern boundary of the area. Within approximately 0.5 km, there would be close views of construction activity from the local road and PRow network, such as Essex Way, alongside scattered properties such as those south of Great Tey and properties at East Gores.</p> <p>Between approximately 0.5 km and 1 km, there would be close to medium distance views of construction activity from the local road and PRow network and scattered properties such as those south-west of Great Tey.</p> <p>Between approximately 1 km and 2 km, there would be medium to long distance views of construction activity from Great Tey, however much of Great Tey is in a slight dip which screens views out in places. There would also be views from</p>	<p>The Project would be visible in close views from the southern fringes of the Visual Receptor Area as it runs along the southern boundary of the area. Within approximately 0.5 km, there would be close views of the overhead line from the local road and PRow network, such as Essex Way, alongside scattered properties such as those south of Great Tey and properties at East Gores.</p> <p>Between approximately 0.5 km and 1 km, close to medium distance views of the Project would be visible from the local road and PRow network, alongside scattered properties such as those south-west of Great Tey.</p> <p>Between approximately 1 km and 2 km, the overhead line would most often be seen on the skyline in medium to long views and above</p>

Project Section(s)t No Name	Description of Visual Receptor Area and Visual Baseline	Description of Effect (Construction) Significance and Direction (Construction)	Description of Effect (Operation and maintenance) Significance and Direction (Operation and maintenance)
		<p>scattered properties such as those south-west of Great Tey. Views would be intermittent due to layers of hedgerow vegetation and woodland (as represented by Figure 13.9.57: Wireline Visualisation from <b>Viewpoint 4.10</b> Great Tey in Volume II). Between approximately 2 km and 3 km, perceptibility of construction activity would be greatly reduced due to layers of vegetation and distance, alongside the presence of urban infrastructure associated with the village of Great Tey. Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond approximately 1 km, it is less likely that effects would be significant due to a reduction in perceptibility and the temporary nature of effects.</p>	<p>intervening trees, with visibility decreasing with distance as layers of vegetation further screen out views and as much of Great Tey is in a slight dip, views towards the Project would be limited in places (as represented by Figure 13.9.57: Wireline Visualisation from <b>Viewpoint 4.10</b> Great Tey in Volume II). Due to the fall in topography views from Swan Street would also be limited. Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond approximately 1 km, it is less likely that effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance.</p>
D D9 Marks Tey	<p>This Visual Receptor Area is located to the south of the Project, broadly between East Gores and Marks Tey. An elevated farmland plateau landscape which is strongly influenced by the A120 / Great Eastern Main Line railway corridor which runs along the southern boundary of the area / settlement at Marks Tey. Settlement is in the form of the large</p>	<p>Construction activity would be visible in close views from the northern fringes of the Visual Receptor Area on its northern boundary. Within approximately 0.5 km, there would be close views of construction activity from the PRoW and local road network including Salmon's Lane, Great Tey Road and the A120 alongside</p>	<p>The Project would be visible in close views from the northern fringes of the Visual Receptor Area on its northern boundary. Within approximately 0.5 km, there would be close views of the overhead line from the PRoW and local road network including Salmon's Lane, Great Tey Road and the A120</p>

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	<p>village of Marks Tey, the smaller hamlet at Little Tey and pockets of development along the main road. Away from main settlements, arable farmland is interspersed with woodland and ponds. Generally, there is a sense of enclosure, created by woodland and hedgerows, however there are occasional longer distance views out in places.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 4.12 Marks Tey</li> </ul>	<p>scattered properties such as those north-west of Marks Tey near East Gores.</p> <p>Between approximately 0.5 km and 1 km the settlement of Little Tey would be exposed to close to medium distance views of construction activity, with some filtering and screening from vegetation.</p> <p>Between approximately 1 km and 2 km, medium to long distance views of construction from roads and urban settlement of Marks Tey would be greatly reduced by layers of vegetation and buildings. Marks Tey is largely inward facing and views would not be orientated towards the construction activity, except for along the A120 and from backs of properties. (as represented by Figure 13.9.59: Wireline Visualisation from <b>Viewpoint 4.12</b> Marks Tey in Volume II).</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the draft Order Limits. Beyond approximately 1.5 km, it is less likely that effects would be significant due to a reduction in perceptibility and the temporary nature of effects.</p>	<p>alongside scattered properties such as those north-west of Marks Tey and near East Gores.</p> <p>Between approximately 0.5 km and 1 km the settlement of Little Tey would be exposed to close to medium distance views of the Project however views would be filtered and screened in places by vegetation surrounding the settlement.</p> <p>Between approximately 1 km and 2 km, (as represented by Figure 13.9.59: Wireline Visualisation from <b>Viewpoint 4.12</b> Marks Tey in Volume II), medium to long distance views of the Project would be greatly reduced by layers of vegetation, however properties to the north of this town may be affected by distant views of the Project where the landscape opens and layers of vegetation are reduced. Marks Tey is largely inward facing and views would not be orientated towards the Project. However, there would be wide views of the overhead line from along the A120 and from properties along the road where the overhead</p>

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			<p>line would be visible on the skyline across a wide view.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the Project. Beyond approximately 1.5 km, it is less likely that effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance.</p>
D D10 Copford	<p>This Visual Receptor Area is located to the south of the Project, broadly between the western edge of Colchester and farmland north of Easthorpe.</p> <p>An elevated farmland plateau landscape which is strongly influenced by the A12 / Great Eastern Main Line railway corridor which runs along the area's north-western boundary / settlement at Copford. Away from this corridor is arable farmland interspersed with woodland and ponds. Settlement is in the form of small villages and hamlets. Generally, there is a sense of enclosure, created by woodland and hedgerows, however there are occasional longer distance views out in places.</p>	<p>There would be no construction activity within the Visual Receptor Area.</p> <p>Construction activity would be visible in medium distance views from the northern fringes of the Visual Receptor Area.</p> <p>Between approximately 1 km and 2 km, there would be intermittent medium to long distance views of construction activity from the A12. The village of Copford is well enclosed by buildings and vegetation and construction activity is unlikely to be perceptible from this settlement.</p> <p>Between approximately 2 km and 3 km, layers of urban infrastructure and buildings along with vegetation would greatly reduce the perceptibility of the construction activity.</p>	<p>The Project would be introduced outside this Visual Receptor Area, and due to the high cover of man-made structures and associated infrastructure (including the A12 and buildings within Copford), the Project would be barely perceptible in views, and as such it is deemed it would likely have a <b>negative but not significant</b> effect on this Visual Receptor Area.</p>



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	<u>Representative Viewpoints</u> There are no representative viewpoints within this Visual Receptor Area.	Effects on visual receptors would likely be <b>negative but not significant</b> during the construction phase.	

Table A13.2.5 - Visual Baseline and Preliminary Assessment (Section E)

Project Section(s) No Name	Description of Visual Receptor Area and Visual Baseline	Description of Effect (Construction) Significance and Direction (Construction)	Description of Effect (Operation and maintenance) Significance and Direction (Operation and maintenance)
E E1 Coggeshall	<p>This Visual Receptor Area is located to the north and west of the Project, in the area surrounding Coggeshall.</p> <p>The landscape is centred around the shallow valley of the River Blackwater. There are areas of higher land on low ridges south and east of Coggeshall Hamlet and south-west of Coggeshall, south of the river Blackwater.</p> <p>The Essex Way passes through the Visual Receptor Area, following the course of the river in part.</p> <p>The settlement of Coggeshall lies on the northern side of the river, with the smaller Coggeshall Hamlet to the south. The A120 passes through the Visual Receptor Area, bypassing Coggeshall on its northern side.</p> <p>Outside of the settlement there are scattered individual properties, a network of local lanes including Hovells Farm Road which is designated as a Protected Lane and the landscape is predominantly medium to large arable fields, which are defined by hedgerows and some trees. Strong blocks of woodland follow the River Blackwater and run along the western edge of Coggeshall.</p>	<p>Construction activity would be visible in close views from the east and south of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity, which would include the temporary diversion and undergrounding of an existing 33 kV overhead line to the north of Littlebury near TB075, from the local road and PRow network, including the A120,(as represented by Figure 13.9.65: Wireline Visualisation from <b>Viewpoint 5.05</b> Coggeshall Hamlet in Volume II), including the Essex Way as it runs near Houchins Farm, as well as scattered properties and cottages, including properties at Surrex.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction from the local road and PRow network, including the Essex Way to the east of Coggeshall. Other receptors would include scattered properties (such as Raynecroft Farm) and properties at Coggeshall Hamlet where there would be relatively open views towards construction activity on higher</p>	<p>The Project would be visible in close views from the east and south of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project, there would be close views of the overhead line from the local road and PRow network, including the A1230, (as represented by Figure 13.9.65: Wireline Visualisation from <b>Viewpoint 5.05</b> Coggeshall Hamlet in Volume II), including the Essex Way near Houchins Farm. Other receptors would include scattered properties, and cottages including properties at Surrex.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of the overhead line from the local road and PRow network, including from the Essex Way to the east of Coggeshall. Other receptors would include scattered properties. The overhead line would most often be seen on the skyline, above intervening vegetation, and undulating topography. At</p>

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	<p>Views are varied, with a level of enclosure near to woodland blocks, and open views across large fields where woodland and hedgerows are absent. Views within areas of settlement are generally curtailed and/or screened by surrounding buildings. An existing 33 KV overhead line runs along the south of Coggeshall and is visible on the skyline.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 5.01 A120 layby, Stockstreet Farm (located just outside of the Visual Receptor Area)(located 0.5 km to the north, outside of the Visual Receptor Area and in the opposite direction to the Project).</li> <li>Viewpoint 5.05 Coggeshall Hamlet</li> </ul>	<p>ground to the east and south of the settlement.</p> <p>Between approximately 1 km and 2 km construction activity would be perceptible in medium to long distance views from some open areas due to the lightly undulating topography of the landscape. However, visibility would be reduced where layers of vegetation build up. Views towards construction activity from Coggeshall would be more limited due to buildings within the settlement and the layering effect of trees and hedgerows on boundaries, where landform lies at lower elevations near the River Blackwater.</p> <p>Between approximately 2 km and 3 km construction activity would be less likely to be perceptible due to the undulating topography, distance, and layers of intervening vegetation, including woodland that follows the River Blackwater (as represented by Figure 13.9.62: Wireline Visualisation from <b>Viewpoint 5.01</b> A120 layby, Stockstreet Farm in Volume II ).</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond approximately 1 km it is less likely that effects would be significant</p>	<p>Coggeshall Hamlet, there would be relatively open views towards the Project as it crosses areas of higher ground on low ridges to the east and south of the settlement. The Project would be viewed within the context of existing overhead lines however a partial section of this existing line would have been undergrounded at this point. Although this would provide some benefit, on balance the introduction of the new overhead line would cancel out these benefits and would replace these pylons in views.</p> <p>Between approximately 1 km and 2 km the overhead line would be perceptible in medium to long views from some open areas due to the lightly undulating topography, and where intervening vegetation allows. From the settlement of Coggeshall views towards the Project would be limited, due to the screening properties of buildings, layering effects of vegetation along the River Blackwater and landform.</p> <p>Between approximately 2 km and 3 km the Project, to the north near the A120 (as represented by Figure</p>

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		due to a reduction in perceptibility of construction activity and the temporary nature of effects.	13.9.62: Wireline Visualisation from <b>Viewpoint 5.01</b> A120 layby, Stockstreet Farm in Volume II), would be visible on the skyline in some long views. Elsewhere the Project would be less likely to be perceptible due to the undulating topography, distance and layers of intervening vegetation and built development (including in Coggeshall) which filter and screen views.  Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond approximately 1 km, it is less likely that effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance.
E E2 Feering	This Visual Receptor Area is located to the south and east of the Project, in the area surrounding Feering and Rivenhall. A landscape of shallow valleys on the edge of large towns with smaller settlements, connected via local roads. The Great Eastern Main Line also runs along the eastern boundary of the Visual Receptor Area. The small settlements of	Construction activity would be visible in close views from the west of the Visual Receptor Area.  Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity, including the diversion and undergrounding of an existing 33kV overhead line near Skye Green, from the local road and PRow	The Project would be visible in close views along the north-west boundary of the Visual Receptor Area.  Within approximately 0.5 km of the Project there would be close views of the overhead line from the local road and PRow network, including the B1018 and B1024, as well as

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	<p>Feering and Newtown are located on the eastern edge of the Visual Receptor Area, close to the River Blackwater. Elsewhere there are scattered properties and small hamlets connected by local roads, including the B1024 and Hollow Road which is designated as a Protected Lane. Outside of settled areas the landscape is predominantly medium to large arable fields which are defined by hedgerows and trees with a wooded river valley associated with the River Blackwater near Feering.</p> <p>Views are varied, with a level of enclosure near to woodland blocks, and open views across large fields. Woodland and hedgerows are present on the skyline, as is an existing 33 kV overhead line. Views within areas of settlement are generally curtailed and/or screened by surrounding buildings.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 5.02 Feering</li> </ul>	<p>networks, including the B1024. Other receptors would include scattered properties and cottages.</p> <p>Between approximately 0.5 km to 1 km, construction would be visible in close to medium views from local road and PRoW networks (including Hollow Road which is a Protected Lane and the B1024), as well as scattered properties.</p> <p>Between approximately 1 km and 2 km construction activity would be perceptible in medium to long views from open areas due to some areas of gently undulating topography (as represented by Figure 13.9.63: Wireline Visualisation from <b>Viewpoint 5.02</b> Feering in Volume II), however visibility would be reduced where woodland and hedgerows are present. Construction would also be perceptible in these open areas from the Great Western Main Line that runs through Kelvedon and Feering.</p> <p>Effects on visual receptors would likely be <b>significant (negative) in open areas within approximately 1 km</b> of the draft Order Limits. However, it is less likely that the effect in enclosed areas of woodland and hedgerow vegetation would be significant due to the screening properties</p>	<p>scattered properties. Open areas have wide, and close views towards existing overhead lines, near Skye Green which would be undergrounded in part as part of the Project.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of the Project from the local road and PRoW network, including Hollow Road which is a Protected Lane. In some open views in the west and north of Feering this would be viewed in the context of existing lower voltage overhead lines, however part of this overhead line would be undergrounded as part of the Project. Although this would provide some benefit, on balance the introduction of the new overhead line would cancel out these benefits and would replace these pylons in views. In more enclosed areas, it is possible that the Project would remain perceptible on the skyline above intervening trees and hedgerows.</p> <p>Between approximately 1 km and 2 km the overhead line would be</p>

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		of vegetation. Beyond 1 km effects are less likely to be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.	noticeable on the skyline (as represented by Figure 13.9.63: Wireline Visualisation from <b>Viewpoint 5.02</b> Feering in Volume II) in medium to long views, with some filtering from trees. Although buildings within the settlement, such as within Feering and Rivenhall would screen views in places, the Project would be visible from the edges of settlement.  Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond 1 km, effects are less likely to be significant due to a reduction in perceptibility of the overhead lines, which would increase with intervening woodland blocks and vegetation, and distance.
E E3 Kelvedon	This Visual Receptor Area is located to the south and east of the Project, in the area surrounding Kelvedon.  A landscape of shallow valleys. The settlement of Kelvedon and southern edge of Feering form a large part of the Visual Receptor Area and are connected via the major road corridors of the A12 and	This Visual Receptor area lies approximately 0.5 km to the south of the Project at its nearest point and therefore effects closer than this distance have not been assessed.  Between approximately 0.5 km and 1 km of the draft Order Limits, construction activity associated with the temporary	As the existing 33kV overhead line, which is mounted on a steel structure, would be undergrounded and the Project would be located over 1 km to the north-west of the Visual Receptor Area, the introduction of the Project would not

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	<p>B1024 which connect Colchester and Witham. The Great Eastern Main Line also runs along the northern boundary of the Visual Receptor Area. Outside of settled areas the landscape is predominantly medium to large arable fields which are defined by hedgerows and occasional trees and blocks of woodland east of Kelvedon and surrounding Prested Hall. Views are varied, with a level of enclosure near to woodland blocks, particularly views to the north and west, which is contributed to by vegetation along the road and rail corridors and at woodland outside of the Visual Receptor Area near Feering).</p> <p><u>Representative Viewpoints</u> There are no representative viewpoints within this Visual Receptor Area.</p>	<p>diversion and undergrounding of an existing 33 kV overhead line would be visible in close to medium views from properties near Feering, however it would be barely perceptible due to vegetation cover along the A12 and the Great Western Main Line which would screen and filter views.</p> <p>Between approximately 1 km and 2 km of the draft Order Limits, construction activity associated with the overhead line would be visible in medium to long views from the edge of Feering, Kelvedon and along the A12 (including properties along the A12), however due to vegetation along the Great Western Main Line and woodland (outside of the area), views are likely to be well screened and filtered and construction activity would be barely perceptible in views.</p> <p>Between approximately 2 km and 3 km of the draft Order Limits, construction activity would be barely perceptible due to topography, distance and layers of intervening vegetation, including blocks of woodland west of the A12 towards the Great Western Main Line that runs through Kelvedon and Feering.</p>	<p>result in significant effects between approximately 0.5 km and 1 km.</p> <p>Between approximately 1 km and 2 km the Project would be visible in medium to long views from the edge of Feering, along the A12 and Kelvedon, however vegetation along the great Western Main Line and woodland (outside of the area) views are likely to be well screened and filtered and the Project would likely be barely perceptible in views.</p> <p>Between approximately 2 km and 3 km the Project may be perceptible in open areas on the skyline above woodland though this would be viewed in the context of existing overhead lines. In more enclosed areas the Project would likely not be perceptible due to distance and layers of intervening vegetation which filter and screen views.</p> <p>Effects on visual receptors would likely <b>not be significant</b> between approximately 1 km and 3 km of Project due to a reduction in perceptibility of the overhead line which would increase with distance</p>

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		Effects on visual receptors would be negative but would likely <b>not be significant between approximately 0.5 km and 3 km</b> . Between of the draft Order Limits due to a reduction in perceptibility of construction activity and the temporary nature of effects.	
E E4 Silver End	<p>This Visual Receptor Area is located to the north of the Project, in the area surrounding Silver End.</p> <p>A relatively flat landscape with occasional shallow valleys with areas of woodland and watercourses, the large village of Silver End, and smaller village of Cressing, and scattered properties. A network of narrow winding lanes, including the B1018 and many Protected Lanes such as Church Road, Petit Way, Mill Lane and Shardloes Lane, with main roads connecting larger settlements outside of the Visual Receptor Area. Mineral / aggregate quarrying is in the north of the Visual Receptor Unit, east of Sheepcoats Lane, as well as an existing overhead line (clips the north-east corner of the area and is mostly located outside of the area). A landscape of mainly irregular medium to very large size arable fields, marked ditches, occasional</p>	<p>Construction activity would be visible in close views from the south of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of construction activity, there would be close views from the local road and PRow networks) including the B1018, as well as scattered properties.</p> <p>Between approximately 0.5 km and 1 km, construction activity would be visible in close to medium views from the local road and PRow network extending from Silver End and from Cressing Temple Barns.</p> <p>Between approximately 1 km and 2 km construction activity would be perceptible in medium to long views from some areas (such as along Temple Lane to the south of Silver End) due to the relatively flat topography of the landscape. However, visibility would be reduced in most areas due to distance intervening woodland blocks, and vegetation at the boundaries</p>	<p>The Project would be visible in close views from the south of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project, there would be close views of the overhead line from the local road and PRow network, including the B1018, however they it would be viewed within the context of medium distance views of an existing overhead line on the northern edge of the Visual Receptor Unit. Other receptors include scattered properties.</p> <p>Between approximately 0.5 km and 1 km of the Project there would be close to medium distance views of the overhead line from the local road and PRow network. Other receptors would include scattered properties. The Project would be seen on the skyline, above</p>



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	<p>hedgerows and trips of narrow trees and woodland, including woodland surrounding Park House and ay Woodhouse Farm A tranquil landscape with a general sense of openness, with some enclosure located near to woodland blocks.</p> <p><u>Representative Viewpoints</u> There are no representative viewpoints within this Visual Receptor Area.</p>	<p>of many open areas and local roads (such as along Sheepcotes Lane to the north-east of Silver End, Church Road (Protected Lane) to the west, and scattered properties. From within Silver End views towards construction activity would be screened by buildings, however properties on the south, east and western edges would likely have views, oblique in places.</p> <p>Between approximately 2 km and 3 km, from receptors such as the Essex Way, the construction activity would likely not be particularly perceptible due to distance and layers of intervening vegetation which filter and screen views despite the generally flat topography of the landscape. Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits, however beyond 1 km effects are less likely to be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.</p>	<p>intervening vegetation, though the overhead line may be visible in areas where vegetation allows and during winter when longer views increase due to the reduction in vegetation density.</p> <p>Between approximately 1 km and 2 km the overhead lines would be perceptible on the skyline in medium to long views from some open areas, such as along the local PRoW and road network and scattered properties due to the flat topography and where intervening vegetation allows. From within Silver End views towards the Project would be screened by buildings, however properties on the south, east and western edges would likely have views to the overhead line, oblique in places.</p> <p>Between approximately 2 km and 3 km, from receptors such as the Essex Way, the Project would be less likely to be perceptible due to distance and layers of intervening vegetation which filter and screen views.</p>

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			Effects on visual receptors would likely be <b>significant (negative) within around 1 km</b> of the Project. Beyond 1 km effects are less likely to be significant due to a reduction in perceptibility of the overhead line which would increase with distance.
E E5 Black Notley & White Notley	<p>This Visual Receptor Area is located to the north of the Project, in the area surrounding Black Notley, White Notley and Ranks Green.</p> <p>A rolling elevated plateau landscape with large villages, hamlets, and scattered properties. A network of narrow winding lanes, including Pole Lane and Fairstead Lodge Road which are designated as Protected Lane, with scattered properties, across a landscape of mainly irregular medium to large size arable fields, marked by sinuous hedgerows and ditches. A generally tranquil landscape with a general sense of openness, with some enclosure located near to large mature woodland blocks and in narrow valleys associated with watercourses. Several existing overhead lines are present and visible within the landscape including a 400 kV overhead line which runs from Black Notley to Fairstead and a 132 kV</p>	<p>Construction activity would be visible in near to medium distance views from across the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity include a small section of undergrounding to run under an existing overhead line and two CSE compounds (near Troys Spring) from the local road and PRoW network, including Pole Lane and Fairstead Lodge Road (Protected Lanes) and from NCN Route 16 (as represented by Figure 13.9.66: Wireline Visualisation from <b>Viewpoint 5.07</b> NCN Route 16 and Ranks Green Road in Volume II). Other receptors would include scattered properties and properties along the southern edge of White Notley. East of White Notley, construction activity would be less visible due to wooded areas surrounding</p>	<p>The Project would be visible in close to medium distance views from the south of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project, there would be close views of the overhead line and two CSE compounds (located near Troys Spring) from the local road and PRoW network, including Pole Lane and Fairstead Lodge Road (Protected Lanes), as well as scattered properties and from NCN Route 16 (as represented by Figure 13.9.66: Wireline Visualisation from <b>Viewpoint 5.07</b> NCN Route 16 and Ranks Green Road in Volume II). The Project would also be visible from properties along the southern edge of White Notley on the skyline, above treelines where woodland blocks are present. In the</p>

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	<p>overhead line which runs to the west of Ranks Green.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>• Viewpoint 5.04 White Notley</li> <li>• Viewpoint 5.07 NCN Route 16 and Ranks Green Road</li> </ul>	<p>Godfry's Farm and River Brain that stretch towards the draft Order Limits.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction from the local road and PRoW network (west of White Notley) where topography and vegetation allow for long views across the landscape. Other receptors would include scattered properties and properties along the southern edge of White Notley (as represented by Figure 13.9.64: Wireline Visualisation from <b>Viewpoint 5.04</b> White Notley in Volume II). Areas of woodland are interspersed throughout the Visual Receptor Area and would filter views of the construction activity, including Hazelton Wood that screens views along some local road and PRoW networks (such as parts of Fairstead Road). There would however be open and elevated views towards construction activity from Ranks Green.</p> <p>Between approximately 1 km and 2 km from the draft Order Limits, construction activity would be visible but less perceptible in medium to long views due to the variable topography of the rolling landscape and intervening vegetation including woodland blocks, hedgerows,</p>	<p>mid-south of the Visual Receptor Area near to Troys Spring, a very short section of the Project would be undergrounded which would introduce two CSE compounds into views. In the longer term, proposed planting within the Environmental Area around the CSE compounds would reduce effects on views. The Project would be seen in the context of existing overhead lines.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of the overhead line from the local road and PRoW network, as well as scattered properties (as represented by Figure 13.9.64: Wireline Visualisation from <b>Viewpoint 5.04</b> White Notley in Volume II), including Hill Farm. The overhead line would most often be seen on the skyline, above intervening vegetation and amongst the gently undulating topography and often stacked in view. The Project would be viewed within the context of an existing 400 kV overhead line which runs through the undergrounded area of the</p>

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		<p>and trees, but in places, such as within the landscape surrounding Webbs Farm views would be more open and the overhead line would be more noticeable.</p> <p>Between approximately 2 km and 3 km construction activity would be less likely to be perceptible due to distance, layers of intervening vegetation that create enclosed views, undulating topography, and built-up areas including receptors at Notleys Golf Club and within Black Notley.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the draft Order Limits, however beyond 1.5 km are less likely to be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.</p>	<p>Project towards Hill Farm and up to Black Notley in the north-east of the Visual Receptor Area. There would be open and elevated views towards the Project from Ranks Green where it would be visible on the skyline, seen in the context of the existing 132 kV overhead line and likely stacked in view.</p> <p>Between approximately 1 km and 2 km the overhead line would be perceptible in some limited medium to long views, although layers of vegetation, including blocks of woodland (such as Hazelton Wood and Adam's Wood) would reduce visibility in places. In more open landscapes, views would be more open and the overhead line more noticeable.</p> <p>Between approximately 2 km and 3 km the Project would be less likely to be perceptible due to the undulating topography, distance, and layers of intervening vegetation, including blocks of woodland that would further screen views. From within Black Notley,</p>

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			views would also be limited by buildings within the settlement. Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the Project. Beyond 1 km effects are less likely to be significant due to a reduction in perceptibility of the overhead line, which would increase with distance.
E E6 Terling & Chipping Hill	<p>This Visual Receptor Area is located to the south of the Project, in the area surrounding Terling, Fairstead and north-west of Witham.</p> <p>A rolling landscape with gentle valleys associated with the River Brain and Straw Brook. Settlement includes villages and hamlets, including Fairstead, Terling, Fuller Street and Faulkbourne, scattered properties and the urban edge of Witham. The B1018 and a network of narrow winding lanes, many of which are designated as Protected Lanes, including Pole Road, Fairstead Lodge Road, Fairstead Road, Fairstead Hall Road and Peg Millars Lane amongst many others, and one B-road along the eastern boundary connecting areas of settlement, across a landscape of irregular medium to</p>	<p>Construction activity would be visible in close views from the north of the Visual Receptor Area as it runs along its northern boundary.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of the overhead lines, a very small area of underground cable and two associated CSE compounds from the local road and PRow network, including from Pole Lane and Fairstead Lodge Road (Protected Lanes), the B1018 and from along the Essex Way (as represented by Figure 13.9.67: Wireline Visualisation from <b>Viewpoint 5.08</b> Fairstead in Volume II) and from NCN Routes 16 and 50, where the landscape is open with little filtering. Blocks of woodland (such as Galleycable Wood and Brickhouse Wood) would</p>	<p>The Project would be visible in close to medium distance views from the north of the Visual Receptor Area. Existing overhead lines that run from the south-west of the Visual Receptor Area towards the north-west and north, are visible on the skyline and in close to long views at various distances from the Project.</p> <p>Within approximately 0.5 km of the Project, there would be close views of the overhead line and two CSE compounds from the local road and PRow network, including from Pole Lane and Fairstead Lodge Road (Protected Lanes), the B1018 and from NCN Route 16. seen in the context of an existing 400 kV</p>

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	<p>large size arable fields, marked by hedgerows (gappy in places), trees and ditches. A tranquil landscape with a general sense of openness on higher ground, with some enclosure located near to woodland blocks and along small valleys associated with watercourses, such as at Terling, Fairstead, Faulkbourne and near Ridley Hall, and some long views across open elevated areas. Several workings are incongruous features in the landscape. An existing 400 kV overhead line is visible on the skyline to the west and north of the area and although outside of the area, a 132 kV overhead line is visible to the west.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>• Viewpoint 5.08 Fairstead</li> </ul>	<p>reduce visibility in some areas. Other receptors would include cottages and scattered properties.</p> <p>Construction between approximately 0.5 km and 1 km there would be close to medium distance views of construction from the local PRoW (including the Essex Way), NCN Route 50, and road network.. Other receptors would include cottages and scattered properties. Woodland blocks would filter views, such as Troys Wood.</p> <p>Between approximately 1 km and 2 km construction activity would be perceptible in medium to long views from some open areas due to the elevated areas of flatter topography of the landscape, such as along Fairstead Road (Protected Lane). However, visibility would be reduced where blocks of woodland (such as Sandy Wood, Ivy Wood and Nuttree Wood) are present in the views and where housing and layers of vegetation build up and create enclosed areas (such as along Braintree Road). In the east of the Visual Receptor Area views towards construction activity would be limited due to the presence of dense woodland, however the</p>	<p>overhead line. The Project would also likely be visible above treelines where woodland blocks are present. In the mid-north of the Visual Receptor Area, near to Troys Spring, the Project would be undergrounded but as it is for a very short section, would introduce additional detractors in to views in the form of the CSE compounds into a relatively open landscape. In the longer term, proposed planting within the Environmental Area around the CSE compounds would reduce effects on views.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of the overhead line from Fairstead, including the Parish Church of St Mary the Virgin, the local road and PRoW network (including the Essex Way) (as represented by Figure 13.9.67: Wireline Visualisation from <b>Viewpoint 5.08</b> Fairstead in Volume II), as well as scattered cottages and properties and NCN Routes 16 and 50. The overhead would most often be seen on the skyline, above intervening</p>

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		<p>tops of the pylons may be visible over the top of the woodland.</p> <p>Between approximately 2 km and 3 km construction activity would be less likely to be perceptible due to distance, layers of intervening vegetation and woodland blocks.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond 1 km effects are less likely to be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.</p>	<p>vegetation and amongst the varied topography and would be particularly noticeable south of White Notley where the Project runs along slightly elevated landform and to the north of Fuller Street and Fairstead. Woodland cover along the River Brain would provide some filtering and screening in the north-east of the area. The Project would be viewed within the context of an existing 400 kV overhead line and 132 kV overhead line (withing adjacent Visual Receptor Area).</p> <p>Between approximately 1 km and 2 km the overhead line would be perceptible in medium to long views from some views such as from north of Terling, particularly on the skyline and from open areas due to the elevated areas of flatter topography of the landscape, such as along Fairstead Road (Protected Lane), although layers of vegetation, including blocks of woodland (such as Ivy Wood) would reduce visibility in some places.</p> <p>Between approximately 2 km and 3 km the Project would be less likely to be perceptible due to the</p>

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			<p>undulating topography, distance, and layers of intervening vegetation, including blocks of woodland that would further filter / screen views.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond 1 km effects are less likely to be significant due to a reduction in perceptibility of the overhead line which would increase with distance.</p>



Table A13.2.6 – Visual Baseline and Preliminary Assessment (Section F)

Project Section(s) No Name	Description of Visual Receptor Area and Visual Baseline	Description of Effect (Construction) Significance and Direction (Construction)	Description of Effect (Operation and maintenance) Significance and Direction (Operation and maintenance)
F F1 Great Leighs	<p>This Visual Receptor Area is located towards the south of the Project, south-west of Braintree. It lies broadly between the southern edge of Great Notley and Chatham Green.</p> <p>A rolling, low-lying landscape with large villages, hamlets, and scattered properties.</p> <p>A network of narrow winding lanes run through the landscape, with the A131 connecting the main settlements of Great Leighs, Little Leighs and Chatham Green. The landscape consists of mainly irregular medium size arable fields, marked by sinuous hedgerows and ditches. The River Ter and Straw Brook run roughly east to west through the landscape.</p> <p>A tranquil landscape with a general sense of openness, with some enclosure located near to woodland blocks and along tree-lined lanes. The watercourses are generally enclosed by riparian vegetation and are not obvious in views. Several workings are incongruous features in the landscape.</p>	<p>Construction activity would be visible in close views from the east / south-east of F1.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity from the local road (including from the A131 and Paulk Hall Lane, and other designated Protected Lanes) and PRoW network (including footpaths, bridleways and NCN Route 50), although these would be filtered by vegetation. In the south-east this would include close views of a temporary compound near TB132. Other visual receptors with close views would include scattered properties.</p> <p>Between approximately 0.5 km and 1 km, construction would be intermittently visible from the local road and PRoW networks (including Protected Lanes, the Boreham Road and Essex Way), as well as from the settlement edges of Little Leighs and Chatham Green. Blocks of woodland would, in practice, filter views towards construction activity, including from the edge of Great Leighs as represented by Figure 13.9.68: Wireline Visualisation from <b>Viewpoint 6.01</b> Great Leighs in Volume II.</p>	<p>The Project would be visible in close views from the east and south of the Visual Receptor Area.</p> <p>Within approximately 0.5 km there would be close views of the Project from the local roads (including designated Protected Lanes), including the A131 which crosses underneath the Project at the southern edge of F1. There would also be close views from the PRoW network, as well as scattered properties.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of the Project from the local road and PRoW network, as well as from the eastern settlement edges of Great Leighs (as represented by Figure 13.9.68: Wireline Visualisation from <b>Viewpoint 6.01</b> Great Leighs in Volume II), Little Leighs, and Chatham Green. The pylons would most often be seen on the skyline above the woodland blocks and shelterbelts.</p>

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	<p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 6.01 Great Leighs</li> </ul>	<p>Between approximately 1 km and 2 km construction activity would be generally screened by woodland blocks. It would be intermittently perceptible from parts of the A131 and local road network, the south-eastern edge of Great Leighs, as well as the PRow network (as represented by Figure 13.9.68: Wireline Visualisation from <b>Viewpoint 6.01</b> Great Leighs in Volume II ).</p> <p>Between approximately 2 km and 3 km construction activity is less likely to be perceptible due to distance and layers of intervening vegetation which filter and screen views.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the draft Order Limits. Beyond 1.5 km, it is less likely that effects would be significant due to a reduction in perceptibility and the temporary nature of effects.</p>	<p>Between approximately 1 km and 2 km the Project would be perceptible in some limited medium to long views, including from the A131 and south-eastern edge of Great Leighs, also on the skyline above the tree line.</p> <p>Between approximately 2 km and 3 km the Project is less likely to be perceptible due to layers of intervening vegetation which filter and screen views.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the Project. Beyond 1 km, it is less likely that effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance.</p>
F F2 Peverel's Farm	<p>This Visual Receptor Area is located towards the south of the Project, broadly between Fuller Street and the northern edge of Chelmsford.</p> <p>A rolling landscape of mainly irregular medium size arable fields, marked by sinuous hedgerows and ditches. The</p>	<p>Construction activity would be visible in close views along the northern and western edges of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity from local roads</p>	<p>The Project would be visible in close views from the north and west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km there would be close views of the Project from local roads (including Cole Hill Protected Lane) and PRow</p>

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	<p>Straw Brook runs through the north. Scattered blocks of woodland, including some Ancient Woodland provide vertical structure in views.</p> <p>A network of narrow winding lanes connects hamlets and scattered properties.</p> <p>This is a tranquil landscape with a general sense of openness, with some enclosure located near to the woodland blocks. Several workings are incongruous features in the landscape. Two existing 132 kV and 400 kV overhead lines run in parallel in the east of F2.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 6.02 Essex Way near Fuller Street</li> </ul>	<p>(including Cole Hill Protected Lane), the A131, NCN Route 50, and PRoW network, including the Essex Way. Close views would also be experienced from scattered properties and the edge of Fuller Street. In the south of F2 there would be close views of the temporary construction compound near TB132. There may also be views of construction activity and equipment associated with the potential temporary diversion, removal and undergrounding of the existing 132 kV overhead line south of TB120, as represented by Figure 13.9.69: Wireline Visualisation from <b>Viewpoint 6.02</b> Essex Way near Fuller Street in Volume II.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction activity towards the overhead line route from the local road and PRoW network and scattered properties.</p> <p>Between approximately 1 km and 2 km construction activity would be perceptible in some views from scattered properties, local roads (including Protected Lanes), and the PRoW network within open areas of countryside. Intervening woodland</p>	<p>network, as well as the Essex Way and NCN Route 50. Close views would also be experienced from scattered properties. In the north of F2 the existing 132 kV overhead lines and pylons seen in views to the east, as shown in Figure 13.9.69: Wireline Visualisation from <b>Viewpoint 6.02</b> Essex Way near Fuller Street in Volume II, would be removed and undergrounded.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance westerly views of the Project from the local road and PRoW network, as well as scattered properties. The pylons would most often be seen on the skyline, above intervening trees, and hedgerows.</p> <p>Between approximately 1 km and 2 km the Project would be intermittently perceptible on the skyline above the tree line (often associated with woodland blocks), with views from the local road network (including Protected Lanes) and PRoW.</p>

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		<p>blocks and hedgerows would contribute to screening or filtering of views for most visual receptors.</p> <p>Between approximately 2 km and 3 km construction activity would be barely perceptible due to distance and layers of intervening vegetation.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond 1 km it is less likely effects would be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.</p>	<p>Between approximately 2 km and 3 km the Project is less likely to be perceptible due to distance and layers of intervening vegetation, including woodland blocks, which filter and screen views.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond 1 km it is less likely effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance.</p>
F F3 Great Waltham	<p>This Visual Receptor Area is located to the south of the Project, north of Chelmsford. It lies broadly north of Broad's Green, and to the south of Littley Green.</p> <p>A narrow valley landscape of the River Chelmer and its tributary Walthamby Brook.</p> <p>The main settlement is the village of Great Waltham, with small hamlets and scattered properties. The B1008 runs along the centre of the area, connecting with other main roads to the south. A tranquil landscape with an open character, views across arable fields bounded by</p>	<p>Construction activity would be visible in close views along the south-eastern edge of F3.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity along the overhead route from local roads including the Essex Regiment Way, a Protected Lane, and PRow network, including the Essex Way and Saffron Trail. Close views would also be experienced from the southern and eastern edges of Great Waltham and from scattered properties and ribbon development approaching Minnow End.</p>	<p>The Project would be visible in close views from the south-east of F3.</p> <p>Within approximately 0.5 km there would be close views of the Project from local roads and PRow network, as well as the Essex Way and Saffron Trail. Close views would also be experienced from the southern and eastern settlement edges of Great Waltham and scattered properties.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of the</p>

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	<p>hedgerows and hedgerow trees along valley sides and riparian vegetation along the River Chelmer in the valley bottom. There is a parkland character at Langleys, with mature parkland trees and rolling grassland.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>6.18 Langleys Park, Great Waltham</li> </ul>	<p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction activity towards the overhead line route from the local road network (including a Protected Lane) and PRow network (including the Essex Way and Saffron Trail), Great Waltham, scattered properties and hamlets, and from Langleys as shown in Figure 13.9.79: Wireline Visualisation from <b>Viewpoint 6.18</b> Langleys Park, Great Waltham in Volume II. Woodland within Langleys would filter some views.</p> <p>Between approximately 1 km and 2 km construction activity would be occasionally perceptible in some views from scattered properties, the southern edge of Howe Street, NCN Route 50, local roads and the PRow network within open areas of countryside. Intervening woodland blocks and hedgerows would contribute to the screening or filtering of views for most visual receptors.</p> <p>Between approximately 2 km and 3 km construction activity would be barely perceptible due to distance and layers of intervening vegetation.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within</b></p>	<p>Project from the local road and PRow network, including the promoted Essex Way and Saffron Trail. There would also be close to medium distance views from scattered properties and Langleys parkland. The pylons would most often be seen on the skyline, filtered through intervening trees and hedgerows.</p> <p>Between approximately 1 km and 2 km the Project would be intermittently perceptible on the skyline above the tree line, with views from scattered properties, the southern settlement edge of Howe Street and the local road network and PRow, including NCN Route 50 and Protected Lanes. Views would also be possible from Langleys parkland (as shown in Figure 13.9.79: Wireline Visualisation from <b>Viewpoint 6.18</b> Langleys Park, Great Waltham in Volume II).</p> <p>Between approximately 2 km and 3 km the Project is not likely to be perceptible due to distance and</p>

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		<p><b>approximately 1 km</b> of the draft Order Limits. Beyond 1 km it is less likely effects would be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.</p>	<p>layers of intervening vegetation which filter and screen views. Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond 1 km it is less likely effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance.</p>
F F4 Little Waltham	<p>This Visual Receptor Area is located to the south of the Project, north of Chelmsford. It lies broadly between Broomfield and Broomfield Hospital in the south, and north of Little Waltham. A narrow valley landscape of the River Chelmer.</p> <p>The main settlement is at Little Waltham and Blasford Hill. Broomfield Hospital is in the south of the Visual Receptor Area. The B1008 and A130 run through the centre of the area. More urban development lies east of the A130 including a park and ride, single wind turbine and a business park.</p> <p>Elsewhere. this is a tranquil landscape with an open character, views across arable fields bounded by hedgerows and hedgerow trees along valley sides and</p>	<p>Construction activity would be visible in close views along the west and north-western edge of F4.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity along the overhead route from the Essex Regiment Way/A130 in the north, local roads, and from the PRow network including the Saffron Trail. Close views would also be experienced from Little Waltham, scattered properties and the western edge of Broomfield Hospital.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction activity towards the overhead line route from the local roads, including the B1008, and the PRow</p>	<p>The Project would be visible in close views within the north-west and west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km there would be close views of the Project from local roads including the Essex Regiment Way/A130 and B1008, although these views would be filtered by vegetation. There would also be close views from the local PRow network, including the Saffron Trail. Close views would be experienced from scattered properties, and the northern and western settlement edges of Little Waltham.</p> <p>Between approximately 0.5 km and 1 km there would be medium</p>

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	<p>riparian vegetation along the River Chelmer in the valley bottom.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>There are no representative viewpoints within this Visual Receptor Area.</li> </ul>	<p>network (including the Saffron Trail), and the northern and western edges of Broomfield, although filtered through layers of vegetation.</p> <p>Between approximately 1 km and 2 km construction activity would be perceptible in some views from the settlement of Broomfield, scattered properties, local roads, and the PRow network within open areas of countryside. Intervening woodland blocks and hedgerows would contribute to the screening or filtering of views for most visual receptors.</p> <p>Between approximately 2 km and 3 km construction activity would be barely perceptible due to distance, intervening buildings, and layers of vegetation.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond 1 km it is less likely effects would be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.</p>	<p>distance views of the Project from the local road and PRow network, including the A130 and B1008. There would also be views from Little Waltham, Broomfield Hospital and scattered properties. The pylons would most often be seen on the skyline, visible above intervening trees, and hedgerows.</p> <p>Between approximately 1 km and 2 km the Project would be intermittently perceptible on the skyline above the tree line, with views from scattered properties, the settlements of Broomfield and Blasford Hill, and the local road network and PRow. Intervening buildings, and blocks of woodland and hedgerows would contribute to the screening or filtering of views for most visual receptors.</p> <p>Between approximately 2 km and 3 km the Project is not likely to be perceptible due to distance and intervening layers of intervening vegetation and buildings which filter and screen views.</p> <p>Effects on visual receptors would likely be <b>significant (negative)</b></p>

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			<p><b>within approximately 1 km</b> of the Project. Beyond 1 km it is less likely effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance.</p>
<p>F F5 Chignall Smealy</p>	<p>This Visual Receptor Area is located to the south of the Project, north-west of Chelmsford. It lies broadly between the northern edge of Boyton Cross and east of Pleshey.</p> <p>A rural rolling landscape with small watercourses including the Walthambury Brook in the north and small tributaries of the River Can in the south. Irregular medium size arable fields are marked by sinuous hedgerows and ditches, and there are occasional small blocks of woodland. Settlement is limited to small hamlet at Chignall St James and Broad's Green and scattered properties. A network of narrow winding lanes connects areas of settlement, while the A1060 on the southern boundary is the only main road.</p> <p>A tranquil landscape with a general sense of openness, with some enclosure located near to woodland blocks. Several small workings and reservoirs are incongruous features in the landscape.</p>	<p>Construction activity would be visible in close views along the eastern edges of F5.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity along the draft Order Limits from local roads (including Protected Lane Hoe Lane) and from the PRoW network, including from the Saffron Trail near TB143. Close views would also be experienced from scattered properties and the small settlements of Broad's Green (as represented by Figure 13.9.70: Wireline Visualisation from <b>Viewpoint 6.04</b> Broad's Green in Volume II ) and Chignall St James.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction activity towards the overhead line route from the local roads, including Woodhall Hill, and the PRoW network, including the Saffron Trail. Views</p>	<p>The Project would be visible in close views within the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km there would be close views of the Project from the local road network (including Protected Lane Hoe Lane), and PRoW network, including from the Saffron Trail near TB143. Close views would also be experienced from scattered properties, and the small settlements of Broad's Green (as represented by Figure 13.9.70: Wireline Visualisation from <b>Viewpoint 6.04</b> Broad's Green in Volume II ) and Chignall St James, with the pylons visible above the existing tree line.</p> <p>Between 0.5 km and 1 km there would be close to medium distance views of the Project from the local road and PRoW network, including</p>



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	<p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 6.04 Broad's Green</li> <li>Viewpoint 6.12 Pleshey Castle (outside the western edge of F5)</li> </ul>	<p>would also be experienced from scattered properties.</p> <p>Between approximately 1 km and 2 km construction activity would be perceptible in some views from the settlement of Chignall Smealy, scattered properties, local roads (including Protected Lanes Humphrey's Farm Lane and Bury Lane), and the PRow network within open areas of countryside.</p> <p>Between approximately 2 km and 3 km construction activity would be barely perceptible due to distance and undulating topography, and layers of vegetation. More distant views are represented by Figure 13.9.76: Wireline Visualisation from <b>Viewpoint 6.12</b> Pleshey Castle in Volume II.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond 1 km it is less likely effects would be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.</p>	<p>views from the Saffron Trail. Views would also be experienced from scattered properties. Where not screened by intervening hedgerows and roadside vegetation, the pylons would most often be seen on gently rising landform in easterly views, and backclothed by bands of woodland.</p> <p>Between approximately 1 km and 2 km the Project would be intermittently perceptible on the skyline above the tree line, with views from scattered properties, the local road network (including Protected Lanes Humphrey's Farm Lane and Bury Lane) and PRow.</p> <p>Between approximately 2 km and 3 km the Project is not likely to be perceptible due to distance and undulating topography, and layers of intervening vegetation which filter and screen views. More distant views are represented by Figure 13.9.76: Wireline Visualisation from <b>Viewpoint 6.12</b> Pleshey Castle in Volume II.</p> <p>Effects on visual receptors would likely be <b>significant (negative)</b></p>

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			<p><b>within approximately 1 km</b> of the Project. Beyond 1 km it is less likely effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance.</p>
<p>F F6 Chelmsford North-West</p>	<p>This Visual Receptor Area is located to the south of the Project, broadly between Broomfield and the centre of Chelmsford. A gently undulating landscape which includes the River Chelmer in the east, River Can in the south and west and small tributaries.</p> <p>Mostly comprising the urban townscapes of Chelmsford and Broomfield, a network of main arterial roads cross the area. However, there is farmland on the western edge of settlement and along the River Chelmer in the east. These areas are a mix of arable fields and pasture, with dense hedgerows and mature hedgerow trees. There is some sense of enclosure, particularly in the north, where fields are small in scale.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 6.14 Broomfield</li> </ul>	<p>Construction activity would be visible in close views along the western edge of F6. Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity along the overhead route from a limited network of local roads and from the PRow network, including from the Saffron Trail and Centenary Circle. Close views would also be experienced from scattered properties. Along the southern edge of F6, there would also be close views experienced along Roxwell Road/A1060.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction activity towards the overhead line from the local roads and the PRow network, including the Centenary Circle (as represented by Figure 13.9.71: Wireline Visualisation from <b>Viewpoint 6.05</b> Chelmsford, Centenary Circle in Volume II). Views would also be experienced from the western residential</p>	<p>The Project would be visible in close views within the west of F6. Within approximately 0.5 km there would be close views of the Project from a limited network of local roads, as well as from Roxwell Road/A1060 along the southern edge of F6. Close views would also be experienced from the PRow network, including the Saffron Trail and Centenary Circle. Scattered properties would experience close views, although intermittently screened or filtered by vegetation.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of the Project on the skyline from the local road and PRow network, including views from the Centenary Circle (as represented by <b>Viewpoint 6.05</b>). Views would also be experienced from scattered properties where flat</p>

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	<ul style="list-style-type: none"> <li>Viewpoint 6.05 Chelmsford, Centenary Circle</li> </ul>	<p>edge of Chelmsford, Parsonage Green and from scattered properties.</p> <p>Between approximately 1 km and 2 km construction activity would be perceptible in some medium distance views from Chelmsford and Broomfield (as represented by Figure 13.9.77: Wireline Visualisation from <b>Viewpoint 6.14</b> Broomfield in Volume II ) due to the flatter topography, with some filtering by woodland bands and hedgerows. Views would also be experienced from Parsonage Green, and scattered properties, local roads, and the PRoW network within open areas of countryside.</p> <p>Between approximately 2 km and 3 km construction activity would be barely perceptible due to distance, intervening settlement, and layers of vegetation.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the draft Order Limits. Beyond approximately 1.5 km it is less likely effects would be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.</p>	<p>topography west of Chelmsford allows longer distance views with the Project visible across of the skyline in places, although filtered by bands of hedgerow and hedgerow trees.</p> <p>Between approximately 1 km and 2 km the Project would be visible in medium distance views from the western edge of Chelmsford and Broomfield (as represented by Figure 13.9.77: Wireline Visualisation from <b>Viewpoint 6.14</b> Broomfield in Volume II ), with views afforded due to the flatter topography, although sometimes filtered by hedgerows. Views would also be experienced from the local road network and PRoW, although filtered by blocks of woodland, roadside vegetation, and hedgerows.</p> <p>Between approximately 2 km and 3 km the Project is not likely to be perceptible due to distance and the intervening built up area of Chelmsford, as well as layers of vegetation.</p>

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			Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the Project. Beyond approximately 1.5 km it is less likely effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance.
F F7 Roxwell	<p>This Visual Receptor Area is located to the south of the Project, west of Chelmsford. It lies broadly between the A1060 and A414, to the west of Writtle. A rolling landscape of mainly irregular medium size arable fields, marked by sinuous hedgerows and ditches. The Roxwell Brook runs through the north and west of the area, and there are several small reservoirs.</p> <p>Settlement is concentrated in the village of Roxwell, and small linear hamlets, and scattered properties. A network of narrow winding lanes connect to the A1060 along the northern boundary and A414 along the southern boundary.</p> <p>A tranquil landscape with a general sense of openness, with some enclosure located near to woodland blocks.</p>	<p>Construction activity would be visible in close views along the east and south-eastern edge of F7.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity along the overhead route from a network of local roads, NCN Route 1 (also a Protected Lane), and from the PRow network. Close views would also be experienced from scattered properties. There would also be close views experienced from the A414 in the south and A1060 in the north.</p> <p>Between approximately 0.5 km and 1 km there would be medium distance views of construction activity towards the overhead line route from the local roads and the PRow network, and the eastern settlement edge of Roxwell (as represented by Figure 13.9.72: Wireline Visualisation from <b>Viewpoint 6.06</b> Roxwell</p>	<p>The Project would be visible in close views within the east of F7. Within approximately 0.5 km there would be close views of the Project from a network of PRow, including NCN Route 1 (also a Protected Lane), local roads, and from the A1060 and A414 along the northern and southern edges of F7. Scattered properties would experience close views from within a relatively open landscape with limited intervening woodland.</p> <p>Between 0.5 km and 1 km there would be close to medium distance views of the Project from the local road and PRow network. Views would be more enclosed by vegetation closer to the settlement edges and opening to the south and north respectively. Views would be</p>

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	<p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 6.06 Roxwell</li> </ul>	<p>in Volume II), as well as scattered properties and hamlets, including Newney Green and Moor Hall.</p> <p>Between approximately 1 km and 2 km construction activity would be perceptible in some medium distance views from the settlement of Roxwell, with some filtering by intervening buildings and vegetation close to the settlement. Views would also be experienced from Cooksmill Green, scattered properties, local roads and the PRow network.</p> <p>Between approximately 2 km and 3 km construction activity is not likely to be perceptible due to distance and undulating topography, intervening settlement, and layers of vegetation.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the draft Order Limits due to relatively flat and open countryside. Beyond 1.5 km it is less likely effects would be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.</p>	<p>possible from scattered hamlets including Newney Green, although filtered by bands of hedgerow and hedgerow trees.</p> <p>Between approximately 1 km and 2 km the Project would be intermittently visible in medium distance views from the local road network, including from Stonehill Road and Green Lane, with some filtering of views through roadside vegetation. Views would also be experienced from Roxwell (as represented by Figure 13.9.72: Wireline Visualisation from <b>Viewpoint 6.06</b> Roxwell in Volume II ) and Cooksmill Green. Views would also be experienced from the local PRow network, although with some filtering by blocks of woodland, roadside vegetation, and hedgerows. The pylons would be most often seen on or across the skyline, above intervening hedgerows, and trees, and occasionally stacked in views.</p> <p>Between approximately 2 km and 3 km the Project is not likely to be</p>

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			<p>perceptible due to distance and the intervening layers of vegetation. Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the Project due to relatively flat and open countryside. Beyond 1.5 km it is less likely effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance.</p>
<p>F F8 Writtle and Chelmsford West</p>	<p>This Visual Receptor Area is located to the south of the Project, east of the draft Order Limits. It is centred on Writtle, broadly between the A1060 and A414. A gently undulating landscape which consists of the gentle valley of the River Can and its tributaries. There are some pockets of farmland on the edge of settlements and along the River Can , which crosses from the north-western tip to the south-eastern tip of the area. These areas are a mix of arable fields and pasture, with dense hedgerows and mature hedgerow trees. The urban townscapes of Chelmsford and Writtle dominate the centre and east of the area. Main arterial roads run along the northern and southern boundaries.</p>	<p>Construction activity would be visible in close views along the western edge of the Visual Receptor Area. Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity along the overhead route from a network of local roads, and from the PRoW network. The A1060 runs along the northern edge and the A414 along the southern edge, both experiencing close views. Close views would also be experienced by a section of the Writtle College campus at Sturgeons Farm, and from scattered properties. Between approximately 0.5 km and 1 km there would be close to medium distance views of construction activity from Hassenbrook and the west of Writtle.</p>	<p>The Project would be visible in close views within the west of the Visual Receptor Area. Within approximately 0.5 km there would be close views of the Project from a network of PRoW and local roads, where not screened or filtered by roadside vegetation. Close views would also be experienced from the A1060 in the north and A414 in the south. The agricultural campus of Writtle College near Sturgeon’s Farm would experience close views from within a relatively open landscape with limited intervening woodland. Between approximately 0.5 km and 1 km there would be close to</p>

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	<p><u>Representative Viewpoints</u></p> <p>There are no representative viewpoints within this Visual Receptor Area.</p>	<p>Views would also be experienced from the local roads and the PRow network.</p> <p>Between approximately 1 km and 2 km construction activity would be perceptible in some medium distance views from the main campus of Writtle College and from Writtle, with filtering by intervening buildings and vegetation close to the settlement. Views would also be experienced from the local PRow network, including the Centenary Circle, although filtered by intervening vegetation and buildings.</p> <p>Between approximately 2 km and 3 km construction activity is not likely to be perceptible due to distance and undulating topography (including lower river valleys), intervening settlement, and layers of vegetation.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond 1 km it is less likely effects would be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.</p>	<p>medium distance views of the Project from the local road and PRow network, and the western settlement edge of Writtle. The pylons would appear on the skyline, seen above the distant tree line and occasionally filtered by bands of vegetation and scattered properties.</p> <p>Between approximately 1 km and 2 km the Project would be intermittently visible in medium distance views from the main campus of Writtle College, from within the settlement of Writtle, and along the Centenary Circle, mostly filtered through buildings and layers of vegetation. Views at medium distance would also be experienced from the local PRow network, although filtered by blocks of woodland, roadside vegetation, and hedgerows. The pylons would be most often seen on the skyline, above intervening hedgerows, and trees.</p> <p>Between approximately 2 km and 3 km the Project is not likely to be perceptible due to distance, intervening landform due to the lower topography in the river</p>

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			<p>valleys, and the intervening layers of vegetation.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond 1 km it is less likely effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance.</p>
F F9 Edney Common	<p>This Visual Receptor Area is located to the south of the Project, south-west of Chelmsford. It lies broadly between the A414 and Ivy Barns Lane.</p> <p>A gently to strongly undulating landscape of hills/ridges with a patchwork of fields. Large blocks of woodland are common in the south.</p> <p>Settlement is limited to the hamlet of Edney Common and scattered properties, set along the narrow road network. The A414 runs along the northern boundary. Writtle Park in the centre and south of F9 has a parkland character. Numerous small woods, large interlocking blocks of woodland and frequent hedgerow trees provide a semi-enclosed character. As a result, views are often quite confined, but</p>	<p>Construction activity would be visible in close views along the eastern edge of F9. Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity along the overhead route from a network of local roads (including Protected Lane Nathan's Lane), and from the PRoW network. Close views would also be experienced from scattered properties. Properties close to woodland blocks would experience close views heavily filtered and screened by vegetation.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction activity towards the overhead line route from scattered properties and the eastern edge of Edney Common. Views from the north-eastern</p>	<p>The Project would be visible in close views within the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km there would be close views of the Project from a network of PRoW and local roads (including Protected Lane Nathan's Lane), where not screened or filtered by vegetation. Close views would also be experienced from scattered properties.</p> <p>Between 0.5 km and 1 km, dense blocks of woodland largely obscure easterly views from the local road and PRoW network, however there would be close to medium distance views of the overhead line from the more open fields north of Edney</p>



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	<p>in parts long views are possible over more open farmland and from high ground.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 6.09 Edney Common</li> </ul>	<p>settlement edge of Edney Common look out over more open landscape as it gently drops away in the distance, and layers of woodland on the horizon. Views would also be intermittently experienced from the local roads (as represented by Figure 13.9.73: Wireline Visualisation from <b>Viewpoint 6.09</b> Edney Common in Volume II) and the PRow network in areas of higher elevation, although large woodland blocks screen easterly views elsewhere.</p> <p>Between approximately 1 km and 2 km, construction activity would be largely screened or filtered from medium distance views from scattered properties, due to undulating topography and layers of intervening vegetation. Views would also be experienced from the local PRow network, although filtered by numerous and dense bands of vegetation.</p> <p>Between approximately 2 km and 3 km construction activity is not likely to be perceptible due to distance and undulating topography, intervening settlement, and layers of vegetation.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within</b></p>	<p>Common (as represented by Figure 13.9.73: Wireline Visualisation from <b>Viewpoint 6.09</b> Edney Common in Volume II). The pylons would appear on the skyline, stacked in some views, seen above the distant tree line and occasionally filtered by bands of vegetation and scattered properties.</p> <p>Between approximately 1 km and 2 km the Project would be intermittently visible in medium distance views from areas of higher elevation near Edney Common, which offer longer distant views over the distant tree lines. Views would be experienced by the local network of PRow, and the limited road network, and scattered properties. The overhead line would be seen over the skyline and tree line.</p> <p>Between approximately 2 km and 3 km the Project is not likely to be perceptible due to distance and the intervening layers of vegetation.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the</p>

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		<p><b>approximately 1 km</b> of the draft Order Limits. Beyond 1 km it is less likely effects would be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.</p>	<p>Project. Beyond 1 km it is less likely effects would be significant due to a reduction in perceptibility of the Project which would increase with distance.</p>
<p>F F10 Hylands Park</p>	<p>This Visual Receptor Area is located to the south of the Project, south of Chelmsford. It lies broadly between the A414 and A12.</p> <p>A gently undulating landscape, falling to the east towards the River Wid, and then rising again to the far east of the area near Chelmsford Golf Course. The area mostly comprises parkland associated with Hylands Park, including small woodland blocks. Much of the parkland is now in recreation use including two golf courses. There is farmland in the east and west, and along the River Wid. These areas are a mix of arable fields and pasture, with dense hedgerows and mature hedgerow trees.</p> <p>Major arterial roads cross the northern and southern boundaries. The A414 dual carriageway runs through the east and centre of F10, parallel to the Brentwood to Manningtree railway line.</p>	<p>Construction activity would be visible in close views along the western edge of F10.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity along the overhead route from a network of local roads, and a limited number of PRow. Close views would also be experienced from scattered properties, including those along Writtle Road /Margaretting Road.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction activity towards the overhead line route from the local roads and the PRow network, and users of the Hylands Golf Complex. The long-distance trail Centenary Circle at Hylands Park would experience extremely limited westerly views, set behind continuous woodland at the western edge of Hylands Park.</p> <p>Between approximately 1 km and 2 km, construction activity would be</p>	<p>The Project would be visible in close views within the west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km there would be close views of the overhead line from a network of local roads, including Nathan's Lane and Highwood Road, and a limited number of PRow. Close views would also be experienced from scattered properties along Margaretting Road/Writtle Road.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of the overhead line from scattered properties. The overhead line would be occasionally visible in some views from the PRow network in the north and south of F10, as well as intermittent views from the Centenary Circle where not screened or filtered by dense woodland. Pylons would most often</p>

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	<p>There is some sense of enclosure, particularly in the north, where fields are small in scale.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 6.15 Widford, Hylands Park</li> </ul>	<p>intermittently perceptible from the Centenary Circle, other PRow, and users of the Hylands Golf Complex, when not screened or filtered by woodland at the edge of Hylands Park, at South Wood and at King Wood.</p> <p>Between approximately 2 km and 3 km construction activity is likely to be barely perceptible above the tree line, due to distance and lower lying topography of the River Wid valley, intervening settlement, and layers of vegetation, as represented by Figure 13.9.78: Wireline Visualisation from <b>Viewpoint 6.15</b> Widford, Hylands Park in Volume II.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond 1 km it is less likely effects would be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.</p>	<p>appear on the skyline, seen over the tree line.</p> <p>Between approximately 1 km and 2 km the Project would be perceptible in some views, with upper parts of the Project seen above the wooded skyline, including intermittently along the Centenary Circle and for users of Hylands Park and the Hylands Golf Complex. Dense woodland at Hylands Park, Kings Wood and South Wood would screen and filter some westerly views.</p> <p>Between approximately 2 km and 3 km the Project is likely to be perceptible in more elevated areas but seen just above the tree line, due to distance and layers of intervening vegetation which filter and screen views, as represented by Figure 13.9.78: Wireline Visualisation from <b>Viewpoint 6.15</b> Widford, Hylands Park in Volume II. It would be barely perceptible in the lower lying River Wid valley.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the</p>

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			Project. Beyond 1 km it is less likely effects would be significant due to numerous layers of vegetation and woodland, undulating topography, and a reduction in perceptibility of the overhead line which would increase with distance.
F F11 Margaretting and Stock	<p>This Visual Receptor Area is located to the south of the Project, broadly between the northern edge of Margaretting, defined by the A12 and northern edge of Billericay.</p> <p>A gently to strongly undulating landscape of hills/ridges with a patchwork of fields. The River Wid runs north-east through the landscape.</p> <p>The A12 crosses the north-west and north of the area, while the Brentwood to Manningtree railway line roughly follows the same line as the River Wid. Settlement is concentrated in Margaretting and Stock, with scattered properties and small hamlets strung out between the two larger villages. A number of PRoW cross the landscape, including the promoted St Peter's Way and NCN Route 13. Swan Wood on the north-western edge of Stock is an area of Open Access Land.</p>	<p>Construction activity would be visible in close views along the western edge of F11.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity along the overhead route from several local roads, from the A12 which crosses the route near Osborne's Wood, as well as from the railway line. Close views would also be experienced from the local PRoW network, including from the promoted route St Peter's Way. Scattered properties would also experience close views.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction activity intermittently available from Margaretting, as well as from scattered properties. Views would be experienced from the local road and PRoW network where not screened or filtered by roadside vegetation and</p>	<p>The Project would be visible in close views from the west of F11.</p> <p>Within approximately 0.5 km of the Project there would be close views of the overhead line from the local road and PRoW network, including from the long-distance St Peter's Way, where not filtered by dense roadside vegetation. Close views would also be experienced from scattered properties.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance view of the Project intermittently available from the western settlement edge of Margaretting, and from scattered properties. Views would be filtered and screened by intervening vegetation in places, however where views would be afforded, pylons would appear on gradually</p>

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	<p>Numerous small woods, particularly in the south, and frequent hedgerow trees provide a semi-enclosed character. As a result, views are often quite confined, but in parts long views are possible over more open farmland and from high ground.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 6.11 NCN Route 13 and St Peter's Way</li> </ul>	<p>frequent blocks of woodland, as well as from the railway line as it passes along the southern edge of Margaretting. The Stock Bridge golf course would also experience occasional and limited views.</p> <p>Between approximately 1 km and 2 km, construction activity would be perceptible in some views, including from scattered properties along Maldon Road, as well as from the western edge of Stock, where not screened or filtered by intervening blocks of woodland or by undulating topography. Views would also be experienced from the local road network including Stock Road, NCN Route 13 and from the PRow network (as represented in Figure 13.9.75: Wireline Visualisation from <b>Viewpoint 6.11</b> NCN Route 13 and St Peter's Way in Volume II). However, views would be limited by extensive roadside vegetation and woodland blocks which would filter outward views.</p> <p>Between approximately 2 km and 3 km construction activity is not likely to be perceptible due to distance and intervening blocks of woodland and settlement and undulating topography, including from Protected Lane Swan Lane(.</p>	<p>rising ground in the west, appearing on the skyline over the treeline and occasionally backclothed by the wooded horizon.</p> <p>Between approximately 1 km and 2 km the Project would be perceptible in some views, including from scattered properties and residences along Maldon Road, as well as from the settlement edges of Margaretting Tye and Stock, although filtered and screened by intervening vegetation. The local road network and NCN Route 13 would experience glimpsed views towards the Project, where not screened or filtered by roadside vegetation.</p> <p>Between approximately 2 km and 3 km the overhead line is likely to be barely perceptible, including from Protected Lane Swan Lane. This is due to distance, undulating topography and the intervening layers of vegetation, as represented by Figure 13.9.75: Wireline Visualisation from <b>Viewpoint 6.11</b> NCN Route 13 and St Peter's Way in Volume II.</p>

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		Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond 1 km it is less likely effects would be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.	Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond 1 km it is less likely effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance.

Table A13.2.7 - Visual Baseline and Preliminary Assessment (Section G)

Project Section(s) No Name	Description of Visual Receptor Area and Visual Baseline	Description of Effect (Construction) Significance and Direction (Construction)	Description of Effect (Operation and maintenance) Significance and Direction (Operation and maintenance)
G G1 Ingatestone and Fryerning	<p>This Visual Receptor Area is located west of the Project, broadly between Mill Green and Hutton.</p> <p>The area comprises a gently to strongly undulating patchwork of fields, with hills and ridges, associated with the River Wid and tributaries which passes along the eastern edge of the area and through the centre and south of the area. There is a dense linear settlement pattern along major south-west to north-east roads (A12, B1002) and Greater Anglia railway routes, including at Ingatestone and Mountnessing. Numerous small woods predominantly within 2 km of the Project (including Well Wood, Kitchen Wood and Lodge Wood), large interlocking blocks of woodland in the north and hedgerow field boundaries with occasional hedgerow trees create confined views north and north-west of Ingatestone settlement. There are areas with longer views in the south and south-west of Ingatestone across more open agricultural fields.</p> <p><u>Representative Viewpoints</u></p>	<p>Construction activity would be visible in close views from the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity around the overhead line route from the local road and PRow network, including parts of the A12 and St Peter's Way (as represented by Figure 13.9.80: Wireline Visualisation from <b>Viewpoint 7.01</b> Buttsbury in Volume II).</p> <p>There would also be close views from some scattered properties towards the north-east along Little Hyde Lane and in the south along Mountnessing Lane, as well as along Ingatestone Road. Two Protected Lanes, Little Hyde Lane and Ivy Barns Lane, would also have close views.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction activity from the local road and PRow network, as well as scattered properties along Old Church Lane and Stock Lane, and the eastern edge of Ingatestone.</p> <p>Between approximately 1 km and 2 km construction activity would be perceptible</p>	<p>The Project would be visible in close views within the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project there would be close views of the overhead line from the local road and PRow network, including parts of the A12 and St Peter's Way (as represented by Figure 13.9.80: Wireline Visualisation from <b>Viewpoint 7.01</b> Buttsbury in Volume II where they pass beneath the line.</p> <p>There would also be close views from some scattered properties along the local road network such as Little Hyde Lane and Ivy Barns Lane (Protected Lanes), Mountnessing Lane and Ingatestone Road. At this distance, the pylons would be prominent both from the ground and on the skyline.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views towards the overhead line from the local road and PRow network, as well as scattered properties along Old</p>

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	<ul style="list-style-type: none"> <li>Viewpoint 6.10 St Peter's Way, east of Millgreen Common</li> <li>Viewpoint 7.01 Buttsbury</li> </ul>	<p>in some medium to long distance views, including from parts of St Peter's Way (as represented by Figure 13.9.74: Wireline Visualisation from <b>Viewpoint 6.10 St Peter's Way, east of Millgreen Common</b> in Volume II), from nearby area of common land near Mill Green, and from scattered properties along Hall Lane, and parts of Fryerning and Ingatestone.</p> <p>Between approximately 2 km and 3 km construction activity is not likely to be perceptible due to distance and layers of intervening vegetation which would filter and screen views.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within around 1.5 km</b> of the draft Order Limits. Beyond 1.5 km it is less likely effects would be significant due to a reduction in perceptibility and the temporary nature of effects.</p>	<p>Church Lane, and the eastern edge of Ingatestone. On these more elevated slopes the pylons would typically be seen partially backclothed by woodland / field boundary vegetation and partially on the skyline, seen above the vegetation.</p> <p>Between approximately 1 km and 2 km the pylons would be perceptible in some medium to long distance views including from parts of St Peter's Way (as represented by Figure 13.9.74: Wireline Visualisation from <b>Viewpoint 6.10 St Peter's Way, east of Millgreen Common</b> in Volume II), from nearby area of common land near Mill Green, from scattered properties along Hall Lane, and parts of Fryerning and Ingatestone. On these elevated slopes the overhead line would typically be backclothed by layers of woodland and field boundary vegetation. However, they would occasionally be seen on the skyline, extending above the intervening vegetation.</p>



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			<p>Between approximately 2 km and 3 km the overhead line would be less perceptible due to distance and layers of intervening vegetation, including at areas of higher elevation such as Mill Green.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the Project. Beyond 1.5 km it is less likely effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance.</p>
G G2 Billericay West	<p>This Visual Receptor Area is located to the east of the Project, encompassing the north and west of Billericay and the surrounding farmland and woodland.</p> <p>The area comprises a gently to strongly undulating landscape of hills and ridges, covered by a patchwork of fields and areas of woodland to the north. There is a dense settlement area that lies 1 km east of the Project and extends to the southern edge of the area. The A129 and railway line run east-west through the area. Numerous pockets of woods and parkland north-west and west of the settlement towards the Project area provide a semi-</p>	<p>Construction activity would be visible in close views from the west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity around the overhead line route from the local road and PRow network, as well as from Havering's Grove and on the western edge of Billericay near Cowbridge Grange.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction activity from the local road and PRow network, as well as the western edge of Billericay, including from</p>	<p>The Project would be visible in close views within the west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project there would be close views of the overhead line from the local road and PRow network, as well as from properties in the west of Havering's Grov. The overhead line would be partially backclothed and partially seen on the skyline at this distance, and layers of vegetation would filter views.</p> <p>Between approximately 0.5 km and 1 km there would be close to</p>

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	<p>enclosed character. Elsewhere, large agricultural fields are lined with hedgerows and frequent hedgerow trees, contributing to interrupted views towards the Project area. As a result, views are often quite confined, but in parts long views are possible over more open farmland and from high ground.</p> <p><u>Representative Viewpoints</u> There are no representative viewpoints within this Visual Receptor Area.</p>	<p>parts of Queen’s Park to the north of Billericay and from PRow which cross the farmland to the west of the settlement. and from scattered properties.</p> <p>Between approximately 1 km and 2 km construction activity would be perceptible in some medium to long distance views from more open areas in and around Billericay.</p> <p>Between approximately 2 km and 3 km construction activity is not likely to be perceptible due to distance, layers of intervening vegetation and buildings in Billericay which would filter and screen views.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond 1 km it is less likely effects would be significant due to a reduction in perceptibility and the temporary nature of effects.</p>	<p>medium distance views towards the overhead line from the local road and PRow network, as well as scattered properties and the western edge of Billericay near Cowbridge Grange. Layers of vegetation would filter views; however, the tops of pylons would be visible above the treeline.</p> <p>Between approximately 1 km and 2 km the overhead line would be perceptible in some medium to long distance views, including from parts of Queen’s Park to the north of Billericay, from PRows which cross the farmland to the west of the settlement, and on the skyline across open farmland, although layers of vegetation would filter views.</p> <p>Between approximately 2 km and 3 km the overhead line would be barely perceptible due to distance, layers of intervening vegetation and buildings in Billericay.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond 1 km it is less likely</p>

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			effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance.
G G3 Brentwood East	<p>This Visual Receptor Area is located west of the Project, encompassing the neighbourhood of Hutton in the Brentwood District, and extending to Hall Wood in the south.</p> <p>The landscape comprises a gently to strongly undulating landscape of hills and ridges with a patchwork of fields. There is a dense settlement area that lies 1 km west of the Project area. The A129 runs east-west through the area and the railway line bounds the northern edge. Small patches of woodland lie predominantly within 2 km of the Project area and create some visual screening. The Hutton Country Park Nature Reserve is located at the northern edge of the area, straddling the railway line. Large agricultural fields to the east of the settlement provide some long views towards the east, though hedgerows with hedgerow trees and some areas of adjoining copses interrupt views in other parts. From Church Lane, existing pylons</p>	<p>Construction activity would be visible in close views from the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity around the overhead line route from the local road and PRow network, including parts of the A129. There would also be close views from some scattered properties along Church Lane and in the south-east of the Visual Receptor Area (as represented by Figure 13.9.81: Wireline Visualisation from <b>Viewpoint 7.03</b> Hutton in Volume II).</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction activity from the local road and PRow network, as well as the eastern fringes of Brentwood around Hutton.</p> <p>Between approximately 1 km and 2 km construction activity would be perceptible in some medium to long distance views, including from parts of Brentwood and Hutton Country Park Nature Reserve.</p>	<p>The Project would be visible in close views within the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project there would be close views of the overhead line from the local road and PRow network, including parts of the A129, which would pass underneath the Project on approach to Havering's Grove from the west. The pylons would typically be seen on the skyline at this distance and in the context of existing electrical infrastructure.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views towards the overhead line from the local road and PRow network, as well as the eastern fringes of Brentwood around Hutton (as represented by Figure 13.9.81: Wireline Visualisation from <b>Viewpoint 7.03</b> Hutton in Volume II). The pylons would be screened or backclothed</p>

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	<p>are seen in long views to the east across the field.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 7.03 Hutton</li> </ul>	<p>Between approximately 2 km and 3 km construction activity is not likely to be perceptible due to distance, layers of intervening vegetation and buildings in Brentwood which would filter and screen views.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond 1 km it is less likely, effects would be significant due to a reduction in perceptibility and the temporary nature of effects.</p>	<p>in some views by woodland, and elsewhere be visible on the skyline, and in the context of existing electrical infrastructure.</p> <p>Between approximately 1 km and 2 km the pylons would be perceptible in some medium to long distance views including from parts of Brentwood, Hutton and Hutton Country Park Nature Reserve, although layers of intervening vegetation and buildings are likely to filter views.</p> <p>Between approximately 2 km and 3 km the overhead line would be barely perceptible due to distance, and screening from layers of intervening vegetation and built-up areas in Brentwood.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond 1 km it is less likely effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance.</p>

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G G4 Ingrave and Herongate	<p>This Visual Receptor Area is located to the west of the Project, broadly encompassing the area east of Ingrave to the West Horndon to the south.</p> <p>A gently undulating landscape of hills with a predominantly agricultural landscape and patchwork of fields and woods. There is a small settlement area along the A128 to the western edge of the area, and farm buildings along Blind Lane near the eastern edge of the area. The A128 crosses with the A127 at a major junction towards the south of the Visual Receptor Area. An existing 132 kV overhead line extends from the north-east of the area through to the south, meeting a substation and additional overhead line to the south of the area. Recreational land including the South Essex Golf Centre and Thorndon Country Park South are located east and west of the A128 respectively, and the Dunton Hills Golf Club at the southern edge of the area. Numerous small woods, frequent hedgerows and hedgerow trees and gently rolling landscape result in medium views and a semi-enclosed character from the large network of PRowS which are generally</p>	<p>Construction activity would be visible in close views from the east of the Visual Receptor Area</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity around the overhead line route from the local road and PRow network, including works to the haul road to the A128 at West Horndon, and undergrounding of parts of an existing overhead line roughly between proposed pylon locations TB224 and TB230 at West Horndon. There would also be close views from some scattered properties including properties along Blind Lane, Dunton Road and south of the A127 (as represented by Figure 13.9.84: Wireline Visualisation from <b>Viewpoint 7.08</b> Dunton Hills Garden Village in Volume II).</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction activity from the local road and PRow network, the eastern edge of West Horndon and scattered properties along Billericay Road.</p> <p>Between approximately 1 km and 2 km construction activity would be perceptible in some medium to long distance views, including from Herongate, scattered</p>	<p>The Project would be visible in close views within the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project there would be close views of the overhead line from the local road and PRow network, and some scattered properties including along Blind Lane. At this distance, pylons would typically be seen on the skyline. Some groups of properties would have visibility of the Project to the east and existing electrical infrastructure to the west.</p> <p>Between 0.5 km and 1 km there would be close to medium distance views towards the overhead line from the local roads, the PRow network, and scattered properties along Dunton Road and south of the A127 (as represented by Figure 13.9.84: Wireline Visualisation from <b>Viewpoint 7.08</b> Dunton Hills Garden Village in Volume II). The pylons would typically be seen across the skyline as it crosses areas of higher ground on low ridges, with some backclothing in lower areas. The Project would be</p>

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	<p>concentrated in the north and west of the area.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>• Viewpoint 7.06 Thorndon Country Park</li> <li>• Viewpoint 7.08 Dunton Hills Garden Village</li> </ul>	<p>properties along Billericay Road and from parts of the South Essex Golf Centre and Thorndon Country Park and nearby areas of common land (as represented by Figure 13.9.83: Wireline Visualisation from <b>Viewpoint 7.06</b> Thorndon Country Park in Volume II).</p> <p>Between approximately 2 km and 3 km construction activity is not likely to be perceptible due to distance and layers of intervening vegetation and built-up areas which would filter and screen views, particularly along the A128.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond 1 km, it is less likely effects would not likely be significant due to a reduction in perceptibility and the temporary nature of effects.</p>	<p>viewed within the context of existing overhead lines, however a partial section of one of the existing lines would be undergrounded where it crosses the Project route. Although this would provide some benefit, on balance the introduction of the Project would cancel out these benefits as it would replace the pylons currently in view.</p> <p>Between approximately 1 km and 2 km the pylons would be perceptible on the skyline in some medium to long distance views including from the A128, scattered properties along Billericay Road and from parts of the South Essex Golf Centre, nearby areas of common land, and elevated open parts of the Thorndon Country Park (as represented by Figure 13.9.83: Wireline Visualisation from <b>Viewpoint 7.06</b> Thorndon Country Park in Volume II), although layers of intervening vegetation are likely to filter views. The overhead line would typically be seen mostly backclothed by woodland and topography.</p>

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			<p>Between approximately 2 km and 3 km the overhead line would be barely perceptible due to distance and layers of intervening vegetation.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond 1 km it is less likely effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance.</p>
G G5 Little Burstead	<p>This Visual Receptor Area is located east of the Project, nestled between the southern edge of Billericay and northern edge of Basildon.</p> <p>The landform within the Visual Receptor Area is centred along a low-lying ridge which extends from Tye Common to Little Burstead, and west towards Sudburys Farm Road, with lower-lying valleys dissected by minor watercourses in the south and west. The landscape within the area consists predominantly of agricultural fields and farmland, small woodland pockets, small built-up areas along the A176 to the east and Tye Common Road in the mid-north. The Burstead Golf Club</p>	<p>Construction activity would be visible in close views from the west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity around the overhead line route from the local road and PRow network, and some parts of the common land near Sudburys Farm and Hatches Farm. There would also be close views from some scattered properties and farms, and from the small settlement of Dunton Wayletts.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction activity from the local</p>	<p>The Project would be visible in close views within the west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project there would be close views of the overhead line from the local road and PRow network and some parts of the common land near Sudburys Farm and Hatches Farm. There would also be close views from some scattered properties and from the small settlement of Dunton Wayletts. At this distance, the pylons would typically be seen on the skyline.</p>

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	<p>is situated between the A176 and Tye Common Road. Views are varied, with some long open views across gently undulating farmland from the ridgeline, particularly along Rectory Road and Sudburys Farm Road where gaps in roadside vegetation and hedgerows allow, and from the PRow network. Long-distance views afforded from the PRow network in the south often extend to industrial areas and existing electrical infrastructure in neighbouring Visual Receptor Areas to the south and west. There are some contained views within smaller scale fields in the higher proportion of woodland to the north. Hedgerows with frequent hedgerow trees interrupt views in smaller fields and contain some views from the local road network.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 7.05 Little Burstead</li> </ul>	<p>road and PRow network and common land, as well as scattered properties along Tye Common Road, Hatches Farm Road and western the edge of Little Burstead. Between approximately 1 km and 2 km construction activity would be perceptible in some medium to long distance views, including from parts of Little Burstead, properties along Rectory Road and the PRow network (as represented by Figure 13.9.82: Wireline Visualisation from <b>Viewpoint 7.05</b> Little Burstead in Volume II).</p> <p>Between approximately 2 km and 3 km construction activity is not likely to be perceptible due to distance, layers of intervening vegetation and buildings (including the small settlement at Noak Hill) which would filter and screen views. Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the draft Order Limits. Beyond 1.5 km it is less likely effects would be significant due to a reduction in perceptibility and the temporary nature of effects.</p>	<p>Between approximately 0.5 km and 1 km there would be close to medium distance views towards the overhead line from the local road and PRow network, as well as scattered properties. There would be some open views towards the Project from the common land near Little Burstead although woodland within the common would filter outward views.</p> <p>Between approximately 1 km and 2 km the overhead line would be perceptible in some views from Little Burstead, properties along Rectory Road, Burstead Golf Club and from the PRow network (as represented by Figure 13.9.82: Wireline Visualisation from <b>Viewpoint 7.05</b> Little Burstead in Volume II). In these views the Project would be seen partially backclothed in places, and elsewhere visible across on the skyline. The Project would be seen in the context of existing electrical infrastructure.</p> <p>Between approximately 2 km and 3 km the overhead line would be barely perceptible due to distance</p>



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			<p>and layers of intervening vegetation, although there may be some locations with long but distant views of the Project.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the Project. Beyond 1.5 km it is less likely effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance.</p>
G G6 Basildon	<p>This Visual Receptor Area is located east of the Project, encompassing the eastern edge of Basildon.</p> <p>The area comprises a low-lying and densely settled plateau which connects the elevated and undulating forms of the Langdon Hills in the south and lower-lying farmland to the west.</p> <p>The landscape consists predominantly of dense settlement associated with the eastern half of Basildon and the Southfields and Langdon Hills neighbourhoods in the west. Small and more dispersed areas of lower-elevation settlement are strung along Lower Dunton Road along the western edge of the area, and larger industrial structures in the north</p>	<p>Construction activity would be visible in close views from the west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity from the west of the Visual Receptor Area. Construction would be associated with the overhead line and the partial removal and undergrounding of an existing 132 kV overhead line located roughly between proposed pylon locations TB224 and TB230. Views of these works would be afforded from the local road network and A127, the local PRow network, from scattered properties along Lower Dunton Road, and the industrial</p>	<p>The Project would be visible in close views from the west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project there would be close views of the Project from the western edge of the Visual Receptor Area, including the local road network, PRow network, and some scattered residential and commercial properties close to and along Lower Dunton Road.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views towards the overhead line from the local road and PRow network, as well as from</p>

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	<p>along the A127 at Southfields. The A127 bounds the northern edge of the area, and the railway bisects it running east-west. There are existing 132 kV overhead lines which run along the western and northern edge of the area, along with a solar farm and substation near Dunton Plotlands in the adjacent Visual Receptor Area to the south.</p> <p>Undulating and extensively wooded hills enclose the southern edge of the settlement and are host to a dense network of PRow, with the wooded Langdon Nature Discovery Park and Reserve located at the south-western corner of the area. Lower-lying farmland with hedgerows adjoins the settlement edge in the west of the area.</p> <p>Views within the areas of settlement are generally contained by low-rise buildings, roadside trees and garden trees, and larger-scale buildings at Southfields provide more extensive screening. The area lies to the west of Basildon with likely limited wider intervisibility from within areas of settlement edge. From areas of higher elevation in the south near Westley Heights and Lincewood Nature Reserve there are occasional longer distance views afforded to the south and south-</p>	<p>edge of Southfields. Views would be filtered by dense roadside vegetation.</p> <p>Between approximately 0.5 km and 1 km construction activity would be visible in close to medium distance views from the local road and PRow network, and from the settlement edge of Great Berry and Laindon. Views in the south-west from Langdon Nature Discovery Park would be heavily filtered by woodland, although some isolated areas of higher elevation would have more open views towards construction activity. Views in the north would be filtered by intervening buildings and roadside vegetation.</p> <p>Between approximately 1 km and 2 km construction activity may be perceptible in some limited medium to long distance views from higher elevations, including Lincewood Nature Reserve and Westley Heights. Blocks of woodland and rolling topography would reduce visibility.</p> <p>Between approximately 2 km and 3 km, layers of vegetation, intervening buildings, and distance would greatly reduce perceptibility of construction activity.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order</p>	<p>the industrial edge of Southfields and Dunton Park Caravan Site. Views along the settlement edge would be filtered by layers of intervening vegetation. There would be some open views towards the Project from Langdon Nature Discover Park in locations of higher elevation, although woodland within the park would filter outward views.</p> <p>Between approximately 1 km and 2 km there would be occasional medium to long distance views from higher elevations within Great Berry and Laindon towards the overhead line. Blocks of woodland and rolling topography would reduce visibility. In these views the Project would be partially backclothed by woodland and seen in the context of existing electrical infrastructure.</p> <p>Beyond approximately 2 km and 3 km, layers of intervening vegetation and buildings, and distance would greatly reduce perceptibility of the Project.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the</p>

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	<p>west, although these views are often filtered by woodland blocks across intervening undulating topography.</p> <p><u>Representative Viewpoints</u></p> <p>There are no representative viewpoints within this Visual Receptor Area.</p>	Limits. Beyond 1 km it is less likely effects would be significant due to a reduction in perceptibility and the temporary nature of effects.	Project. Beyond approximately 1 km it is less likely that effects would be significant due to a reduction in perceptibility of the overhead due to intervening buildings, layers of vegetation and distance.

Table A13.2.8 - Visual Baseline and Preliminary Assessment (Section H)

<b>Project Section(s) No Name</b>	<b>Description of Visual Receptor Area and Visual Baseline</b>	<b>Description of Effect (Construction) Significance and Direction (Construction)</b>	<b>Description of Effect (Operation and maintenance) Significance and Direction (Operation and maintenance)</b>
H H1 Bulphan	<p>This Visual Receptor Area is located west of the Project, extending from the southern edge of West Horndon and encompassing the small settlement of Bulphan.</p> <p>A flat landscape with small pockets of scattered settlement set within arable and pasture farmland of varying scale. The main concentration of settlement is at Bulphan in the centre of the area. This is a low-rise settlement divided by the A128,</p>	<p>Construction activity would be visible in close views from the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity from the local PRoW network and from individual properties. This includes works associated with the overhead line and pipelines from the local road network (Doesgate Lane), the partial removal and undergrounding of an</p>	<p>The Project would be visible in close views from the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project there would be close views of the overhead line from the local road network (Doesgate Lane), from the local PRoW network and from individual properties. The Project would be seen in context</p>

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	<p>which runs north-south through the Visual Receptor Area. The settlement includes some historic buildings, including a church, alongside more recent development laid out on a grid structure, with a recreational area and Village Hall west of the A128. Barnards miniature railway is to the north of the area, and Thurrock Airfield to the south. A 132 kV overhead line runs north south through the area, and another 132 kV overhead line crosses the north-west corner of the area. Views within the settlement are largely contained by low-rise buildings and roadside and garden trees. There is a network of local roads and rural lanes, which are bounded by roadside hedgerows and trees that limit and contain some views. Wider views are experienced from the settlement edge and extend to elevated areas on the wooded horizon, and existing pylons are visible on the skyline to the east.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>• Viewpoint 8.02 Bulphan</li> </ul>	<p>existing 132 kV overhead line located roughly between proposed pylon locations TB224 and TB230 in the northeast of the area, and the construction of temporary pylons near TB229 and TB230. Between approximately 0.5 km and 1 km there would be close to medium distance views of this activity from the local road and PRow network and scattered properties on the eastern edge of Bulphan (as represented by Figure 13.9.85: Wireline Visualisation from <b>Viewpoint 8.02</b> Bulphan in Volume II).</p> <p>Between approximately 1 km and 2 km construction activity would be perceptible in some medium to long distance views, including from the A128 and properties in Bulphan, screened or filtered in places by trees and hedgerows, and from the local PRow and road network. Within the settlement of Bulphan construction activity is unlikely to be perceptible due to buildings screening views.</p> <p>Between approximately 2 km and 3 km construction activity is not likely to be perceptible due to distance and layers of intervening vegetation which filter and screen views.</p>	<p>with the existing 132 kV overhead line.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of the overhead line from the local road and PRow network and scattered properties on Doesgate Lane, on the edge of Bulphan. Views would be screened or filtered by vegetation in places, however where views would be afforded, the pylons would be visible on the skyline for the most part and occasionally backclothed by the wooded horizon to the east.</p> <p>Between approximately 1 km and 2 km the overhead line would be perceptible in some views, including from the A128, properties in around Bulphan, the local PRow network and road network (as represented by Figure 13.9.85: Wireline Visualisation from <b>Viewpoint 8.02</b> Bulphan in Volume II). The views would be partially screened or filtered by trees and hedgerows, although the pylons would be partially seen above the existing tree line. Within the settlement of</p>

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		Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the draft Order Limits. Beyond 1.5 km it is less likely effects would be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.	Bulphan the overhead line is unlikely to be perceptible due to buildings screening views. Between approximately 2 km and 3 km the overhead line is not likely to be perceptible due to distance and layers of intervening vegetation which filter and screen views. Effects on visual receptors would likely be <b>significant (negative) within approximately 1.5 km</b> of the Project. Beyond 1.5 km it is less likely effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance.
H H2 Horndon on the Hill	This Visual Receptor Area is located east of the Project, extending from the southern edge of the Langdon Hills to Horndon on the Hill in the south. An undulating landscape with small pockets of settlement set within large to medium scale arable and pasture farmland. Settlement is concentrated at Horndon on the Hill with views to the south-west, and a historic centre and recreational areas on their perimeter. Lower elevation settlement is strung along Lower Dunton Road and the B1007 where	Construction activity would be visible in close views from the west of the Visual Receptor Area. Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity from the local road and PRoW network, scattered properties, from properties in the west of Horndon on the Hill (as represented by Figure 13.9.86: Wireline Visualisation from <b>Viewpoint 8.03</b> Horndon on the Hill in Volume II), from the western edge of Dunton Plotlands Nature Reserve and from the	The Project would be visible in close views from the west of the Visual Receptor Area. Within approximately 0.5 km of the Project there would be close views of the overhead line from the local road and PRoW network, scattered properties, from properties along the west of Horndon on the Hill (as represented by Figure 13.9.86: Wireline Visualisation from <b>Viewpoint 8.03</b> Horndon on the Hill in Volume II), from the western

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	<p>views are largely screened or filtered by roadside hedgerows and trees and by vegetation around Langdon Hills Golf and Country Club. Views within the settlement are largely contained by low-rise buildings, roadside trees, and garden trees. There is a network of local roads and rural lanes, which are bounded by roadside hedgerows and trees that limit and contain some views. The B1007 runs through the centre of the area and the A13 forms the south-eastern boundary. A railway line runs along the northern boundary. Where landform rises near Westley Heights there are elevated views across the surrounding landscape, however these views are often screened or filtered by woodland blocks. Long distance views open in the west, often framed by woodland. From lower elevations, where not filtered or screened by vegetation, wider views extend to elevated areas on the wooded horizon, and pylons are visible on the skyline in the centre of the area.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>• Viewpoint 8.06 PRoW north of Langdon Hills Country Park</li> <li>• Viewpoint 8.03 Horndon on the Hill</li> </ul>	<p>west of Langdon Hills Golf and Country Club. Works include those associated with the construction of the overhead line and pipelines, a temporary satellite compound east of TB230, the partial undergrounding of the existing 132kV overhead line between TB224 and TB230 to the north of the area, and the construction of temporary pylons near TB229 and TB230. Mature trees within the golf club and along the road would screen or filter views in this location.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction activity from properties along Lower Dunton Road and the local road network (including Protected Lane Old Church Hill), however these views would be filtered and screened by roadside trees and dense vegetation around properties and so the construction activity is likely to be barely perceptible from this location.</p> <p>Construction activity is likely to be barely perceptible within Horndon on the Hill due to the buildings screening views.</p> <p>Between approximately 1 km and 2 km construction activity would be perceptible in some views, including from the elevated</p>	<p>edge of Dunton Plotlands Nature Reserve and from the western edge of Langdon Hills golf club. Tree planting within the golf club and along the road would screen views in this location. Views from Dunton Plotlands Nature Reserve would also be affected by the removal of the existing 132 kV overhead line to the north.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of the overhead line from properties along Lower Dunton Road and the local road network, however these views would be filtered and screened by roadside trees and dense vegetation around properties and so the overhead line is likely to be barely perceptible from this location. The overhead line is likely to be barely perceptible within the rest of Horndon on the Hill due to the buildings screening views. Through gaps in vegetation, the pylons would most often be seen on the skyline.</p> <p>Between approximately 1 km and 2 km the overhead line would be</p>

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		<p>landform to the west of Westley Heights (as represented by Figure 13.9.88: Wireline Visualisation from <b>Viewpoint 8.06</b> PRoW north of Langdon Hills Country Park in Volume II. Views in this location would be intermittently screened by woodland, however where views open up, they would be framed by woodland blocks and the construction activity would form a perceptible part of the long distance views from these elevated these locations.</p> <p>Between approximately 2 km and 3 km construction activity is not likely to be perceptible due to distance and layers of intervening vegetation and landform which filter and screen views.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits, from more elevated landform. Beyond 1 km it is less likely effects would be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.</p>	<p>perceptible in some views, including from the elevated landform to the west of Westley Heights (as represented by Figure 13.9.88: Wireline Visualisation from <b>Viewpoint 8.06</b> PRoW north of Langdon Hills Country Park in Volume II). Views in this location would be screened for the most part, however where views open, they would be framed by woodland blocks and the Project would form a perceptible part of the long distance and elevated views in these locations, although almost entirely backclothed by the landscape in the distance. The Project would most often be seen in the context of existing overhead lines. Views would also be possible from Protected Lane Old Church Hill.</p> <p>Between approximately 2 km and 3 km the Project is not likely to be perceptible due to distance and layers of intervening vegetation and landform which filter and screen views.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the</p>

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			Project. Beyond 1 km it is less likely effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance. There would be occasional open views from the west of Westley Heights, where the Project would be introduced into elevated long-distance views, but generally backclothed and not visible on the skyline.
H H3 Orsett	<p>This Visual Receptor Area is located west of the Project, encompassing the settlement of Orsett and extending to Orsett Fen Common Land in the north-west, and the A13 in the south.</p> <p>A gently undulating landscape that rises slightly to the south and the west, with small pockets of settlement set within large to medium scale arable and pasture farmland. Settlement is concentrated within Orsett which sits at a low elevation with an historic centre, and recreational areas at its perimeter (including Orsett Park). Views within the settlement are largely contained by low-rise buildings and roadside trees and garden trees. Views to the east of Orsett are screened in places by trees and woodland blocks such as</p>	<p>Construction activity would be visible in close views from the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of the construction activity associated with the overhead line and pipelines from the A128, a local road in the south and scattered properties, including those such as Larkins Farm and its camping and caravan site, however views would generally be well filtered by vegetation and woodland. Views of the construction activities would be seen in context with an existing 132 kV overhead line, which runs west of the draft Order Limits and the A128.</p>	<p>The Project would be visible in close views from the east of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project there would be close views of the overhead line from the A128, Orsett Road and scattered properties, though hedgerows and trees filter views in small parts of the area. The new overhead line would be seen in context with the existing 132 kV overhead line, which runs to the west of the Project and the A128.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of the overhead line from the local PRoW</p>



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	<p>those on the settlement edge and around Orsett Hall and its park and hotel. Intervisibility with the edges of settlement. There is a network of local roads and rural lanes, which are bounded by roadside hedgerows and trees, alongside coverts and plantations, that limit and contain some views. The A128 and B188 run north-south through the area. Wider views extend to elevated areas on the wooded horizon in places, and pylons are visible on the skyline in the centre of the area.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 8.07 Orsett</li> </ul>	<p>Between approximately 0.5 km and 1 km there would be close to medium distance views of the construction activity associated with the overhead line from local PRoW, although some views are likely to be largely screened by surrounding woodland and tree planting.</p> <p>Between approximately 1 km and 2 km construction activity would be perceptible in some views, including from the local PRoW, Orsett Fen Common Land, road network and properties on the eastern edge of Orsett (as represented by Figure 13.9.89: Wireline Visualisation from <b>Viewpoint 8.07</b> Orsett in Volume II), however the tree planting and hedgerows along the settlement edge and local roads are likely to partially screen views.</p> <p>Between approximately 2 km and 3 km construction activity is not likely to be perceptible due to distance and layers of intervening vegetation which filter and screen views.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 01 km</b> of the draft Order Limits. Beyond 1 km it is less likely effects would be significant due to a reduction in</p>	<p>network, although some views are likely to be largely screened by surrounding woodland and tree planting.</p> <p>Between approximately 1 km and 2 km the overhead line would be perceptible in some views from the local PRoW, Orsett Fen Common Land, road network and properties on the east of Orsett (as represented by Figure 13.9.89: Wireline Visualisation from <b>Viewpoint 8.07</b> Orsett in Volume II), however the tree planting and hedgerows along the settlement edge and local roads, along with areas of woodland, are likely to partially screen views. The pylons would be most often seen on the skyline, above intervening trees, and hedgerows.</p> <p>Between approximately 2 km and 3 km the Project is not likely to be perceptible due to distance and layers of intervening vegetation which filter and screen views.</p> <p>Effects on visual receptors would likely be <b>significant (negative)</b></p>

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		<p>perceptibility of construction activity and the temporary nature of effects.</p>	<p><b>within approximately 1 km</b> of the Project. Beyond 1 km it is less likely effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance.</p>
<p>H H4 Stanford-le-Hope and East Tilbury</p>	<p>This Visual Receptor Area is located east of the Project, encompassing the western half of Stanford-le-Hope and extending south to East Tilbury.</p> <p>A relatively flat urban landscape with the low-elevation settlement of Stanford-le-Hope, with rising elevation towards the centre of the settlement.</p> <p>East Tilbury and Linford are in the south of the Visual Receptor Area and include industrial parks. Views within areas of settlement are largely contained by low-rise buildings, roadside trees, and garden trees. There are scattered areas of open greenspace within settlements, including recreational areas and playing fields.</p> <p>There is limited intervisibility to the west of settlements, with the exception of on the western edge of Stanford-le-Hope and north and western edges of East Tilbury and Linford, although woodland surrounding the industrial workings does provide some screening and filtering of</p>	<p>Construction activity would be visible in close views from the west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity associated with the overhead line, the CSE compound and associated compound at TB262/TB263, temporary and permanent access, pipelines, permanent drainage, and temporary attenuation drainage. A small section of the existing 132kV overline would be temporarily diverted south of TB260, and views of the temporary pylons would also be visible. There would be visibility of these activities from the western edge of Stanford-le-Hope, northern edge of Linford, the local PRoW network, and St Clere's Golf Club.</p> <p>Between approximately 0.5 km and 1 km further construction activity is not anticipated to be perceptible from within Stanford-le-Hope due to buildings and</p>	<p>The Project would be visible in close views from the west of the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project there would be close views of the overhead line and CSE compound from western edge of Stanford-le-Hope, the local PRoW network, and St Clere's Golf Club. In the longer term, proposed planting within the Environmental Area around the CSE compound would reduce effects on views. Along areas of underground cable, above ground link boxes may be introduced to a small part of the Visual Receptor Area. These would form very small and infrequent components in the landscape. They would be locally perceptible as relatively discrete features.</p> <p>Between approximately 0.5 km and 1 km there would be close to</p>

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	<p>views. The A1014 and a railway line run through the built-up areas and through the surrounding arable fields. Existing 132 kV, 275 kV and 400 kV overhead lines run through H4, and pylons are visible on the skyline in the south-west and south-east of the area.</p> <p><u>Representative Viewpoints</u> There are no representative viewpoints within this Visual Receptor Area.</p>	<p>vegetation, however construction activity is likely to be visible in close to medium distance views from the local lane network and scattered properties to the south of the settlement. To the south-west of the area there would be close views of construction activity associated with the undergrounding cable alignment, temporary attenuation drainage and a compound. There would be visibility of these activities from Linford, scattered properties and the local road and PRow network, including Holford Road which is a protected lane. There would be close to medium distance views of this undergrounding related construction activity from the western edge of East Tilbury and the local road and PRow network.</p> <p>Between approximately 1 km and 2 km construction activities would be perceptible in some medium views, although would be filtered and screened by vegetation and settlements at East Tilbury, Linford and Stanford-le-Hope. Construction activities would also be seen in context with industrial parks and existing overhead lines.</p>	<p>medium distance views of the overhead line from the local road and PRow network. Views from Stanford-le-Hope would not be perceptible due to the built-up nature of the area. The pylons would most often be seen on the skyline, above intervening trees, and hedgerows when visible. From the northern edge of Linford, the overhead line is likely to be screened by woodland surrounding the industrial workings and is unlikely to be perceptible for the most part. The views would also be seen in context of existing 132 kV, 275 kV and 400 kV overhead lines, although the pylons for the Project would be larger in scale.</p> <p>Between approximately 1 km and 2 km the overhead line would be perceptible in some medium views, including from the northern edge of East Tilbury, scattered properties, and the local road network, however these views would be screened and filtered in places by intervening vegetation and landform.</p>

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		<p>Between approximately 2 km and 3 km construction activity is not likely to be perceptible due to distance and layers of intervening vegetation and settlement at Stanford-le-Hope which filter and screen views.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond 1 km it is less likely effects would be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.</p>	<p>Between approximately 2 km and 3 km the Project is not likely to be perceptible due to distance and layers of intervening settlement and vegetation which filter and screen views.</p> <p>Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the Project. Beyond 1 km it is less likely effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance.</p>
H H5 Chadwell St Mary	<p>This Visual Receptor Area is located west of the Project, extending south from Southfields to Chadwell St Mary.</p> <p>A slightly elevated landscape with a flat residential / urban area including Chadwell St Mary and Orsett Heath, West Tilbury, and Southfields, that all lie to the south of the A1013 and east of the A1089.</p> <p>Areas of flat farmland and recreational areas are present on the perimeter of these nucleated settlements, with occasional tall hedgerows and trees that contain wider views. More distant views to the south are available from the southern</p>	<p>Construction activity would be visible in close to medium distance views along the eastern edge the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction works in the south-east associated with the undergrounding cable alignment and temporary attenuation drainage. In the north-east this would include construction activity along the overhead line route and construction related to the CSE compound TB262/TB263; however, this activity would be seen in the context of multiple existing</p>	<p>The Project would be visible in close to medium distance views to the east the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the Project there would be close views of the overhead line and CSE compound at TB262/TB263 from the north-east of the area, from Southfields, Orsett Golf Club and the local road and PRow network, including Protected Lane Hoford Road. The pylons would most often be seen on the skyline due to the flat nature of the landscape, and</p>

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	<p>edge of Chadwell St Mary. Settlements are connected by the B149 and minor roads. The A1089 forms the western boundary of the area but is well screened by vegetation. Existing 132 kV, 275 kV and 400 kV overhead lines run through the area and are prominent features in close views, visible on the skyline. Although there is some woodland at Orsett Golf Club, due to the flat landform, overhead lines are still visible on the skyline. Residential towers within Chadwell St Mary form prominent features on the skyline in views from across the area.</p> <p><u>Representative Viewpoints</u></p> <ul style="list-style-type: none"> <li>Viewpoint 8.05 Chadwell St Mary</li> </ul>	<p>overhead lines. Construction activity would be seen from the urban edges of Southfields and West Tilbury, scattered properties, local PRoW, including Hoford Road Protected Lane, and minor roads (as represented by Figure 13.9.87: Wireline Visualisation from <b>Viewpoint 8.05</b> Chadwell St Mary in Volume II).</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of construction activity from the eastern edge of Chadwell St Mary, local roads, scattered properties and PRoWs .</p> <p>Between approximately 1 km and 2 km construction activity would be perceptible in some medium distance views, including from Chadwell St Mary and local roads within the area. Vegetation along the A1089 would result in the construction activity being less perceptible from this road. Buildings within Chadwell St Mary would also screen views. The construction of the overhead line would be visible in the context of multiple existing overhead lines and would not be out of character for existing views.</p> <p>Between approximately 2 km and 3 km construction activity is not likely to be perceptible due to distance and layers of</p>	<p>above trees and hedgerows where present at the golf course. Along areas of underground cable, above ground link boxes may be introduced to a small part of the Visual Receptor Area. These would form very small and infrequent components in the landscape. They would be locally perceptible as relatively discrete features. In the longer term, proposed planting within the Environmental Area around the CSE compound would reduce effects on views. Views in the south of the Visual Receptor Area would be least affected, as the underground cables would not be visible in views at the operational (and maintenance) stage.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of the overhead line from the local road, scattered properties and PRoW network (as represented by Figure 13.9.87: Wireline Visualisation from <b>Viewpoint 8.05</b> Chadwell St Mary in Volume II). These would be seen in context of existing overhead</p>

Project Section(s) No Name	Description of Visual Receptor Area and Visual Baseline	Description of Effect (Construction) Significance and Direction (Construction)	Description of Effect (Operation and maintenance) Significance and Direction (Operation and maintenance)
		<p>intervening vegetation and settlement at Chadwell St Mary which filter and screen views. Effects on visual receptors would likely be <b>significant (negative) within approximately 1 km</b> of the draft Order Limits. Beyond 1 km it is less likely effects would be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.</p>	<p>lines, although the pylons of the Project would be larger in scale. Between approximately 1 km and 2 km the overhead line would be perceptible in views from the urban edge of Chadwell St Mary and glimpsed views from roads. However, from within Chadwell St Mary buildings would also screen views. The overhead line would be visible in the context of multiple existing overhead lines and would not be out of character for existing views, although pylons for this Project would be larger in scale. Effects on visual receptors would likely be <b>significant (negative) in the north-east of H5 within approximately 1 km</b> of the overhead line. Beyond 1 km it is less likely effects would be significant due to a reduction in perceptibility of the overhead line which would increase with distance.</p>
H H6 Mucking Marshes	<p>This Visual Receptor Area is located east of the Project, extending from the southern edge of Stanford-le-Hope to the north-eastern edge of East Tilbury.</p>	<p>This Visual Receptor area lies approximately 1 km to the east of the Project at its nearest point and therefore effects closer than this distance have not been assessed.</p>	<p>This Visual Receptor area lies approximately 1 km to the east of the Project at its nearest point and therefore effects closer than this distance have not been assessed.</p>

Project Section(s) No Name	Description of Visual Receptor Area and Visual Baseline	Description of Effect (Construction) Significance and Direction (Construction)	Description of Effect (Operation and maintenance) Significance and Direction (Operation and maintenance)
	<p>A flat estuarine area which is largely unsettled except for the small hamlet of Mucking in the north-west. Open areas of marshland and nature reserves, including Thurrock Thameside Nature Park and Stanford Warren Nature Reserve, afford long views across the landscape and neighbouring Thames Estuary. Arable fields with occasional hedgerows and trees and woodland at The Warren to the north contain more distant views. There is limited road access except for a minor road ending at Mucking and a minor road to access the nature reserves. A rail line cuts through the north of the area and runs along its western edge. There is a wooded horizon to the west and open views across the estuary to the east. Existing 132 kV and 400 kV overhead lines cross the north of H6 and are visible and noticeable on the skyline to the west, in addition to industrial areas and infrastructure along the estuary banks.</p> <p><u>Representative Viewpoints</u></p> <p>There are no representative viewpoints within this Visual Receptor Area.</p>	<p>Construction activity would be visible in medium to long distance views from across the Visual Receptor Area.</p> <p>The Visual Receptor Area is approximately 1 km from the Project at its closest point. At approximately 1 km, construction activity would be perceptible in some medium distance views, including from the open marshes, the England Coast Path and local PRow. This would include construction activity along the overhead line route and undergrounding; however, this activity would be seen in the context of existing overhead lines and industrial infrastructure. Due to intervening vegetation cover within the hamlet of Mucking and Stanford Warren Nature Reserve, views are likely to be filtered and construction activity would be barely perceptible in views from these locations.</p> <p>At approximately 2 km to 3 km views to the construction activities are likely to be limited by distance, although would still be perceptible in this open landscape. The construction activities would be seen in context with the railway line and existing overhead lines in views.</p> <p>Effects would likely <b>not be significant</b> due to the distance of over 1 km,</p>	<p>The Project would be visible in medium to long distance views from the west of the Visual Receptor Area.</p> <p>From some limited areas, for example the open marshes, there would be views towards the overhead line element of the Project in front of the wooded backdrop to the west.</p> <p>Between approximately 1 km and 2 km, the overhead lines would be seen in the context of and behind the existing overhead lines. Intervening layers of vegetation in the north around Mucking and Stanford Warren Nature Reserve would filter and screen views, the Project is not anticipated to be perceptible from a large part of the area.</p> <p>Between approximately 2 km and 3 km views from Thurrock Thameside nature Park and the England Coast Path are likely to be limited by distance, although still be perceptible in this open landscape. The overhead line would be seen in context with the railway line and</p>

Project Section(s) No Name	Description of Visual Receptor Area and Visual Baseline	Description of Effect (Construction) Significance and Direction (Construction)	Description of Effect (Operation and maintenance) Significance and Direction (Operation and maintenance)
		reduction in perceptibility of construction activity in some locations and the temporary nature of effects.	existing overhead lines in views. In the south there would be no views of the undergrounding section of the Project. Effects on visual receptors within this Visual Receptor Area would therefore likely <b>not be significant</b> .
H H7 (Undergrounding section - 1 km buffer) Tilbury Marshes	<p>This Visual Receptor Area is located at the southern end of the Project, situated at the eastern edge of Tilbury, near Tilbury Fort next to the River Thames, and extending north to West Tilbury.</p> <p>A sparsely populated, low lying, level landscape with industrial areas sitting alongside edge of Tilbury, the Scheduled Monument Tilbury Fort (open to visitors), arable fields, drainage ditches and coastal marshes. Fort Road lies to the of the area, along with some residential streets on the eastern edge of Tilbury, and there are access tracks which connect the industrial / commercial areas. A small network of PRowS to the south of the Visual Receptor Area along the Gravesend Reach waterside, including the England Coast Path, provide public access. There are a number of areas of Open Access Land including Parsonage Common and Walton Common.</p>	<p>Construction activity would be visible in close views across the Visual Receptor Area.</p> <p>Within approximately 0.5 km of the draft Order Limits there would be close views of construction activity relating to the undergrounding cable alignments, temporary attenuation drainage and construction works at the existing Tilbury Substation from the England Coast Path, areas of Open Access Land, and the local PRow network. Views would also be possible from Fort Road and the urban edge of Tilbury.</p> <p>Between approximately 0.5 km and 1 km there would be close to medium distance views of these same works from properties off Station Road to the north-east and from Tilbury Fort.</p>	<p>The Project would be undergrounded within this Visual Receptor Area and changes to the existing Tilbury Substation would be seen in the context of existing electrical infrastructure. These works to the substation would therefore be just perceptible from the Visual Receptor Area in views close to the substation.</p> <p>Along areas of underground cable, above ground link boxes may be introduced to a small part of the Visual Receptor Area. These would form very small and infrequent components in the landscape. They would be locally perceptible as relatively discrete features.</p> <p>At approximately 2.8 km north of this Visual Receptor Area, the overhead line element of the Project</p>



Project Section(s) No Name	Description of Visual Receptor Area and Visual Baseline	Description of Effect (Construction) Significance and Direction (Construction)	Description of Effect (Operation and maintenance) Significance and Direction (Operation and maintenance)
	<p>A rail line cuts through the north of the area. Where views are not contained by vegetation, they extend across and beyond large fields to distant areas in the south and east beyond the Thames, and within the visual receptor area. Woodland forms part of the skyline in the north near Low Street and East Tilbury, and Tilbury forms the skyline to the west.</p> <p>The combination of large-scale open fields and sparse boundary vegetation results in wide open views. Wind turbines, electrical infrastructure (including existing pylons and Tilbury Substation) and industrial elements are visible across H7, and on the skyline.</p> <p><u>Representative Viewpoints</u></p> <p>There are no representative viewpoints within this Visual Receptor Area.</p>	<p>Effects on visual receptors would likely be <b>significant (negative) within approximately 0.5 km</b> of the draft Order Limits. Beyond 0.5 km it is less likely effects would be significant due to a reduction in perceptibility of construction activity and the temporary nature of effects.</p>	<p>is anticipated to be just perceptible from the area.</p> <p>Effects on visual receptors within this Visual Receptor Area would therefore likely <b>not be significant</b>.</p>

Table 13.2.9 Representative Viewpoints

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
<b>SECTION A</b>					
1.02	Edge of Swardeston on PRow	620396	302302	<p>The viewpoint is representative of the local PRow network east of Swardeston. There are views east across arable fields, framed by hedgerows and hedgerows trees. There are existing overhead lines on the skyline to the north-east.</p> <p>The Project would be approximately 1 km to the east at its closest point. Views towards the Project would be filtered and screened by field boundary vegetation and woodland. Where visible, the overhead line would be seen on the skyline above a wooded horizon.</p>	13.9.1
1.03	Bracon Ash	618648	299288	<p>The viewpoint is representative of people using the local PRow network south-east of Bracon Ash. There are views across flat, arable farmland, framed by gappy hedgerows.</p> <p>The Project would be approximately 0.7 km to the south-east at its closest point. Views towards the Project would be filtered and screened by field boundary vegetation and woodland. Where visible, the overhead line would be seen on the skyline above a wooded horizon.</p>	13.9.2
1.05	Hapton	617571	296709	<p>The viewpoint is representative of people living and moving around Hapton, including visiting the Grade I Listed Church of St Margaret and the local recreation ground. There are open views across</p>	13.9.3

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				<p>amenity greenspace and arable farmland with the landform rising gently to the north. Woodland belts form a wooded horizon to the north-west.</p> <p>The Project would be approximately 0.7 km to the north-west at its closest point. Views towards the Project to the west would be filtered and screened by woodland. To the north the overhead line would be seen on the skyline and partly screened by landform.</p>	
1.07	PRoW South of Forncett End	614540	293305	<p>The viewpoint is representative of people using the local PRoW network south of Forncett End. There are wide views across an open arable landscape. Overhead lines, wood poles and a telecommunications mast are visible within and above the treeline.</p> <p>The Project would be approximately 0.3 km to the south at its closest point. Isolated hedgerow trees and narrow tree belts along drainage ditches would filter views towards the Project to the east. To the north there would be close and open views towards the overhead line on the skyline. Some stacking of pylons would occur in views along the Project to the south-west.</p>	13.9.4
1.08	Mill Lane, Forncett St Peter	615688	292917	<p>The viewpoint is representative of people using the local road network and living and moving around Forncett St Peter. The viewpoint is located at the crossroads between Mill Lane, Overwood Lane and Guilderswood. The viewpoint occupies a locally elevated position above the River Tas and a</p>	13.9.5

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				<p>tributary stream. There are views across flat farmland in the foreground with a backdrop of rolling hills and woodland.</p> <p>The Project would be approximately 0.6 km to the north-west at its closest point. Views north and north-west towards the Project would be filtered and screened by tree belts and buildings. To the south-west the Project would be visible on the skyline in medium to long distance views.</p>	
1.09	Tibenham	613025	289870	<p>The viewpoint is representative of people using the local PRow network west of Tibenham. There are wide and open views across flat, large scale arable fields bounded by ditches. Occasional isolated trees are prominent on the skyline, along with wood pole lines in the foreground of the view. In the distance, woodland blocks occupy the rolling landform.</p> <p>The Project would be approximately 0.6 km to the west at its closest point. The Project would be visible in close views to the west, crossing the large scale arable farmland. To the south-west the overhead line would be partially screened by the hedgerow along Mill Road.</p>	13.9.6
1.10	Diss Road	611703	288801	<p>The viewpoint is representative of people on Diss Road, using the local road and PRow network and representative of views from linear development around Dovehouse Farm. Wide, open views are afforded across flat, large scale arable farmland. In the distance, trees and woodland blocks form the skyline.</p>	13.9.7

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				The Project would be approximately 0.4 km to the east at its closest point. There would be wide and open views towards the Project on the skyline to the north and south and extending into the distance.	
1.11	B1134, Gissing Common	614724	287758	<p>The viewpoint is representative of people using the open access land at Gissing Common which also forms part of the local PRow network. Scrub and woodland vegetation within the common land filter views across this area. Adjacent flat arable farmland is more open, although the geometric pattern of hedgerows and hedgerows trees provides some enclosure.</p> <p>The Project would be approximately 2.8 km to the west at its closest point. To the west, tree belts around Long Row Farm and woodland at Gissing Common would screen/filter views towards the Project. There would be distant views towards the Project on the skyline to the north-west, filtered by field boundary vegetation.</p>	13.9.8
1.12	Winfarthing / Shelfanger	611120	285029	<p>The viewpoint is representative of people along Mill Lane, part of the rural road network between Winfarthing and Shelfanger. Large scale, flat agricultural grassland is divided by hedgerows, hedgerow trees and shelter belts. In the east, woodland further filters and screens views.</p> <p>The Project would be approximately 0.6 km to the east at its closest point. There would be close views of the overhead line on the skyline to the east, with more distant views of the overhead line to the north</p>	13.9.9

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				and south. Views would be filtered by intervening vegetation.	
1.13	Heywood Road / Diss Cemetery	611878	280993	<p>The viewpoint is representative of the PRow network adjoining Heywood Road to the north-west of Diss. Views to the north and east comprise flat, large-medium scale arable fields, bordered by a mixture of hedgerows and drainage ditches. Hedgerow trees and shelter belts filter and screen views in the west.</p> <p>The Project would be approximately 1.3 km to the north-west at its closest point. The overhead line would be visible on the skyline in views to the north-west. To the south-west views would be filtered by field boundary vegetation and vegetation around Diss.</p>	13.9.10
1.15	Roydon	609541	280448	<p>The viewpoint is representative of people living and moving around the south-west of Roydon and along the A1066. The viewpoint is in proximity to a key view identified in the Diss and District Neighbourhood Plan (August 2023). There are views across large scale arable farmland which slopes south towards the River Waveney, interspersed with tree belts and woodland, which form a wooded skyline. The tower at the Church of St Remigius is visible above the treeline to the south-east.</p> <p>The Project would be approximately 0.4 km to the south-west at its closest point. The overhead line would be visible in close views on the skyline to the</p>	13.9.11

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				south-west and south, crossing the Waveney Valley. The overhead line would also be visible in longer distance views to the south.	
1.16	Boudicca Way	623738	302950	<p>The viewpoint is representative of people travelling on Chandler Road, including people using the on-road section of the Boudicca Way and the local PRow network. Views are dominated by a patchwork of gently rolling arable farmland dotted with hedgerow trees and small woodland blocks. In the background, woodland within the Tas Valley dominates, with existing overhead lines noticeable above the wooded horizon.</p> <p>The Project would be approximately 2.4 km to the south-west at its closest point. The overhead line would be seen on the distant skyline alongside an existing overhead line. Views towards the Norwich Main Substation extension would be filtered by vegetation.</p>	13.9.12
1.17	Tasburgh Hill Fort	620186	295982	<p>The viewpoint is representative of people visiting Tasburgh Hillfort Scheduled Monument and public open space, above the Tas Valley. There are elevated views across the valley, dominated by woodland blocks and framed by hedgerow trees bordering the open space. Existing overhead lines are visible on the skyline to the north-west.</p> <p>The Project would be approximately 2.8 km to the north-west at its closest point. The overhead line would be seen on the distant skyline alongside an existing overhead line. Field boundary vegetation</p>	13.9.13

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				would screen and filter views of the Project to the north.	
1.18	Bunwell	612476	293877	<p>The viewpoint is representative of people using the local PRow network north-east of Bunwell and Great Green. Panoramic views are available across flat, large scale arable fields, bounded by drainage ditches and hedgerows. Hedgerow trees, a water tower at Hircocks Farm and Tacolneston communication mast form notable vertical features on the skyline. To the south-west the edge of Bunwell / Great Green is visible.</p> <p>The Project would be approximately 2 km to the south-east at its closest point. The overhead line would be visible on the distant skyline above a wooded horizon. Buildings and vegetation at the edge of the settlement at Bunwell / Great Green would screen and filter views of the overhead line to the south.</p>	13.9.14
<b>SECTION B</b>					
2.01	Wortham Ling	609513	279314	<p>The viewpoint is representative of people visiting Wortham Ling nature reserve and open access land. There are views across rough grassland and heathland enclosed by birch and scrub woodland.</p> <p>The Project would be approximately 0.4 km to the north-east at its closest point. The overhead line would be visible on the skyline in close views to the east. In views to the north, woodland in Wortham Ling would screen and filter the overhead line and</p>	13.9.15



No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				to the south field boundary vegetation would filter views of the Project.	
2.03	PRoW Palgrave	610757	278747	<p>The viewpoint is representative of people living and moving around Palgrave and using the local PRoW network. The viewpoint is in proximity to a key view identified in the Diss and District Neighbourhood Plan (August 2023). There are views across large, flat arable farmland with hedgerows and trees forming field boundaries. Beyond this the landform rises gently to a wooded horizon with scattered properties.</p> <p>The Project would be approximately 0.8 km to the west at its closest point. The overhead line would be visible in close views to the west, extending to the north and south in more distant views which are filtered by layers of field boundary vegetation and woodland.</p>	13.9.16
2.04	Burgate	608063	275530	<p>The viewpoint is representative of people living and moving around Burgate and using the local road and PRoW network, including visiting the Grade II* listed Church of St Mary. There are views across farmland with blocks of woodland and scattered properties, to the south and east. An existing overhead line and wind turbines are visible on the skyline, against a wooded backdrop.</p> <p>The Project would be approximately 0.8 km to the south-east at its closest point. The overhead line would be visible on the skyline in views to the south-east. It would follow the route of the existing</p>	13.9.17

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				overhead line, which would be removed to accommodate the Project. However, the pylons would be larger in scale. To the north-east and south-west more distant views of the Project would be screened and filtered by intervening buildings and field boundary vegetation.	
2.05	Mellis Green	608980	274021	<p>The viewpoint is representative of people living in Mellis and using the open access land at Mellis Common Nature Reserve. There are views across flat grassland with well-established hedgerows and trees. Large arable fields and blocks of woodland are visible in the middle distance and the woodland filters views to the north-west. Beyond this, woodland forms the horizon and an existing overhead line is visible on the skyline in views to the north-west.</p> <p>The Project would be approximately 1 km to the north-west at its closest point. The overhead line would be visible on the skyline to the north-west. It would follow the route of the existing overhead line, which would be removed to accommodate the Project. However, the pylons would be larger in scale. The Project would also be visible in more distant views to the south-west, filtered by intervening hedgerows and small blocks of woodland.</p>	13.9.18
2.06	Mill Street, west of Gislingham	605419	271826	The viewpoint is representative of people living and moving around Gislingham and using the local road network west of Gislingham. There are open views	13.9.19

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				<p>across large scale, flat, arable farmland, interspersed with shelter belts and woodland blocks which screen/filter views in places, including views east towards Gissingham.</p> <p>The Project would be approximately 2.1 km to the north-east at its closest point. The overhead line would be visible on the skyline to the east and south. Views would be filtered by intervening field boundary vegetation and woodland.</p>	
2.08	Wickham Street	608585	269597	<p>The viewpoint is representative of people using the local road and PRoW networks west of Wickham Street. There are views across flat arable farmland enclosed by hedgerows, hedgerow trees and shelter belts. The gently sloping landform screens views to the south. To the west, mixed woodland and the Elm Pollard screen and filter more distant views.</p> <p>The Project would be approximately 0.7 km to the west at its closest point. In views to the west the overhead line would be screened and filtered by woodland and mature Elm trees. To the north-west there would be more open views of the overhead line on the skyline, filtered by field boundary vegetation.</p>	13.9.20
2.09	Dandy Corner	607677	268025	<p>The viewpoint is representative of people using the local PRoW network at Dandy Corner. There are views across large scale arable fields, bounded by well-managed hedgerows. The gently rising</p>	13.9.21

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				<p>landform screens more distant views to the north and east.</p> <p>The Project would be approximately 0.7 km to the north-east at its closest point. The overhead line would be visible on the skyline in close views to the east. Field boundary vegetation would filter more distant views of the Project to the north and south.</p>	
2.11	Middy Railway Footpath	607973	264836	<p>The viewpoint is representative of people using the Middy Railway Footpath long distance path, offering a locally elevated position within the plateau. There are views across large scale arable fields, bordered by gappy hedgerows which form a treed skyline to the east. Existing overhead lines and the television mast near White Oak Farm are notable vertical features on the horizon.</p> <p>The Project would be approximately 0.6 km to the east at its closest point. There would be close views of the overhead line on the skyline to the east and south-east. Field boundary vegetation would filter more distant views of the Project to the north and south.</p>	13.9.22
2.12	Mid Suffolk Footpath	607840	261787	<p>The viewpoint is representative of people travelling along Gipping Road and using the Mid Suffolk Footpath and the local PRow network. There are open views across gently rolling farmland in the foreground of the view. Shelterbelts and woodland blocks around Saxham Street soften views of buildings and form a wooded skyline in views to the east. Existing overhead lines to the north and masts</p>	13.9.23

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				<p>for the television station and PO receptor station in the north-east are notable vertical features on the skyline.</p> <p>The Project would be approximately 1.2 km to the east at its closest point. The overhead line would be visible on the skyline beyond Saxham Street. Field boundary vegetation would filter and screen views of the Project to the north.</p>	
2.13	Stowupland	606904	259685	<p>The viewpoint is representative of people using the PRoW network south of Stowupland. The viewpoint is in proximity to a key view identified in the Stowupland Neighbourhood Development Plan (September 2018). There are open views across flat, arable farmland, interspersed with hedgerows and hedgerow trees. Existing overhead lines are visible on the skyline in the middle ground above and between hedgerows trees.</p> <p>The Project would be approximately 1.5 km to the east at its closest point. The overhead line would be visible on the skyline in views to the north-east, east and south-east. The Project would be visible beyond an existing overhead line but the pylons would appear similar in scale at this distance. Buildings and vegetation around Stowupland would screen and filter more distant views of the Project to the north.</p>	13.9.24
2.14	Creeting Lane, Creeting St Peter	607847	258449	<p>The viewpoint is representative of people living and moving around Creeting St Peter. There are views across large scale arable fields, enclosed by</p>	13.9.25

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				<p>fragmented hedgerows, hedgerow trees and small woodland blocks. The rolling landform offers more extensive views to the north. In the north-west, existing overhead lines are visible in front of the settlement edge of Stowupland.</p> <p>The Project would be approximately 0.9 km to the east at its closest point. The overhead line would be seen on the skyline to the east and extending into the distance to the north. To the south buildings and vegetation in Creeting St Peter would screen and filter views.</p>	
2.15	Needham Market	608572	269591	<p>The viewpoint is representative of people using the local PRow network and residents at the north-western edge of Needham Market. There are long distance, wide and elevated views across large-scale arable fields, down into and across the wooded valley of the Wattisham Watercourse, a tributary of the River Gipping. Existing overhead lines are visible on the skyline above a wooded horizon.</p> <p>The Project would be approximately 0.8 km to the west at its closest point. The overhead line would be visible on the skyline to the west and extending into the distance to the north.</p>	13.9.26
2.16	Badley	606285	255982	<p>The viewpoint is representative of people using the local PRow network within Badley Conservation Area near the Grade I listed Church of St Mary and Chantry Scheduled Monument. There are views across pasture which rises gently to the east and is</p>	13.9.27

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				<p>enclosed by overgrown hedgerows and trees and mature vegetation surrounding the Church of St Mary, which filters views out to the middle distance. Beyond this, two existing overhead lines are prominent on the skyline on rising land to the east and descending into the valley of the Wattisham Watercourse to the south.</p> <p>The Project would be approximately 0.9 km to the east at its closest point. The overhead line would be visible on the skyline in filtered views to the south-east.</p>	
2.17	Barking Tye	606590	252289	<p>The viewpoint is representative of people living and moving within Barking Tye and people using the common land and the local road and PRow network. There are views across grassland and a playground towards mature trees within hedgerows. Beyond this the landform is gently rolling with arable farmland, scattered properties and a wooded horizon along the valley of the Wattisham Watercourse.</p> <p>The Project would be approximately 0.8 km to the north-west at its closest point. The overhead line would be visible on the skyline to the west, running along the valley sides and partially filtered by intervening vegetation. To the north buildings in Barking Tye would screen the Project in more distant views.</p>	13.9.28
2.18	B1078, Great Bricett	603967	250293	The viewpoint is representative of people living and moving around Great Bricett, travelling along the	13.9.29

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				<p>B1078 and using the local PRoW network. There are open views across arable farmland bounded by grass verges and ditches, looking towards woodland to the east and the settlement of Great Bricett to the north. Beyond Great Bricett, woodland and rows of trees, as well as an existing overhead line are visible in the distance.</p> <p>The Project would be approximately 1.6 km to the east at its closest point. The overhead line would be visible on the skyline and filtered by intervening field boundary vegetation and woodland. The Project would follow part of the route of an existing overhead line which would be undergrounded.</p>	
2.19	Offton	606380	249212	<p>The viewpoint is representative of people using the local PRoW network south of Offton, near Offton Castle Scheduled Monument. There are views across rolling arable farmland and woodland to the south-west. Existing overhead lines are prominent in the view to the south and seen on the skyline. Hedgerows screen views to Offton Castle Scheduled Monument and the Grade II listed Castle Farm to the east.</p> <p>The Project would be approximately 0.5 km to the south-west at its closest point. The existing overhead line in the view would be removed to accommodate the Project. The Project would be seen on the skyline in views to the south-east, partly screened by the landform to the south.</p>	13.9.30



No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
2.21	Elmsett	606031	247201	<p>The viewpoint is representative of people using the local road and PRow network at Offton Road north of Elmsett. There are views to the east across rolling arable farmland along a tributary valley of the Belstead Brook. There is a wooded horizon to the north including woodland around Elmsett Hall Farm. Elmsett Park Wood and vegetation around Elmsett provides a greater sense of visual containment to the south and south-east. Existing overhead lines are perceptible on the skyline to the east.</p> <p>The Project would be approximately 1.3 km to the north-east at its closest point. The overhead line would be visible on the skyline in views to the east, filtered by vegetation on the horizon. Bramford Substation Extension would be filtered and screened by intervening vegetation. Trees around Elmsett Hall Farm would screen and filter the overhead line in views to the north.</p>	13.9.31
2.22	PRow near Goodrich Park	609841	277657	<p>The viewpoint is representative of people using the local PRow and road network to the north of Goodrich Park. There are views across arable farmland to the north, looking towards mature woodland in the middle distance. Beyond this further woodland forms the horizon.</p> <p>The Project would be approximately 0.4 km to the east at its closest point. The overhead line would be visible on the skyline in close views to the east. It would be behind and partially screened by woodland to the north of Lion Road. To the north</p>	13.9.32

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				the overhead line would be visible in medium distance views. The change in direction of the overhead line would result in stacking between pylons. To the south-east the Project would be filtered and screened by buildings and woodland around St John's House.	
2.24	PRoW near Mendlesham	608983	265990	<p>The viewpoint is representative of people using the local PRoW network to the north of Mendlesham Hall. There are panoramic views across large scale, flat arable farmland, enclosed by gappy hedgerows with hedgerow trees. Field boundary vegetation and woodland forms a wooded skyline. An existing overhead line is visible to the east.</p> <p>The Project would be approximately 0.4 km to the west at its closest point. The overhead line would be visible on the skyline to the west, and extending into the distance to the north and south. To the south-west views would be filtered by intervening vegetation.</p>	13.9.33
2.25	Nettlestead	609437	249463	The viewpoint is representative of people using the local road and PRoW network near Nettlestead, on higher ground north of Somersham. There are distant views southwards across the valley of the Somersham Watercourse and its tributary, to farmed and wooded valley sides. Settlement in the valley is partially screened by the landform. An adjacent overhead line to the east is a notable feature on the skyline, and multiple overhead lines	13.9.34

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				<p>can be seen converging at Bramford Substation to the south, in the direction of the Project.</p> <p>The Project would be approximately 1.9 km to the south-west at its closest point. The overhead line would be seen on the skyline to the south and south-west. Views would be filtered by intervening vegetation and to the south the Project would be seen in the context of multiple existing overhead lines. Woodland would filter and screen views towards Bramford Substation Extension.</p>	
<b>SECTION C</b>					
3.01	Church Hill	609279	245170	<p>The viewpoint is representative of people using the local road and PRow network near Canes Farm, on Church Hill to the north-west of Burstall. There are views across gently undulating arable farmland interspersed with hedgerows, hedgerow trees and shelter belts which form a wooded horizon. To the north-east the skyline is dominated by overhead lines converging at Bramford substation.</p> <p>The Project would be approximately 0.7 km to the north-east at its closest point. The overhead line would be visible on the skyline to the north and east, and would be seen in the context of multiple existing overhead lines. Views towards the Project to the east would be filtered and partially screened by woodland at Round Wood and Burstall Long Wood.</p>	13.9.35

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
3.02	Burstall	610221	244401	<p>The viewpoint is representative of people using the local road and PRow networks east of Burstall. There are views across rolling arable farmland which rises gently to the east. Properties at the edge of Burstall are visible to the west. On the skyline to the north there are multiple existing overhead lines converging at Bramford Substation.</p> <p>The Project would be approximately 0.7 km to the east at its closest point. To the east the overhead line would be visible on the skyline in close views, and extending to the south in longer views. To the north the overhead line would be partially screened by existing woodland including Round Wood and Burstall Long Wood. Bramford Substation Extension would be perceptible in views to the north.</p>	13.9.36
3.04	Washbrook	610769	241968	<p>The viewpoint is representative of people using the local PRow and road network near Church Lane to the west of Washbrook. There are long views across rolling arable farmland to the north-west, with large blocks of woodland and hedgerow trees on the skyline. On the skyline to the north there are several existing overhead lines, converging at Bramford Substation.</p> <p>The Project would be approximately 0.8 km to the north-west at its closest point. The overhead line would be visible on the skyline to the north-west, and would be partially screened by woodland at Alder Carr and mature trees around Wood's Hill. Bramford Substation Extension would be</p>	13.9.37

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				perceptible to the north, where the Project would be seen in the context of multiple converging overhead lines.	
3.05	Chattisham, NCN Route 1	608868	242088	<p>The viewpoint is representative of people living and moving around Chattisham and using the local road and PRow network. There are views across flat to very gently rising arable farmland, bordered by hedgerows and shelter belts which screen/filter views to the south-east in the direction of the Project. In the south-west a wood pole line is visible on the skyline in front of Brimlin Wood. In the north-west, properties within the ribbon development at Chattisham are visible.</p> <p>The Project would be approximately 0.6 km to the south-east at its closest point. The overhead line would be visible on the skyline above the viewpoint. To the east the Project would be filtered / screened by mature trees around Chattisham.</p>	13.9.38
3.06	Hintlesham	608699	243286	<p>The viewpoint is representative of people using the local PRow network east of Hintlesham. There are views across undulating fields enclosed by shelterbelts and woodland including along the Spring Brook to the south. An existing overhead line in the south is visible on the skyline. To the west, ribbon development at Hintlesham is visible.</p> <p>The Project would be approximately 1.6 km to the south-east at its closest point. Views towards the Project would be filtered by intervening vegetation. There would be glimpsed views of pylons on the</p>	13.9.39

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				skyline, seen in the context of an existing overhead line.	
3.08	NCN Route 1, Woodlands Road	606804	241405	<p>The viewpoint is representative of people using the local PRow and road network, as well as NCN Route 1 near Vauxhall Cottages. There are views across gently rolling arable farmland contained by blocks of woodland including Brimlin Wood and Squire's Grove. This woodland and hedgerow trees form a treed skyline and soften views towards scattered properties at Vauxhall Cottages and Vauxhall.</p> <p>The Project would be approximately 1 km to the south at its closest point. The overhead line would be seen on the skyline in gaps between woodland, and filtered by field boundary vegetation. The CSE compound to the south would be screened by vegetation around Vauxhall Cottages.</p>	13.9.40
3.09	Little Wenham	608072	239179	<p>The viewpoint is representative of people using the local PRow network around Little Wenham. Views are contained by the historic vernacular farmsteads and the Grade I listed Church of St Lawrence which create a strong sense of time depth. There are framed views to the north through a gap in hedgerows and hedgerow trees, to farmland with a wooded horizon.</p> <p>The Project would be approximately 1.4 km to the north at its closest point. Buildings and hedgerows in the foreground of the view would screen and filter views towards the Project to the north-west and</p>	13.9.41

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				north-east. The overhead line would be visible on the skyline in framed and filtered views to the north.	
3.11	Ardleigh	605310	229788	<p>The viewpoint is representative of people living and moving around the northern edge of Ardleigh, including using the local PRow network. There are open views across flat arable farmland to the north and east. Views to the north-east are framed by the settlement edge of Ardleigh. On the skyline, hedgerows at field margins filter large scale farm buildings and traffic along the A120 to the east. A mast at Oak Tree Corner and a wood pole line break the skyline.</p> <p>The Project would be approximately 0.2 km to the north at its closest point. There would be close views of the overhead line on the skyline to the west, north and east. The EACN would be perceptible on the skyline in views to the east.</p>	13.9.42
3.12	Waterhouse Lane, Burnt Heath	607081	228304	<p>The viewpoint is representative of people using the local PRow and road network east of Burnt Heath and Bromley Cross. There are views across flat, arable farmland bounded by hedgerows and shelterbelts at field margins, including to the north in views towards the Project. An existing 132 kV overhead line is visible on the skyline to the north-east.</p> <p>The Project would be approximately 0.9 km to the north at its closest point. The EACN would be visible on the skyline above field boundary vegetation. The overhead line would be visible on</p>	13.9.43

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				the skyline, filtered/screened by intervening vegetation including a hedgerow in the foreground of the view.	
3.13	Little Bromley	608983	227889	<p>The viewpoint is representative of people using the local PRoW and road network west of Little Bromley Hall. There are open views across large scale, flat arable farmland. Hedgerows and mature trees form a wooded skyline. Existing 132 kV overhead lines run across the view to the west, converging at Lawford Substation which is visible in the treeline. In the east, historic development, including an old coach house and the Grade II* listed Church of St Mary screens more distant views.</p> <p>The Project would be approximately 2.1 km to the north-west at its closest point. The EACN and overhead line would be visible on the skyline, filtered by intervening trees.</p>	13.9.44
3.14	Ardleigh Reservoir, Lodge Lane	603736	229039	<p>The viewpoint is representative of people visiting Ardleigh Reservoir and moving along the local road network. The location on the waterside affords views over the reservoir to the north and east. Tree belts lining the reservoir create a sense of intimacy and enclosure. Hedgerows bordering Lodge Lane screen/filter views to the north, in the direction of the Project.</p> <p>The Project would be approximately 0.7 km to the north at its closest point. In views to the north the overhead line would be filtered by mature trees enclosing the reservoir. Pylons would be visible</p>	13.9.45



No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				above the treeline in places, and there would be some stacking of pylons in views looking along the reservoir to the north-east.	
3.15	Birchwood Road near Lamb Corner	604211	231430	<p>The viewpoint is representative of people using the local PRoW and road network at Birchwood Road, and people living and moving around Lamb Corner. The viewpoint is located at the southern edge of Dedham Vale National Landscape (an AONB). There are open views to the south across large scale arable fields, partially enclosed by hedgerows and hedgerow trees. Shelter belts and hedgerows along field margins screen/filter views of ribbon development along the B1029 to the south-east.</p> <p>The above ground elements of the Project would be approximately 1.7 km to the south at the closest point. The overhead line would be visible on the skyline, filtered by field boundary vegetation and woodland on the horizon. The EACN would be screened by intervening woodland.</p>	13.9.46
3.19	Essex Way, Dedham Road	608070	231568	<p>The viewpoint is representative of people using the Essex Way, where it runs along Mill Hill, within Dedham Vale National Landscape (an AONB), south of Lawford Park. There are open views through a gap in the hedgerow along Mill Hill, offering framed views south across flat, arable farmland, bounded by trees and scrub. Trees at Charity Farm filter development along the A120. An existing 132 kV overhead line is prominent on the skyline to the south-west.</p>	13.9.47

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				The Project would be approximately 2.5 km to the south-west at its closest point. The EACN would be filtered / screened by intervening vegetation. The overhead line which runs to the west of the EACN would be visible on the skyline, filtered by field boundary vegetation and seen in the context of an existing overhead line.	
3.20	Fenbridge Lane	606997	234286	<p>The viewpoint is representative of people living and moving around East Bergholt and using the local road and PRoW network, within Dedham Vale National Landscape (an AONB). There are framed views across gently sloping pasture with mature parkland trees, looking towards the Stour Valley. The River Stour, flooded fields and riparian woodland are visible in the middle distance, beyond which is the church tower within Dedham. The rising wooded and farmed sides of the Stour Valley form a wooded horizon.</p> <p>The Project would be approximately 4.6 km to the south at its closest point. The overhead line would be seen on the distant skyline, filtered / screened by intervening layers of vegetation including woodland on the horizon. The EACN would be filtered / screened by intervening vegetation.</p>	13.9.48
3.24	Higham Hill	603433	237366	The viewpoint is representative of people using the local road network and NCN Route 1 at Higham Hill, within Dedham Vale National Landscape (an AONB). There are views east across gently sloping scrubland towards arable farmland in the middle	13.9.49

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				<p>distance. Properties near Sulleys Manor Farm and a water tower are visible on the horizon. An existing overhead line is visible on the distant horizon.</p> <p>The Project would be approximately 4.4 km to the north at its closest point. The majority of the Project, including the CSE compound near The Woodlands and overhead line would be screened by intervening woodland. There would be some distant views of the overhead line on the skyline to the north, seen in the context of existing overhead lines.</p>	
3.25	PRoW near Woodlands Hall	606160	240065	<p>The viewpoint is representative of people using the local PRoW network near Woodlands Hall. There are views across a large flat arable field with occasional isolated trees. Woodland and hedgerows surrounding the large field and - woodland blocks form a wooded horizon.</p> <p>The Project would be approximately 0.6 km to the east at its closest point. A CSE compound would be visible to the north-east, with the overhead line visible beyond. Woodland on the horizon would screen / filter the more distant pylons.</p>	13.9.50
<b>SECTION D</b>					
4.01	Boxted Airfield Memorial	601864	231236	<p>The viewpoint is representative of people visiting Boxted Airfield Memorial and using the local road network. There are views across the entrance to the former airfield, with metal railings and dense hedgerows in the foreground. Beyond the railings</p>	13.9.51

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				<p>are views across flat and open farmland towards a row of trees and woodland which forms the horizon. The Project would be approximately 1.2 km to the south at its closest point. To the south-east the Project would be filtered and screened by the hedgerow in the foreground of the view. To the south-west the overhead line would be visible on the skyline.</p>	
4.02	Oldhouse Lane PRow	600146	230628	<p>The viewpoint is representative of people using the local PRow to the south of Oldhouse Farm. There are views to the south-west across open arable farmland towards settlement at Bapton, nestled amongst woodland. Views are framed by mature trees along the track to the south of the viewpoint. The Project would be approximately 0.4 km to the south at its closest point. There would be close views of the overhead line on the skyline to the south-west, in front of properties at Bapton. To the south-east mature trees in the foreground of the view would filter views of the Project.</p>	13.9.52
4.03	Essex Way	598138	230600	<p>The viewpoint is representative of people using the Essex Way to the east of Great Horkesley. There are views across open arable farmland to the north, east and south. Lodge Farm is visible to the north and some buildings in Great Horkesley are visible to the south-west.</p> <p>The Project would be approximately 0.6 km to the east at its closest point. The CSE compound would be visible in open views to the east, with the</p>	13.9.53

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				overhead line beyond it. Elsewhere the Project would be screened by intervening vegetation and buildings.	
4.04	PRoW off Crabtree Lane	594779	231025	<p>The viewpoint is representative of people using the local PRoW and road network south-east of Wormingford. There are views to the south across a flat arable landscape, bounded by hedgerows and shelterbelts. Beyond these arable fields is a wooded horizon in the middle distance.</p> <p>The Project would be approximately 0.9 km to the south-east at its closest point. The CSE compound would be perceptible to the south-east but largely filtered and screened by intervening vegetation. The overhead line would be visible on the skyline to the south-east, partly filtered and screened by intervening vegetation.</p>	13.9.54
4.05	PRoW near Hillhouse Wood	594883	228326	<p>The viewpoint is representative of people using the local PRoW network near Hillhouse Wood. There are open views to the west across gently rolling arable farmland, framed by blocks of woodland including Hillhouse Wood to the south-west. The fields are bounded by hedgerows and hedgerow trees. In the background, settlement is visible nestled amongst trees.</p> <p>The Project would be approximately 0.9 km to the north-west at its closest point. The overhead line would be visible on the skyline, crossing the wooded valley of a tributary of the River Colne.</p>	13.9.55

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				Woodland in the middle distance would filter views of the Project to the north and south-west.	
4.08	Fordham	592844	228135	<p>The viewpoint is representative of people living and moving around Fordham and using the open access land and PRow in the area. There are views across pasture bounded by managed hedgerows towards woodland on the sides of the Colne Valley, which screens more distant views.</p> <p>The Project would be approximately 0.5 km to the south-east at its closest point. The overhead line would be visible on the skyline above intervening field boundary vegetation, woodland and buildings at the southern end of Fordham.</p>	13.9.56
4.10	Great Tey	589360	225941	<p>The viewpoint is representative of people living and moving around Great Tey. There are views to the east across relatively flat arable farmland, framed by mature hedgerows to the east and south. To the south-east there are distant views to a wooded horizon.</p> <p>The Project would be approximately 1.6 km to the south at its closest point. The overhead line would be seen on the skyline in views to the south-east. To the east and south field boundary vegetation in the foreground would filter and screen the Project.</p>	13.9.57
4.11	Aldham	591753	225437	The viewpoint is representative of people living and moving around Aldham and using the local road and PRow network to the south of Aldham. There are open views across a large arable field towards	13.9.58

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				<p>Aldamhall Wood, with a more distant wooded horizon beyond. The edge of Aldham is visible to the north.</p> <p>The Project would be approximately 0.2 km to the east at its closest point. The overhead line would be visible in close views to the east. To the north-east, part of the overhead line would be seen above and beyond the settlement. To the south-west the Project would be filtered by intervening vegetation.</p>	
4.12	Marks Tey	590874	223576	<p>The viewpoint is representative of people living and moving within Marks Tey and travelling along the A120. The viewpoint is in proximity to a locally valued view identified in the Marks Tey Neighbourhood Plan (January 2022). There are views north across open arable farmland, partially enclosed by gappy hedgerows and shelterbelts, with a wooded horizon. The hamlet at Church Farm, including the church spire, is nestled within the trees to the north-east.</p> <p>The Project would be approximately 1.1 km to the north at its closest point. The overhead line would be visible on the skyline to the north. To the north-east vegetation around Church Farm would filter views of the Project.</p>	13.9.59
4.13	Wormingford	593582	231541	<p>The viewpoint is representative of people living and moving around Wormingford and using the local road and PRoW network. The viewpoint is just outside of the Dedham Vale National Landscape (an AONB) and represents views from its southern</p>	13.9.60

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				<p>edge. There are views to the south across relatively flat arable farmland towards settlement nestled amongst woodland. Beyond this there are longer distance views of a wooded horizon.</p> <p>The Project would be approximately 2 km to the south-east at its closest point. The overhead line would be seen on the skyline in distant views, partly filtered by intervening field boundary vegetation. The CSE compound near Crabtree Lane would be filtered by intervening vegetation.</p>	
4.14	Fordham Road	594135	229217	<p>The viewpoint is representative of people traveling along and living around Fossetts Lane to the north-east of Fordham. There are open views across gently sloping arable farmland which descends into the wooded valley of a tributary of the River Colne. There are long distance views towards a wooded horizon, particularly to the south. Views are more enclosed to the west due to the gently rising landform, mature trees and scattered properties.</p> <p>The Project would be approximately 0.3 km to the south-east at its closest point. The overhead line would be visible on the skyline in close views to the south-east, crossing the wooded valley. The overhead line would be seen extending to the north-east and south-west. To the north-east the CSE compound near Crabtree Lane would be perceptible, filtered by intervening vegetation.</p>	13.9.61



No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
<b>SECTION E</b>					
5.01	A120 layby, Stockstreet Farm	582704	222648	<p>The viewpoint is representative of people travelling along the A120 to the west of Coggeshall. There are views to the south across a gently undulating arable landscape to the wooded valley of the River Blackwater. An existing overhead line is visible on the skyline to the west.</p> <p>The Project would be approximately 3.2 km to the south-east at its closest point. The overhead line would be visible on the distant skyline above a wooded horizon.</p>	13.9.62
5.02	Feering	587651	220852	<p>The viewpoint is representative of people living and moving around Feering and using the local PRow and road network. There are views to the north-west across flat arable farmland, enclosed by hedgerows and hedgerow trees which form a wooded horizon. An existing overhead line is visible on the skyline to the north. The edge of Feering is visible to the south.</p> <p>The Project would be approximately 1.1 km to the north-west at its closest point. The overhead line would be visible on the skyline in views which are filtered by field boundary vegetation. Part of the existing overhead line which is visible to the north would be removed to accommodate the Project.</p>	13.9.63
5.04	White Notley	578713	218080	<p>The viewpoint is representative of people living and moving around White Notley and using the local PRow network. There are middle distance views</p>	13.9.64

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				<p>from the edge of the settlement across a gently rolling arable landscape bounded by hedgerows, mature hedgerow trees and woodland. More distant views are screened/filtered by woodland.</p> <p>The Project would be approximately 0.6 km to the south at its closest point. The overhead line would be visible on the skyline to the south and filtered by intervening field boundary vegetation. To the south-west buildings at the edge of White Notley would screen the Project.</p>	
5.05	Coggeshall Hamlet	585526	221160	<p>The viewpoint is representative of people travelling along the B1024 to the south of Coggeshall Hamlet. There are views across arable farmland. Woodland in the middle distance forms the horizon to the north-east.</p> <p>The Project would be approximately 0.4 km to the south-east at its closest point. The overhead line would be visible on the skyline in close views to the south-east. Woodland would filter views towards the overhead line to the east, and a hedgerow and buildings at Halfway Cottages would screen and filter views to the south and south-west.</p>	13.9.65
5.07	NCN Route 16 and Ranks Green Road	575653	217849	<p>The viewpoint is representative of people using the local road network and NCN Route 16 to the east of Ranks Green. There are middle distance views across a gently rolling arable landscape bounded by hedgerows and mature hedgerow trees. There is an existing overhead line on the skyline in views to the south-east.</p>	13.9.66

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				The Project would be approximately 0.3 km to the south at its closest point. There would be close views of the overhead line on the skyline to the south and extending into the distance to the east and west. The gantries at the CSE compound to the east would be filtered by intervening vegetation.	
5.08	Fairstead	576774	216721	<p>The viewpoint is representative of people living and moving around Fairstead, including using the local road and PRow network, the Essex Way and visiting the Parish Church of St Mary the Virgin. There are views across a gently undulating arable landscape with fields bound by hedgerows, mature hedgerow trees and woodland blocks. An existing overhead line is visible on the skyline to the north-west.</p> <p>The Project would be approximately 0.9 km to the north at its closest point. Trees and woodland along Fairstead Hall Road would screen and filter views of the Project to the west. To the north-west and north the overhead line would be visible on the skyline. It would be partially screened and filtered by woodland on the horizon and seen beyond an existing overhead line.</p>	13.9.67
<b>SECTION F</b>					
6.01	Great Leighs	572713	216875	The viewpoint is representative of people living and moving around Great Leighs and using the local PRow network. There are views south across gently rolling arable farmland with hedgerows and	13.9.68

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				<p>mature hedgerow trees. There are glimpsed views through hedgerow trees towards a slightly elevated wooded skyline. Trees along the edge of the settlement screen and filter views out to the west, north and east.</p> <p>The Project would be approximately 0.9 km to the south-east at its closest point. The overhead line would be visible on the skyline above a wooded horizon. Vegetation along the settlement edge would screen and filter the overhead line in views to the east.</p>	
6.02	Essex Way near Fuller Street	574334	215960	<p>The viewpoint is representative of people using the Essex Way long distance path to the west of Fuller Street. There are views across large and relatively flat arable fields. The landform falls slightly in the middle distance where farmland and woodland are visible across a rolling landscape. A church spire at Lyons Hall is visible nestled amongst trees to the south-west and an existing overhead line is visible heading into the distance to the north and south.</p> <p>The Project would be approximately 0.7 km to the north at its closest point. The overhead line would be visible on the skyline in wide views to the west, north and north-east. An existing overhead line to the east of the viewpoint would be removed to accommodate the Project.</p>	13.9.69
6.04	Broad's Green	569284	212348	<p>The viewpoint is representative of people using the Saffron Trail long distance path to the south of Broad's Green. There are open views across large-</p>	13.9.70

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				<p>scale flat arable farmland towards woodland blocks, hedgerows and hedgerow trees, which screen and filter more distant views.</p> <p>The Project would be approximately 0.3 km to the south-east at its closest point. The overhead line would be visible on the skyline in close and open views, crossing the adjacent farmland before heading south. Field boundary vegetation would filter views to the east.</p>	
6.05	Chelmsford, Centenary Circle	568270	208947	<p>The viewpoint is representative of people using the Centenary Circle long distance path along the western edge of Chelmsford. There are views across relatively flat arable farmland. The landform falls in the middle ground to a stream lined with trees. Beyond this, long distance views are afforded across a gently rolling arable landscape with gappy hedgerows and hedgerow trees. The landform rises in the distance to a settled and wooded horizon.</p> <p>The Project would be approximately 0.9 km to the north at its closest point. The overhead line would be visible on the skyline above a wooded horizon in close views to the north-west, and more distant views to the south-west.</p>	13.9.71
6.06	Roxwell	564947	208201	<p>The viewpoint is representative of people living and moving around Roxwell and using the local road network. There are views along Galleons Hill towards properties within Roxwell to the east and west. To the east there are views across relatively flat arable farmland with fields enclosed by gappy</p>	13.9.72

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				<p>hedgerows and post and wire fencing. The landform rises steeply in the middle ground where further farmland and woodland cover is visible.</p> <p>The Project would be approximately 1 km to the east at its closest point. The overhead line would be visible on the skyline above a wooded horizon. Field boundary vegetation along the south side of Galleons Hill would filter views of the overhead line to the south-east.</p>	
6.09	Edney Common	565645	204743	<p>The viewpoint is representative of people living and moving around Edney Common and using the local road network. There are views along Highwood Road which is enclosed by a hedgerow. There are relatively open views across medium to large scale arable farmland bordered by woodland blocks to the north. Longer distance views are available to the north towards a wooded horizon and scattered settlement.</p> <p>The Project would be approximately 0.8 km to the north-east at its closest point. The overhead line would be visible on the skyline and partially screened / filtered by intervening vegetation.</p>	13.9.73
6.10	St Peter's Way, east of Millgreen Common	564499	201775	<p>The viewpoint is representative of people using St Peter's Way to the east of Millgreen Common and at the site of a Roman Villa Scheduled Monument. There are views across gently rolling pasture bounded by gappy hedgerows and mature hedgerow trees. A gently rising wooded ridgeline is visible in the distance and forms the horizon.</p>	13.9.74

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				The Project would be approximately 1.5 km to the east at its closest point. The overhead line would be visible partly on the skyline and partly backclothed by the wooded horizon. Woodland would screen/filter and frame views.	
6.11	NCN Route 13 and St Peter's Way	568198	200487	<p>The viewpoint is representative of people using St Peter's Way and NCN Route 13 to the south of Margaretting Tye. Views are filtered by mature trees along Swan Lane and outward views are limited. There are filtered views across a gently rolling landscape comprising pasture and horse paddocks bounded by hedgerows and hedgerow trees. There are some longer distance views towards a wooded horizon.</p> <p>The Project would be approximately 2 km to the west at its closest point. Views would be filtered by trees along Swan Lane. Where visible the overhead line would be seen against a wooded backdrop.</p>	13.9.75
6.12	Pleshey Castle	566456	214344	<p>The viewpoint is representative of people visiting Pleshey Castle Scheduled Monument and using the local PRoW network. There are views across open pasture bounded by post and rail fencing. The landform is flat, and views are limited to the middle distance due to mature trees and hedgerows screening views to the south and east. Some properties are visible on the edge of Pleshey.</p> <p>The Project would be approximately 3.6 km to the south-east at its closest point. A small number of pylons would be perceptible on the distant skyline,</p>	13.9.76

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				however the majority of the Project would be screened and filtered by intervening layers of vegetation.	
6.14	Broomfield	570425	210576	<p>The viewpoint is representative of people at the western edge of Broomfield and using the local PRow network. The viewpoint is in proximity to an important view identified in the Broomfield Neighbourhood Plan (November 2022). There are views across open arable farmland with gappy hedgerows. The landform is relatively flat and views are limited to the middle distance due to mature trees on the horizon. Some properties on the edge of Broomfield are visible.</p> <p>The Project would be approximately 1.3 km to the west at its closest point. The overhead line would be seen on the skyline in views to the west, framed by trees on the skyline. To the north and south the Project would be screened and filtered by buildings in the settlement and intervening vegetation.</p>	13.9.77
6.15	Widford, Hylands Park	569266	205054	<p>The viewpoint is representative of people visiting Hylands Park and St Mary's Church, Widford as well as travelling along the A414. There are views across gently sloping farmland bound by post and wire fencing, beyond which is a gently rolling parkland landscape with woodland blocks and parkland trees. The church spire of St Mary's Church is visible to the east and Hylands House is just visible through the trees when not in leaf.</p>	13.9.78



No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				<p>Woodland forms the horizon and limits longer distance views.</p> <p>The Project would be approximately 2.5 km to the west at its closest point. The overhead line would be perceptible on the distant horizon, above a wooded skyline.</p>	
6.18	Langleys Park, Great Waltham	569703	213698	<p>The viewpoint is representative of people visiting Langleys Park and using the local PRoW network including the nearby Saffron Trail and Essex Way long distance paths. The viewpoint is located within Great Waltham Conservation Area and Langleys Registered Park and Garden. There are views across formal parkland with mature parkland trees. Langleys mansion house is visible to the east. Views to surrounding landscapes are well filtered by woodland and parkland trees however there are glimpsed views to the edge of Great Waltham.</p> <p>The Project would be approximately 1 km to the south-east at its closest point. The overhead line would be partially screened by Langleys mansion house and filtered by woodland and parkland trees. Where visible the overhead line would be seen between groups of trees and on the skyline.</p>	13.9.79
<b>SECTION G</b>					
7.01	Buttsbury	566390	198576	<p>The viewpoint is representative of people using the local PRoW and road network at Buttsbury, just to the west of the junction of Buttsbury and Ingatestone Road. The Church of St Mary (Grade</p>	13.9.80

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				<p>II* listed) is visible to the immediate north of the viewpoint. Views in other directions are filtered by field boundary and roadside vegetation.</p> <p>The Project would be approximately 0.2 km to the east at its closest point. The overhead line would be visible on the skyline in close and slightly elevated views. To the north the Project would be screened and filtered by the Church of St Mary and surrounding trees. To the south the overhead line would be seen on the skyline in the middle distance, and partially screened / filtered by roadside hedgerows.</p>	
7.03	Hutton	563690	194567	<p>The viewpoint is representative of people living and moving around Hutton and people using the local PRoW and road network. The viewpoint is located on the edge of Hutton Village Conservation Area. There are open and elevated views to the east across the plateau, to a settled and wooded ridgeline. An existing overhead line crosses the landscape in the middle distance. The view is framed by field boundary trees to the north and south.</p> <p>The Project would be approximately 0.8 km to the east at its closest point. The overhead line would be seen on the skyline, running parallel to and just beyond an existing overhead line. To the north-east field boundary vegetation would filter views of the Project.</p>	13.9.81

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
7.05	Little Burstead	566800	191558	<p>The viewpoint is representative of people living and moving around Little Burstead and people using the local PRow network. The viewpoint is located adjacent to the Church of St Mary (Grade II* listed). There are open and slightly elevated views to the west, with layers of wooded ridgelines receding into the distance. Open views continue to the south, towards industrial areas on the edge of Basildon. There are other overhead lines and wind turbines seen in long distance views above the treeline to the west, and in more open views to the south.</p> <p>The Project would be approximately 1.4 km to the west at its closest point. To the south-west the overhead line would be visible on the skyline and receding into the distance to the south. To the north-west views of the overhead line would be filtered by intervening trees.</p>	13.9.82
7.06	Thorndon Country Park	563168	189804	<p>The viewpoint is representative of people walking along the local PRow network and using Thorndon Country Park. The viewpoint is also within Thorndon Park Conservation Area and Thorndon Hall Registered Park and Garden. The viewpoint is located next to the Forest Café. There are open, elevated and distant views to the south across a farmed and wooded landscape. Views are framed by woodland to the east and west. The view encompasses large areas of settled farmland, with other infrastructure visible including a wind turbine, overhead lines and roads.</p>	13.9.83

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				The Project would be approximately 2 km to the east and south-east at its closest point. To the east views towards the overhead line would be filtered and screened by woodland. To the south-east and south the overhead line would be visible and mainly backclothed by more distant wooded hills.	
7.08	Dunton Hills Garden Village	564339	188706	<p>The viewpoint is currently representative of people living at Dunton Hills Farm and recreational receptors using the adjacent Dunton Hills Golf Course. The viewpoint is within the site of a proposed new settlement known as Dunton Hills Garden Village. There are panoramic views to the south across a gently undulating agricultural and wooded landscape, backed by the wooded Langdon Hills to the south-east. There are existing overhead lines on the skyline to the east. To the north-east there are close views of a wind turbine on top of the hill.</p> <p>The Project would be approximately 0.8 km to the east at its closest point. The overhead line would be visible on the skyline to the east and extending into the distance to the south. Parts of the existing overhead lines in the view would also be removed to accommodate the Project.</p>	13.9.84
<b>SECTION H</b>					
8.02	Bulphan	564489	186151	The viewpoint is representative of people living and moving around Bulphan and using the local road network. There are views across farmland from this	13.9.85

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				<p>location, filtered by hedgerows and trees. Views stretch to a wooded horizon to the north-east and east, with scattered properties just discernible amongst the trees. Buildings in Bulphan screen immediate views to the south and west of the viewpoint.</p> <p>The Project would be approximately 1.1 km to the north-east at its closest point. The overhead line would be seen on the skyline and views would be filtered by field boundary vegetation.</p>	
8.03	Horndon on the Hill	566487	183053	<p>The viewpoint is representative of people living and moving around Horndon on the Hill and using the local PRow network. There are views across flat arable farmland in the foreground, framed by mature field boundary vegetation. Beyond this there are views towards settlement edges and blocks of woodland, with apartment blocks within Chadwell St Mary / Grays and existing overhead lines breaking the skyline.</p> <p>The Project would be approximately 0.4 km to the south-west at its closest point. There would be close views of the overhead line on the skyline and extending to the south.</p>	13.9.86
8.05	Chadwell St Mary	565477	179654	<p>The viewpoint is representative of people living and moving around the eastern edge of Chadwell St Mary and using the local PRow and road network. There are wide views from this location on a rural track surrounded by open fields with limited boundary vegetation. There are views north and</p>	13.9.87

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				<p>east to a wooded horizon and south and west to the edge of settlement at Chadwell St Mary. An existing overhead line is visible on the skyline to the north and east.</p> <p>A CSE compound would be visible to the north-east at a distance of approximately 1.1 km and backclothed by woodland. The overhead line would be visible on the skyline extending to the north-east of the CSE compound.</p>	
8.06	PRoW North of Langdon Hills Country Park	567536	186729	<p>The viewpoint is representative of people visiting Langdon Hills Country Park and using the local PRoW network. There are open and expansive views to the west across undulating arable farmland, framed to the south by woodland and to the north by the rising landform. The landform drops in the middle distance where there are views towards settled and wooded farmland, beyond which the London skyline is visible on the distant horizon.</p> <p>The Project would be approximately 1.9 km to the west at its closest point. The overhead line would be visible in the middle distance and mainly backclothed by farmland and woodland. To the north views towards the Project would be screened by the landform and to the south the Project would be filtered by woodland.</p>	13.9.88
8.07	Orsett	564620	181609	<p>The viewpoint is representative of people living and moving around Orsett, visiting the showground and using the local PRoW. There are views across</p>	13.9.89

No	Name	Easting	Northing	Baseline Description and Description of Potential Views towards the Project	Figure Reference (in Volume II)
				<p>farmland and the showground to the east from this location on Rectory Road, although roadside vegetation (hedgerows and trees) filter some parts of the view. Views stretch to a wooded horizon, with scattered properties just discernible amongst the trees.</p> <p>The Project would be approximately 1.7 km to the east at its closest point. The overhead line would be screened and filtered by buildings in Orsett and intervening vegetation, including along Rectory Road.</p>	

# Appendix 14.1: Construction Noise and Vibration Data



# Appendix 14.1 - Construction Noise and Vibration Data

## 14.1 Introduction

14.1.1 This appendix has been produced to support Chapter 14: Noise and Vibration in Volume I. It sets out the information and data used within the assessment of noise and vibration effects from construction activities at noise vibration sensitive receptors (NSR). This appendix includes:

- Construction noise data
- Construction vibration data

## 14.2 Construction Noise

### Construction Noise Introduction

14.2.1 The construction noise assessment has been undertaken with reference to the methods and empirical data outlined in British Standard (BS) 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise (British Standards Institution (BSI), 2014) (BS 5228-1).

### Construction Plant Data

14.2.2 Indicative construction plant and data associated with each proposed construction activity is provided in Table A14.1.1. The table provides the average expected sound power level for each activity. For the purposes of the assessment, attenuation from mitigation measures is not included such that noise 'hot spots' can be identified, and specific mitigation measures can be identified. The exception are static items such as generators and water pumps, where screening would be considered standard practice where located close to NSR.

Table A14.1.1 – Construction Activity Plant and Noise Data

Activity	Plant Item	Number of Plant Items	BS 5228-1 Ref	% On-time	A-weighted Sound Pressure Level at 10m, dBA	Assumed Attenuation due to Embedded BPM, dB	Average Activity Sound Power Level, dBA
<b>General Works</b>							
Site preparation	Tracked excavator	2	C2.7	70	70	0	107
	Dozer	3	C2.1	70	75	0	
Top soil strip	Tracked excavator	2	C2.7	70	70	0	107
	Dozer	3	C2.1	70	75	0	
Temporary access route	Wheeled backhoe loader	1	C2.8	70	68	0	107
	Dumper	2	C4.4	70	76	0	
	Articulated dump truck (tipping fill)	1	C.2.32	5	74	0	
	Vibratory roller	1	C2.40	70	73	0	
<b>Temporary Construction Compounds</b>							
Site preparation	Tracked excavator	2	C2.7	70	70	0	107
	Dozer	3	C2.1	70	75	0	
Road construction	Dumper	3	C4.4	70	76	0	110
	Road Roller	1	C5.19	70	80	0	
Compound buildings	Telehandler	2	C4.55	50	70	0	98

Activity	Plant Item	Number of Plant Items	BS 5228-1 Ref	% On-time	A-weighted Sound Pressure Level at 10m, dBA	Assumed Attenuation due to Embedded BPM, dB	Average Activity Sound Power Level, dBA
	Generator	2	C3.33	100	57	10	
Compound operation	Lorry	1	C2.34	25	80	0	104
	Telehandler	2	C4.55	50	70	0	
	Generator	2	C3.33	100	57	10	
<b>Overhead Line Removal</b>							
Site preparation	Tracked excavator	1	C2.7	90	70	0	98
Breaking up concrete	Excavator mounted pulveriser	2	C1.5	50	72	0	100
Dumping brick rubble	Tracked excavator	1	C1.10	10	85	0	103
Breaking up/ cutting steel	tracked excavator	1	C1.16	25	82	0	104
<b>Overhead Line Construction</b>							
Pylon construction	Tracked excavator	1	C2.7	70	70	0	111
	Steel tube piling rig	1	C3.8	25	88	0	
	Concrete pump	1	C3.26	50	75	0	
Pylon Assembly	Telehandler	1	C4.55	50	70	0	95
Pylon installation	Crane lifting pylon	1	C4.46	10	67	0	85

Activity	Plant Item	Number of Plant Items	BS 5228-1 Ref	% On-time	A-weighted Sound Pressure Level at 10m, dBA	Assumed Attenuation due to Embedded BPM, dB	Average Activity Sound Power Level, dBA
Cable tensioning	Winder	1	Suppliers' data	60	77	0	106
	Rear Winder	1	Suppliers' data	60	77	0	
<b>Underground Cable Construction</b>							
Trenching	Tracked excavator	1	C2.7	70	70	0	97
	Tracked mobile crane	1	C3.28	25	67	0	
	Sheet piling (hydraulic jacking)	1	C3.11	25	59	0	
	Power pack	1	C3.12	100	63	10	
Lower and lay	Side boom	3	C3.28	25	67	0	95
	Water pump	1	C2.46	100	62	10	
	Wheeled backhoe loader	1	C2.8	25	68	0	
Backfill trench	Wheeled backhoe loader	1	C2.8	70	68	0	104
	Tracked excavator	1	C2.7	70	70	0	
	Dumper	2	C4.4	25	76	0	
	Vibratory roller	2	C2.40	10	73	0	
Reinstatement	Wheeled backhoe loader	1	C2.8	70	68	0	100

Activity	Plant Item	Number of Plant Items	BS 5228-1 Ref	% On-time	A-weighted Sound Pressure Level at 10m, dBA	Assumed Attenuation due to Embedded BPM, dB	Average Activity Sound Power Level, dBA
	Dumper	1	C4.4	25	76	0	
Transition joint pit	Generator	3	C3.33	100	57	10	104
	Welder	3	C3.31	25	73	0	
	Grinder	2	C4.93	10	80	0	
	Side boom	1	C3.28	25	67	0	
Cable pulling	Conveyor drive unit	1	C10.21	50	76	0	101
	Field Conveyor	2	C10.23	50	53	0	
Horizontal directional drilling	Directional drilling	1	C2.44	70	77	0	104
	Tracked excavator	1	C2.7	50	70	0	
	Water pump	2	C2.46	100	62	10	
<b>Cable Sealing End (CSE) Compound Construction</b>							
Site preparation	Tracked excavator	2	C2.7	70	70	0	107
	Dozer	3	C2.1	70	75	0	
CSE assembly	Telehandler	2	C4.55	70	70	0	100
	Generator	2	C3.33	100	57	10	
<b>Grid Supply Point (GSP) Substation Construction</b>							
Site preparation	Tracked excavator	2	C2.7	70	70	0	107

Activity	Plant Item	Number of Plant Items	BS 5228-1 Ref	% On-time	A-weighted Sound Pressure Level at 10m, dBA	Assumed Attenuation due to Embedded BPM, dB	Average Activity Sound Power Level, dBA
	Dozer	3	C2.1	70	75	0	
Substation assembly	Telehandler	2	C4.55	50	70	0	110
	Generator	2	C3.33	100	57	10	
	Vibratory piling rig	1	C3.8	25	88	0	

## 14.3 Construction Noise Levels Over Distance

14.3.1 Table A14.1.2 provides indicative construction noise levels over a range of distances and shows how noise levels reduce with distance.

Table A14.1.2 – Construction Activity Noise Levels Over Distance

Activity	Average Activity Sound Power Level, dBA	Sound Pressure Level, dBA, at Distance, m					
		10	25	50	100	200	300
<b>General Works</b>							
Site preparation	107	82	74	68	62	56	53
Top soil strip	107	82	74	68	62	56	53
Temporary access routes	107	82	74	68	62	56	52
<b>Temporary Construction Compounds</b>							
Site preparation	107	82	74	68	62	56	53
Road construction	110	85	77	71	65	59	55
Compound buildings	98	73	65	59	53	47	43
Compound operation	103	78	70	64	58	52	49
<b>Overhead Line Removal</b>							
Site preparation	98	73	65	59	53	47	43
Breaking up concrete	100	75	67	61	55	49	45
Dumping brick rubble	103	78	70	64	58	52	48
Breaking up/cutting steel	104	79	71	65	59	53	49
<b>Overhead Line Construction</b>							
Pylon construction	111	86	78	72	66	60	56



Activity	Average Activity Sound Power Level, dBA	Sound Pressure Level, dBA, at Distance, m					
		10	25	50	100	200	300
Pylon assembly	95	70	62	56	50	44	40
Pylon installation	85	60	52	46	40	34	30
Cable tensioning	106	81	73	67	61	55	51
<b>Underground Cable Construction</b>							
Trenching	97	72	64	58	52	46	43
Lower and lay	95	70	62	56	50	44	41
Backfill trench	103	78	71	64	58	52	49
Reinstatement	100	75	67	61	55	49	45
Transition joint pit	104	79	71	65	59	53	49
Cable pulling	101	76	68	62	56	50	46
Horizontal directional drilling	104	79	71	65	59	53	50
<b>CSE Compound Construction</b>							
Site preparation	107	82	74	68	62	56	53
CSE assembly	99	74	67	61	54	48	45
<b>GSP Substation Construction</b>							
Site preparation	107	82	74	68	62	56	53
Substation assembly	110	85	77	71	65	59	56

## 14.4 Construction Noise Effect Levels

- 14.4.1 Indicative distances within which Significant Observed Adverse Effect Levels (SOAEL) may be exceeded during daytime, evenings and weekends, and night-time periods are provided Table A14.1.3.

Table A14.1.3 – Construction Activity Noise SOAEL Distances

Activity	Average Activity Sound Power Level, dBA	Distance Within Which SOAEL May Be Exceeded, m		
		Daytime <sup>1</sup> (65dBA)	Evenings and Weekends <sup>2</sup> (55dBA)	Night-time <sup>3</sup> (45 dBA)
<b>General Works</b>				
Site preparation	107	71	225	712
Top soil strip	107	71	225	712
Temporary access routes	107	68	216	684
<b>Temporary Construction Compounds</b>				
Site preparation	107	71	225	712
Road construction	110	98	311	984
Compound buildings	98	25	80	252
Compound operation	103	47	149	471
<b>Overhead Line Removal</b>				
Site preparation	98	24	75	238
Breaking up concrete	100	32	100	316
Dumping brick rubble	103	45	141	447

<sup>1</sup> 07:00 to 19:00 on weekdays, and 07:00 to 13:00 on Saturdays

<sup>2</sup> 19:00 to 23:00 on weekdays, 13:00 to 23:00 on Saturdays, and 07:00 to 23:00 on Sundays

<sup>3</sup> 23:00 to 07:00

Activity	Average Activity Sound Power Level, dBA	Distance Within Which SOAEL May Be Exceeded, m		
		Daytime <sup>1</sup> (65dBA)	Evenings and Weekends <sup>2</sup> (55dBA)	Night-time <sup>3</sup> (45 dBA)
Breaking up/cutting steel	104	50	158	500
<b>Overhead Line Construction</b>				
Pylon construction	111	107	338	1067
Pylon assembly	95	18	56	178
Pylon installation	85	6	18	56
Cable tensioning	106	62	195	616
<b>Underground Cable Construction</b>				
Trenching	97	23	73	232
Lower and lay	95	19	59	186
Backfill trench	103	47	149	472
Reinstatement	100	30	95	301
Transition joint pit	104	48	151	479
Cable pulling	101	36	113	356
Horizontal directional drilling	104	50	160	505
<b>CSE Compound Construction</b>				
Site preparation	107	71	225	712
CSE assembly	99	30	94	298

Activity	Average Activity Sound Power Level, dBA	Distance Within Which SOAEL May Be Exceeded, m		
		Daytime <sup>1</sup> (65dBA)	Evenings and Weekends <sup>2</sup> (55dBA)	Night-time <sup>3</sup> (45 dBA)
<b>GSP Substation Construction</b>				
Site preparation	107	71	225	712
Substation assembly	110	103	325	1029

## 14.5 Construction Vibration

### Construction Vibration Introduction

- 14.5.1 The construction vibration assessment has been undertaken with reference to the methods and empirical data outlined in BS 5228-2:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration (BSI, 2014) (BS 5228-2).
- 14.5.2 The main significant sources of vibration during construction activities are expected to be ground compaction, and percussive or vibratory piling. These processes may be required during the following activities:
- Ground compaction with vibratory roller:
    - Setup of site compounds
    - Site preparation
    - Temporary access route construction
    - Cable laying
  - Piling:
    - Pylon foundations
    - CSE compounds
    - GSP substation construction

### Prediction of Construction Vibration

- 14.5.3 Peak particle velocity (PPV) vibration levels in mm/s generated by ground compaction and piling activities can be predicted using the guidance and empirical formulae in Table E1 of BS 5228-2. The formulae are shown below.

### Vibratory Roller Calculation Formula

$$v_{res} = k_s \sqrt{n_d} \left[ \frac{A}{x+L_d} \right]^{1.5} \quad (\text{Equation 1})$$

Where:

- $V_{res}$  = Resultant PPV, in millimetres per second (mm/s).
- $k_s$  = Scaling factor (and probability of predicted value being exceeded).
- $n_d$  = Number of vibrating drums.
- $A$  = Maximum amplitude of drum vibration, in millimetres (mm).
- $x$  = Distance measured along the ground surface, in metres (m); and
- $L_d$  = vibrating roller drum width, in metres (m).

## Percussive Piling Calculation Formula

$$v_{res} \leq k_p \left[ \frac{\sqrt{W}}{r^{1.3}} \right] \quad (\text{Equation 2})$$

Where:

- $V_{res}$  = Resultant PPV, in millimetres per second (mm/s)
- $K_p$  = Scaling factor (depending on soil conditions)
- $W$  = Nominal hammer energy, in joules (J)
- $r$  = Slope distance from the pile toe, in metres (m)

## Assumptions

14.5.4 The following conservative assumptions have been made to predict vibration levels to assess a reasonable worst-case:

- Vibratory Roller assumptions:
  - Scaling factor of 75, representative of average conditions
  - Vibratory roller data based on worst case Bomag BW 213, 1 drum of 2.13 m width and maximum amplitude of 1.1 mm
- Percussive piling assumptions:
  - Typical value of nominal hammer energy of 25kJ
  - Scaling factor of 1.5 representative of typical soil conditions

## Vibration Prediction Results

14.5.5 Equations 1 and 2 have been used to predict the minimum distances within which the vibration threshold values human comfort impacts from vibration in terms of SOAEL and potential cosmetic building damage may be exceeded (1.0mm/s, and 12.5mm/s PPV respectively). The calculated distances in Table A14.1.4 are used in the preliminary assessment to identify areas where NSR are potentially affected by construction vibration.

Table A14.1.4 – Indicative Construction Vibration Threshold Distances

Activity	Distance Within Which SOAEL May Be Exceeded (m)	Distance Within Which Cosmetic Building Damage May Occur (m)
Ground compaction	18	<2
Percussive piling	70	<10

# Appendix 14.2: Construction Traffic Noise Assessment



# Appendix 14.2 - Construction Traffic Noise Assessment

## 14.1 Introduction

14.1.1 This appendix has been produced to support Chapter 14: Noise and Vibration in Volume I. It sets out the assessment of construction traffic noise and the public highway and temporary access routes at noise sensitive receptors (NSR). This appendix includes the below:

- Construction traffic noise (public highways)
- Construction traffic noise (temporary haul roads)

## 14.2 Construction Traffic Noise (Public Highway)

### Assessment Methodology

14.2.1 The assessment of construction traffic noise has been conducted following the guidance detailed in Design Manual for Roads and Bridges (DMRB) LA 111 (Highways England *et al*, 2020). This provides guidance for the assessment and noise and vibration impacts from road projects; however, the guidance is widely used in the assessment of construction noise and vibration impacts from other types of project, particularly with regards to construction traffic noise in lieu of other guidance.

### Data Sources

14.2.2 The assessment is based on traffic data and assumptions that have been produced by National Grid to support the transport assessment, including the proposed numbers of heavy goods vehicles (HGV).

14.2.3 The PEIR considers two design alternatives at the Waveney Valley, as detailed in Table 4.3 in Chapter 4: Project Description in Volume I, an overhead line design and an underground cable alternative. The quantitative preliminary assessment within this chapter uses traffic data, provided by the FEED, for the overhead line solution at the Waveney Valley. For the Waveney Valley Alternative a qualitative assessment of the expected changes to traffic data as a result of the change to underground cable is also presented in this PEIR. A full assessment of the preferred option will be provided within the ES.

### Study Area

14.2.4 Noise from construction traffic on the existing local road network has been assessed based on the proposed construction traffic routes. The study area is defined following the guidance detailed in DMRB LA 111 which states that the construction traffic study areas should include a 50 m width from the kerb line of public roads with the potential

for an increase in basic noise level (BNL) of 1dB(A) or more because of the additional construction traffic to existing traffic levels.

## Assessment Criteria

- 14.2.5 Noise from construction traffic on the public highway has been calculated in accordance with the Calculation of Road Traffic Noise (Department for Transport (DfT), 1988) (CRTN) and assessed against the criteria detailed in DMRB LA 111. The BNL from public roads used as construction traffic routes has been calculated in accordance with CRTN for the 'Without Development' and 'With Development' scenarios in the construction period. The calculated BNL values were compared to determine the magnitude of the impact.
- 14.2.6 The BNL is a standardised metric for determining the noise level from a road and is defined as the noise level exceeded for 10% of the time at a reference of 10 m away from the nearside carriageway edge obtained from traffic flow, speed, and is calculated in line with the methodology described in CRTN.
- 14.2.7 Calculations are based on the Annual Average Weekday Traffic (AAWT) over the 18-hour period between 06:00 and 00:00 (AAWT, 18 h). The standard CRTN BNL calculation is applicable where the AAWT, 18 h traffic flows are greater than 4000 vehicles per 18-hour day. Where flows are between 1000 and 4000 vehicles per day, a 'low flow' correction can be applied which is a function of the distance from the carriageway. For the purposes of the initial assessment, a typical worst-case distance of 10 m has been assumed (the correction reduces with increased distance, with no correction applied beyond 30 m).
- 14.2.8 Where there are potential changes in the BNL on roads greater than or equal to 1dB(A) a subsequent assessment of the impacts on NSR within 50 m of routes where there are potential significant effects has been conducted. NSR include dwellings, healthcare facilities, education facilities or other buildings where noise can cause disturbance to people using the buildings.
- 14.2.9 Construction traffic noise effects are significant where there are medium or large magnitude impacts for a duration of ten or more days in any 15 consecutive days or for a total number of days exceeding 40 in any six consecutive months. A detailed program of works is not currently available. However, for the purpose of this initial assessment it is assumed that the above temporal thresholds may be exceeded, as a worst-case.
- 14.2.10 There are also potential significant effects where there is a small magnitude impact at NSR located within Noise Important Areas (NIA), which are more sensitive to increases in noise. NIAs are determined via strategic noise maps and highlight the residential areas experiencing the highest 1% of noise levels from road and rail sources in England.

## 14.3 Noise Assessment

- 14.3.1 The results of the construction traffic noise assessment are provided in Table A14.2.1 below. It is assumed that there is no change in average speed between the do-minimum and do-something scenarios. The results are colour coded as follows:
- **Green** – Negligible magnitude impact (neutral)

- **Yellow** – Small magnitude impact (no NIA) (negative)
- **Orange** – medium magnitude impact, or small magnitude with NIA (negative)
- **Red** – Large magnitude impact (negative)

14.3.2 The results indicate that the magnitude of impact from construction traffic noise on the public highway is negligible or small along all routes and therefore likely to be not significant.

14.3.3 There are however four routes where there is potential medium (negative) magnitude impacts; namely:

- Link HRC1 - Church Road (Section A)
- Link HRC20 - Bressingham Road (Section A)
- Link PAR 30 – Bentley Road (Section C)
- Link PAR 33 – Wick Lane (Section D)

14.3.4 For Links HRC1 and HRC20, in both instances these are haul road crossing points with no traffic travelling along the roads and therefore is likely to be not significant.

14.3.5 Links PAR 30 and 33 are both low flow routes, with and without construction traffic and as such consideration is given to the absolute noise level in deriving potential significance of effect.

14.3.6 With regards to Link PAR 30, there are 16 NSRs within 50 m of the route. However, taking account of absolute noise level of traffic (in relation to the construction noise SOAEL), and consideration of existing baseline conditions, potential significant adverse effects are only likely at one NSR; namely:

- Jasmine Cottage, Bentley Road, Little Bentley, CO7 8SS (National Grid Reference (NGR) 611136, 226669)

14.3.7 Jasmine Cottage is located immediately adjacent to Bentley Road at a distance of approximately 1 m from the carriageway edge. The predicted noise increase at this specific property is 3.8 dB which is a medium magnitude (negative) impact, with the absolute noise level being above the construction noise SOAEL, principally due to the small distance between the property and the carriageway.

14.3.8 With regards to Link PAR 30, there are two NSRs within 50 m of the route. However, taking account of absolute noise from traffic (in relation to the construction noise SOAEL), potential significant adverse effects are not expected at either NSR.

14.3.9 Routes which are predicted to experience a small (negative) magnitude impact have been reviewed and there are no instances where they pass through a NIA. As such, there are no expected significant adverse effects within NIA.

Table A14.2.1 – Construction Traffic Noise Assessment – Public Highway

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB L <sub>A10,18h</sub>		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
Link PAR 1 - A140 Ipswich Road	Section A	24,586	4.1	24,775	5	72.6	72.8	0.2	Negligible - Not significant
Link PAR 2 - Mangreen Lane	Section A	291	1.0	479	27	very low flow	very low flow	very low flow	Negligible - Not significant
Link PAR 3 - Stansfield Road / Wymondham Road	Section A	5,439	2.9	5,583	5	64.8	65.4	0.6	Negligible - Not significant
Link PAR 4 - B1113	Section A	4,385	2.2	4,530	4	63.6	64.4	0.8	Negligible - Not significant
Link PAR 5 - Wymondham Road	Section A	1,257*	9.7	1,385*	15	57.6	59.7	2.1	Small (negative)- Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB L <sub>A10,18h</sub>		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
Link PAR 6 - Fundenhall Road	Section A	1,676*	2.7	1,820*	8	57.5	59.7	2.2	Small (negative)- Not significant
Link PAR 7 - B1134 Station Road / B1134 Long Row	Section A	2,918*	5.7	3,136*	8	63.6	64.5	0.9	Negligible - Not significant
Link PAR 7 - B1134 Station Road / B1134 Long Row	Section A	2,457*	7.0	2,675*	10	62.1	63.2	1.1	Small (negative)- Not significant
Link PAR 8 - A1066 Victoria Road / A1066 Park Road / A1066 High Road	Section A	11,194	3.8	11,310	5	67.4	67.7	0.3	Negligible - Not significant
Link PAR 8 - A1066 Victoria Road / A1066	Section A	10,268	6.2	10,384	7	67.5	67.8	0.3	Negligible - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB L <sub>A10,18h</sub>		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
Park Road / A1066 High Road									
Link PAR 8 - A1066 Victoria Road / A1066 Park Road / A1066 High Road	Section A	10,162	6.2	10,278	7	67.4	67.7	0.3	Negligible - Not significant
Link PAR 8 - A1066 Victoria Road / A1066 Park Road / A1066 High Road	Section A	8,116	15.0	8,232	16	68.8	69.0	0.2	Negligible - Not significant
Link PAR 9 - A143 Old Bury Road	Section B	7,818	20.8	8,069	21	70.2	70.4	0.2	Negligible - Not significant
Link PAR 10 - Lion Road	Section B	3,366*	2.2	3,467*	4	61.4	62.4	1.0	Small (negative) - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB L <sub>A10,18h</sub>		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
Link PAR 11 - B1113 Finningham Road / B1113 Walsham Road	Section B	2,435*	6.8	2,529*	9	61.7	62.5	0.8	Negligible - Not significant
Link PAR 12 - Wickham Road	Section B	2,060*	5.8	2,155*	9	60.1	61.2	1.1	Small (negative) - Not significant
Link PAR 12 - Wickham Road	Section B	2,029*	12.8	2,118*	16	61.7	62.5	0.8	Negligible - Not significant
Link PAR 13 - Eastland Lane	Section B	39	6.1	133	56	very low flow	very low flow	very low flow	Negligible - Not significant
Link PAR 14 - Thornham Road	Section B	1,063*	3.8	1,157*	10	54.4	56.9	2.5	Small (negative) - Not significant
Link PAR 15 - A1120 Church	Section B	9,822	3.2	10,041	4	68.4	68.7	0.3	Negligible - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB LA10,18h		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
Road / A1120 Bell's Lane									
Link PAR 15 - A1120 Church Road / A1120 Bell's Lane	Section B	3,964*	12.8	4,183	14	65.3	65.8	0.5	Negligible - Not significant
Link PAR 16 - A1120 south of A14 J50	Section B	14,989	4.7	15,093	5	68.9	69.1	0.2	Negligible - Not significant
Link PAR 17 - Mill Lane	Section B	1,015*	8.9	1,104*	14	55.5	57.5	2.0	Small (negative) - Not significant
Link PAR 18 - B1113 Needham Road / B1113 Stowmarket Road	Section B	10,070	8.9	10,174	10	68.7	68.9	0.2	Negligible - Not significant
Link PAR 19 - B1113 Bramford	Section B	16,343	9.4	16,561	10	71.3	71.5	0.2	Negligible - Not significant



Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB LA10,18h		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
Road / B1113 Lorraine Way									
Link PAR 19 - B1113 Bramford Road / B1113 Lorraine Way	Section B	5,941	4.7	6,160	7	64.9	65.8	0.9	Negligible - Not significant
Link PAR 20 - Bullen Lane	Section B	75	11.3	293	56	very low flow	very low flow	very low flow	Negligible - Not significant
Link PAR 21 - A1214 London Road	Section C	19,884	6.4	19,973	7	70.7	70.8	0.1	Negligible - Not significant
Link PAR 22 - A1071	Section C	16,142	5.1	16,231	5	69.4	69.5	0.1	Negligible - Not significant
Link PAR 22 - A1071	Section C	5,728	5.3	5,816	6	65.2	65.6	0.4	Negligible - Not significant
Link PAR 23 - B1070	Section C	5,157	2.4	5,275	4	65.4	65.9	0.5	Negligible - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB LA10,18h		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
Hadleigh Road									
Link PAR 23 - B1070 Hadleigh Road	Section C	6185	6.4	6302	7.5	65.3	65.8	0.5	Negligible - Not significant
Link PAR 24 - B1070	Section C	0	0.0	118	69.1	very low flow	very low flow	very low flow	Negligible - Not significant
Link PAR 25 - Acacia Road	Section C	0	0.0	118	69.1	very low flow	very low flow	very low flow	Negligible - Not significant
Link PAR 26 - Ipswich Road	Section C	2225*	4.5	2265*	5.7	59.8	60.3	0.5	Negligible - Not significant
Link PAR 27 - Birchwood Road	Section C	4225	2.1	4332	3.7	61.9	62.8	0.9	Negligible - Not significant
Link PAR 27 - Birchwood Road	Section C	3337*	4.5	3369*	5.0	61.9	62.1	0.2	Negligible - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB LA10,18h		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
Link PAR 28 - Wick Road / Grove Hill	Section C	1630*	3.5	1662*	4.4	57.1	57.7	0.6	Negligible - Not significant
Link PAR 29 - Perry Lane	Section C	131	3.8	163	13.0	very low flow	very low flow	very low flow	Negligible - Not significant
Link PAR 30 - Bentley Road	Section C	1528*	2.9	1976*	17.5	56.4	62.6	6.2	Large (negative). However, traffic flows are low in both the baseline and construction phases and absolute noise levels would be low – Potentially significant.
Link PAR 31 - Ardleigh Road / Little Bromley Road	Section C	0	0.0	448	67.2	very low flow	very low flow	very low flow	Negligible - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB L <sub>A10,18h</sub>		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
Link PAR 32 - Old Ipswich Road	Section D	3662*	8.1	3798*	10.2	65.3	65.9	0.6	Negligible - Not significant
Link PAR 32 - Old Ipswich Road	Section D	2280*	7.5	2414*	10.8	60.9	62.1	1.2	Small (negative) - Not significant
Link PAR 33 - Wick Lane	Section D	1398*	2.5	1532*	8.2	56.3	59.9	3.6	Medium (negative). However, traffic flows are low in both the baseline and construction phases and absolute noise levels would be low – Potentially significant.
Link PAR 34 - Turnpike Close	Section D	464	14.9	600	26.6	very low flow	very low flow	very low flow	Negligible - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB L <sub>A10,18h</sub>		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
Link PAR 35 - A1341 Via Urbis Romanae	Section D	17806	3.1	18047	3.9	69.1	69.5	0.4	Negligible - Not significant
Link PAR 36 - A134 Northern Approach Road / A134 Wildeve Avenue / A134 Nayland Road / A134 The Causeway	Section D	14063	3.7	14305	4.7	68.3	68.7	0.4	Negligible - Not significant
Link PAR 36 - A134 Northern Approach Road / A134 Wildeve Avenue / A134 Nayland Road / A134	Section D	9069	3.7	9311	5.2	68.2	68.7	0.5	Negligible - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB L <sub>A10,18h</sub>		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
The Causeway									
Link PAR 36 - A134 Northern Approach Road / A134 Wildeve Avenue / A134 Nayland Road / A134 The Causeway	Section D	10283	3.5	10525	4.8	66.7	67.3	0.6	Negligible - Not significant
Link PAR 37 - A1124 Halsted Road	Section D	11856	2.8	12012	3.6	67.2	67.6	0.4	Negligible - Not significant
Link PAR 38 - Mill Road	Section D	2446*	10.0	2601*	13.3	62.1	63.2	1.1	Small (negative) - Not significant
Link PAR 39 - Great Tey Road	Section D	2308*	12.7	2612*	14.6	62.4	63.5	1.1	Small (negative) - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB LA10,18h		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
Link PAR 40 - A120 Colchester Road	Section D	23660	5.5	24098	6.0	71.6	71.8	0.2	Negligible - Not significant
Link PAR 41 - B1018 Braintree Road / B1018 Witham Road	Section E	14497	4.8	14618	5.3	68.8	69.0	0.2	Negligible - Not significant
Link PAR 42 - B1389 Hatfield Road	Section E	16937	3.1	17059	3.6	68.4	68.7	0.3	Negligible - Not significant
Link PAR 43 - Spinks Lane / Highfields Road / Spa Road / Flora Road / Faulkbourne Road / Church Hill	Section E	10791	1.8	10913	2.6	65.7	66.1	0.4	Negligible - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB LA10,18h		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
Link PAR 43 - Spinks Lane / Highfields Road / Spa Road / Flora Road / Faulkbourne Road / Church Hill	Section E	5752	2.2	5874	3.6	63.8	64.4	0.6	Negligible - Not significant
Link PAR 44 - A131 Great Notley Bypass / A131 Great Leighs Bypass / A131 Braintree Road	Sections E and F	20845	4.8	21283	5.3	72.1	72.3	0.2	Negligible - Not significant
Link PAR 44 - A131 Great Notley Bypass / A131 Great Leighs Bypass	Sections E and F	10750	5.1	11187	6.1	68.0	68.5	0.5	Negligible - Not significant



Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB L <sub>A10,18h</sub>		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
/ A131 Braintree Road									
Link PAR 45 - B1008 Essex Regiment Way	Section F	12165	6.3	12272	6.9	69.1	69.3	0.2	Negligible - Not significant
Link PAR 46 - B1008 Braintree Road / B1008 Main Road	Section F	14333	0.9	14440	1.5	68.3	68.5	0.2	Negligible - Not significant
Link PAR 47 - Chatham Hall Lane	Section F	369	1.9	470	17.7	very low flow	very low flow	very low flow	Negligible - Not significant
Link PAR 48 - Chelmsford Road	Section F	3317*	4.0	3423*	6.2	62.0	62.9	0.9	Negligible - Not significant
Link PAR 49 - A414 Three	Section F	27187	3.7	27294	4.0	71.2	71.3	0.1	Negligible - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB LA10,18h		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
Mill Hill / A1114 London Road									
Link PAR 49 - A414 Three Mill Hill / A1114 London Road	Section F	34596	2.5	34703	2.8	71.8	71.9	0.1	Negligible - Not significant
Link PAR 50 - A1016 Waterhouse Lane / A1016 Rainsford Lane	Section F	22299	2.2	22405	2.5	69.1	69.3	0.2	Negligible - Not significant
Link PAR 50 - A1016 Waterhouse Lane / A1016 Rainsford Lane	Section F	46251	1.6	46358	1.8	72.6	72.7	0.1	Negligible - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB LA10,18h		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
Link PAR 51 - A1060 Rainsford Road / A1060 Roxwell Road	Section F	16792	2.1	16899	2.5	67.8	68.1	0.3	Negligible - Not significant
Link PAR 51 - A1060 Rainsford Road / A1060 Roxwell Road	Section F	18542	2.0	18649	2.4	70.8	70.9	0.1	Negligible - Not significant
Link PAR 52 - Vicarage road	Section F	1781*	5.9	1887*	9.8	58.9	60.6	1.7	Small (negative) - Not significant
Link PAR 53 - A414 Greenbury Way / A414 Ongar Road	Section F	15305	4.7	15399	5.1	69.6	69.7	0.1	Negligible - Not significant
Link PAR 53 - A414 Greenbury	Section F	15484	3.9	15577	4.4	70.6	70.7	0.1	Negligible - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB L <sub>A10,18h</sub>		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
Way / A414 Ongar Road									
Link PAR 54 - B1002 Main Road	Section G	7026	1.2	7122	2.2	64.3	64.8	0.5	Negligible - Not significant
Link PAR 54 - B1002 Main Road	Section G	6913	0.8	7009	1.8	64.0	64.5	0.5	Negligible - Not significant
Link PAR 55 - Wantz Road	Section G	4771	4.9	4865	6.3	63.7	64.3	0.6	Negligible - Not significant
Link PAR 56 - Ivy Barns Lane	Section G	1113*	5.6	1207*	11.2	55.2	57.5	2.3	Small (negative) - Not significant
Link PAR 57 - Church Lane	Section G	54	2.2	150	49.7	very low flow	very low flow	very low flow	Negligible - Not significant
Link PAR 58 - A176 Noak Hill Road / A176 Laindon	Section G	22818	1.7	22912	2.0	69.6	69.7	0.1	Negligible - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB L <sub>A10,18h</sub>		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
Road / A129 Southend Road									
Link PAR 58 - A176 Noak Hill Road / A176 Laindon Road / A129 Southend Road	Section G	20556	1.7	20650	2.0	70.1	70.2	0.1	Negligible - Not significant
Link PAR 58 - A176 Noak Hill Road / A176 Laindon Road / A129 Southend Road	Section G	22818	1.7	22912	2.0	70.5	70.7	0.2	Negligible - Not significant
Link PAR 58 - A176 Noak Hill Road / A176 Laindon	Section G	7687	4.1	7781	5.0	65.4	65.8	0.4	Negligible - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB L <sub>A10,18h</sub>		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
Road / A129 Southend Road									
Link PAR 59 - A129 Sun Street / A129 London Road / A129 Rayleigh Road	Section G	12704	1.1	12798	1.7	66.0	66.4	0.4	Negligible - Not significant
Link PAR 59 - A129 Sun Street / A129 London Road / A129 Rayleigh Road	Section G	15494	1.1	15588	1.5	66.9	67.2	0.3	Negligible - Not significant
Link PAR 59 - A129 Sun Street / A129 London Road	Section G	13166	1.9	13260	2.4	66.6	67.0	0.4	Negligible - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB L <sub>A10,18h</sub>		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
/ A129 Rayleigh Road									
Link PAR 59 - A129 Sun Street / A129 London Road / A129 Rayleigh Road	Section G	14763	3.0	14857	3.5	68.0	68.2	0.2	Negligible - Not significant
Link PAR 60 - Dunton Road / Brentwood Road	Section G	1514*	9.8	1608*	13.7	58.8	60.2	1.4	Small (negative) - Not significant
Link PAR 61 - B148 West Mayne	Section G	19861	3.2	19991	3.5	70.5	70.6	0.1	Negligible - Not significant
Link PAR 62 - Lower Dunton Road	Section G	4848	4.0	4978	5.4	63.3	64.1	0.8	Negligible - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB LA10,18h		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
Link PAR 63 - A128 Brentwood Road	Section H	13074	12.7	13168	13.1	70.5	70.7	0.2	Negligible - Not significant
Link PAR 64 - A1013 Stanford Road	Section H	13229	7.7	13372	8.4	69.0	69.3	0.3	Negligible - Not significant
Link PAR 65 - Buckingham Hill Road	Section H	9716	7.4	9860	8.4	67.9	68.2	0.3	Negligible - Not significant
Link PAR 66 - Fort Road	Section H	3412*	42.8	3648*	44.2	68.5	68.9	0.4	Negligible - Not significant
Link PAR 66 - Fort Road	Section H	1889*	10.2	1995*	13.6	62.0	63.0	1.0	Small (negative) - Not significant
Link PAR 67 - Port of Tilbury 2 access	Section H	1867*	69.1	2102*	68.5	68.4	69.2	0.8	Negligible - Not significant



Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB LA10,18h		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
Link PAR 68 - Cooper Shaw Road	Section H	489	33.7	596	40.9	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC1 - Church Road	Section A	1,075*	1.4	1,263*	11	53.2	57.9	4.7	Medium (negative). However, this is a haul road crossing only with no traffic travelling along Church Road – Not significant
LINK HRC2 - Brickkiln Lane	Section A	620	2.3	809	18	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC3 - Long Lane	Section A	213	1.9	340	27	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC4 - Flordon Road	Section A	571	1.5	699	14	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC5 - Stickfer Lane	Section A	74	5.8	218	45	very low flow	very low flow	very low flow	Negligible - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB LA10,18h		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
LINK HRC6 - Cheneys Lane	Section A	0	0.0	144	66	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC7 - Northfield Road	Section A	29	5.5	173	55	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC8 - Long Stratton Road	Section A	1,487*	4.0	1,631*	9	56.8	59.3	2.5	Small (negative) - Not significant
LINK HRC9 - Tabernacle Lane	Section A	69	2.3	213	45	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC10 - Lane off Prince of Wales Road	Section A	0	0.0	218	38	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC11 - Prince of Wales Road	Section A	182	4.4	400	23	very low flow	very low flow	very low flow	Negligible - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB L <sub>A10,18h</sub>		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
LINK HRC12 - Diss Road	Section A	0	0.0	218	38	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC13 - Mill Road	Section A	245	3.8	463	20	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC14 - Blackbarn Road	Section A	116	5.2	334	27	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC15 - Access to Heywood Manor	Section A	0	0.0	115	71	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC16 - Heywood Road (Winfarthing)	Section A	220	6.8	334	29	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC17 - Heywood Road (Shelfanger)	Section A	93	4.7	208	41	very low flow	very low flow	very low flow	Negligible - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB L <sub>A10,18h</sub>		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
LINK HRC18 - Shelfanger Road	Section A B1077	4,230	4.8	4,347	7	63.5	64.2	0.7	Negligible - Not significant
LINK HRC19 - Darrow Lane	Section A	63	4.2	180	48	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC20 - Bressingham Road	Section A	1,092*	3.7	1,209	10	54.2	57.4	3.2	Medium (negative). However, this is a haul road crossing only with no traffic travelling along Bressingham Road – Not significant
LINK HRC21 - Fen Lane	Section A	12	5.1	113	69	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC22 - Doit Lane	Section A	697	3.8	799	13	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC23 - Ling Road	Section B	740	4.2	842	13	very low flow	very low flow	very low flow	Negligible - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB L <sub>A10,18h</sub>		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
LINK HRC24 - Millway Lane	Section B	88	5.7	190	43	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC25 - Mellisash Road	Section B	1,534*	4.5	1,785*	9	57.5	59.9	2.4	Small (negative) - Not significant
LINK HRC26 - Burgate Road (new, RG OHL section)	Section B	0	0.0	251	34	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC27 - Mellis Road	Section B	261	1.9	355	22	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC28 - Road to Abbey Cottages	Section B	66	1.8	155	46	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC29 - Mendlesham Road	Section B	720	4.6	809	13	very low flow	very low flow	very low flow	Negligible - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB L <sub>A10,18h</sub>		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
LINK HRC30 - Farm Track to Elden's Lane Farm	Section B	33	10.6	122	60	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC31 - Lambert Lane	Section B	155	4.8	243	31	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC32 - Cay Hill	Section B	0	0.0	88	78	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC33 - Debenham Road	Section B	0	0.0	88	78	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC34 - Farm Track to Badley Hall Farm	Section B	11	0.0	115	69	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC35 - Hascot Hill	Section B	674	5.6	778	15	very low flow	very low flow	very low flow	Negligible - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB LA10,18h		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
LINK HRC36 - B1078 Ipswich Road	Section B	3,414*	4.7	3,518*	7	62.7	63.5	0.8	Negligible - Not significant
LINK HRC37 - Holly Road	Section B	28	9.0	132	62	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC38 - Bildeston Road	Section B	650	4.7	868	21	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC39 - Offton Road	Section B	379	5.0	597	29	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC40 - Blood Hill	Section B	0	0.0	218	71	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC41 - Flowton Road	Section B	84	4.7	302	53	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC42 - Tye Lane	Section B	201	8.6	419	41	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC43 - Burstall Lane	Section C	1,529*	2.9	1,617*	7	56.7	58.6	1.9	Small (negative) - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB L <sub>A10,18h</sub>		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
LINK HRC44 - Washbrook Road	Section C	118	7.0	207	38	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC45 - Chattisham Road	Section C	218	5.9	307	27	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC46 - Private Road off Wenham Road	Section C	0	0.0	89	78	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC52 - Dedham Road	Section C	0	0.0	39	72	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC53 - B1029 - Dedham Road	Section C	1,902*	2.5	2,037*	7	58.3	60.2	1.9	Small (negative)- Not significant
LINK HRC54 - Rookery Chase	Section C	25	0.6	159	57	very low flow	very low flow	very low flow	Negligible - Not significant



Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB L <sub>A10,18h</sub>		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
LINK HRC55 - Section C A137 - Harwich Road		0	0.0	134	67	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC56 - Section C Morrow Lane (new, JC OHL and cable section)		0	0.0	448	67	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC57 - Section C Little Bromley Road		304	4.2	752	42	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC58 - Section C Hungerdown Lane		142	1.2	590	51	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC59 - Section C Dead Lane		953	1.6	1,088*	10	very low flow	56.3	very low flow	Negligible - Not significant
LINK HRC60 - Section D Langham Lane		2,040*	2.3	2,176*	6	58.3	60.3	2.0	Small (negative) - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB L <sub>A10,18h</sub>		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
LINK HRC61 - Straight Road	Section D	2,342*	4.2	2,478*	8	60.0	61.5	1.5	Small (negative)- Not significant
LINK HRC62 - School Lane (new, TB cable section)	Section D	0	0.0	139	53	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC63 - London Road (new, TB cable section)	Section D	0	0.0	139	53	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC64 - Vinesse Road (new, TB cable section)	Section D	0	0.0	139	53	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC65 - Crabtree Lane (new, TB cable section)	Section D	0	0.0	139	53	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC66 - B1508 -	Section D	2,552*	5.2	2,708*	9	62.8	63.9	1.1	Small (negative)- Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB LA10,18h		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
Colchester Road									
LINK HRC67 - Bergholt Road	Section D	405	4.6	561	22	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC68 - Fossetts Lane	Section D	35	4.2	191	54	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC68 - Fossetts Lane	Section D	142	5.8	297	37	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC69 - Green Lane	Section D	0	0.0	131	68	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC70 - Brook Road	Section D	2,199*	3.7	2,330*	7	59.3	61.0	1.7	Small (negative)- Not significant
LINK HRC71 - Salmon's Lane/East Gores Road	Section D	321	4.9	625	17	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC72 - Old Road	Section E	137	3.2	277	35	very low flow	very low flow	very low flow	Negligible - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB L <sub>A10,18h</sub>		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
LINK HRC73 - Skye Green Road	Section E	133	2.3	273	36	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC74 - Coggeshall Road (Feering)	Section E	5,128	3.5	5,268	5	64.0	64.7	0.7	Negligible - Not significant
LINK HRC75 - B1024 - Coggeshall Road	Section E	3,796*	4.6	3,936*	7	62.8	63.7	0.9	Negligible - Not significant
LINK HRC76 - Park Gate Road	Section E	1,228*	0.8	1,349*	7	56.5	59.0	2.5	Small (negative) - Not significant
LINK HRC77 - Park Road / Church Road	Section E	6,845	1.1	6,966	2	66.2	66.6	0.4	Negligible - Not significant
LINK HRC78 - Fairstead Road (new,	Section E	0	0.0	438	30	very low flow	very low flow	very low flow	Negligible - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB L <sub>A10,18h</sub>		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
TB OHL section)									
LINK HRC79 - Fairstead Lodge Road	Section E	109	3.9	547	24	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC80 - Fuller Street (new, TB OHL section)	Section E	0	0.0	438	30	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC81 - Boreham Road / Cole Hill	Section F	2,018*	4.7	2,455*	9	59.3	61.8	2.5	Small (negative) - Not significant
LINK HRC82 - Paulk Hall Lane	Section F	0	0.0	438	30	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC83 - Goodmans Lane	Section F	315	3.1	753	18	very low flow	very low flow	very low flow	Negligible - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB LA10,18h		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
LINK HRC84 - Lark's Lane	Section F	670	4.9	777	14	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC85 - Woodhall Hill	Section F	2,259*	3.5	2,365*	7	59.9	61.2	1.3	Small (negative) - Not significant
LINK HRC86 - Mashbury Road	Section F	513	3.9	620	16	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC87 - The Causeway / Highwood Road	Section F	2,514*	1.7	2,608*	4	61.7	62.7	1.0	Small (negative) - Not significant
LINK HRC88 - Nathan's Lane	Section F	352	3.3	446	19	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC89 - Restricted Local Access Road in Margaretting	Section F	20	9.0	114	65	very low flow	very low flow	very low flow	Negligible - Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB LA10,18h		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
LINK HRC90 - Ingatestone Road	Section G	2,682*	0.5	2,778*	3	61.7	62.7	1.0	Small (negative)- Not significant
LINK HRC91 - Mountnessing Road	Section G	425	3.3	521	17	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC92 - Old Church Lane	Section G	4,667	3.2	4,763	5	63.2	63.8	0.6	Negligible - Not significant
LINK HRC93 - Sudburys Farm Road	Section G	0	0.0	94	77	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC94 - Botney Hill Road	Section G	2,316*	0.7	2,409*	4	60.9	62.0	1.1	Small (negative)- Not significant
LINK HRC95 - Dunton Road	Section G	1,250*	3.8	1,344*	9	55.4	57.7	2.3	Small (negative)- Not significant

Access Route Name/ID	Project Section(s)	Baseline Data		Baseline Data Plus Construction Traffic		BNL, dB L <sub>A10,18h</sub>		Change, dB (Minimum to Maximum)	Outcome magnitude and effect.
		Total Daily Vehicles	% HGV	Total Daily Vehicles	% HGV	Baseline	Baseline Plus Construction Traffic (Minimum to Maximum)		
LINK HRC96 - Doesgate Lane	Section H	1,747*	1.4	1,841*	5	58.3	59.9	1.6	Small (negative)- Not significant
LINK HRC97 - Orsett Road	Section H	1,869*	3.1	1,963*	7	58.3	59.9	1.6	Small (negative)- Not significant
LINK HRC98 - Holford Road	Section H	0	0.0	106	74	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC99 - Muckingford Road (new, TB cable section)	Section H	0	0.0	106	74	very low flow	very low flow	very low flow	Negligible - Not significant
LINK HRC100 - Church Road (new, TB cable section)	Section H	0	0.0	106	74	very low flow	very low flow	very low flow	Negligible - Not significant

Notes:

\* = low flow; fewer than 4000 vehicles AAWT18h.

Very low flows are fewer than 1000 vehicles AAWT18h.



## 14.4 Construction Traffic Noise (Temporary haul road)

### Assessment Methodology

- 14.4.1 Once construction traffic (either light good vehicles (LGV) or HGV) leaves the public highway and enters the temporary haul road, the noise generated is classified as construction noise and assessed accordingly as per other construction activities. This chapter details the assessment of construction traffic noise on the temporary haul road within the draft Order Limits.
- 14.4.2 Construction traffic flows would vary on the various temporary haul roads within the draft Order Limits.
- 14.4.3 The temporary haul road traffic noise assessment has been undertaken with reference to the methods and empirical data outlined in BS 5228-1:2009+A1:2014 Code of practice for noise and vibration on construction and open sites - Part 1: Noise (British Standards Institution (BSI), 2014) (BS 5228-1). The predicted construction noise levels at a distance 10 m have been calculated for each temporary haul road section, together with the distance within which the lower noise threshold of (Category A) as detailed in Section E.3.2 of BS 5228-1 may be exceeded. The threshold is considered to represent the Significant Observed Adverse Effect Level (SOAEL); namely 65dB  $L_{Aeq,T}$  during daytime periods for residential NSR. Significance at non-residential NSR is considered based on their respective sensitivity to noise.

### Noise Assessment

- 14.4.4 The assessment is based on typical worst-case values as follows:
- An assumed average traffic speed of 15 mph<sup>1</sup>
  - An individual vehicle sound level of 80 dBA  $L_{max}$  at 10 m during pass-by based on BS 5228-1 data reference C.2.34 (Lorry) for HGV
  - An individual vehicle sound level of 70 dBA  $L_{max}$  at 10 m during pass-by based on library data for light vehicles (cars and vans)
  - No mitigation (e.g., screening) assumed
- 14.4.5 The PEIR considers two design alternatives at the Waveney Valley, as detailed in Table 4.3 in Chapter 4: Project Description in Volume I, an overhead line design and an underground cable alternative. The quantitative preliminary assessment within this chapter uses traffic data, provided by the FEED, for the overhead line solution at the Waveney Valley. For the Waveney Valley Alternative a qualitative assessment of the expected changes to traffic data as a result of the change to underground cable is also presented in this PEIR. A full assessment of the preferred option will be provided within the ES.
- 14.4.6 Table A14.2.2 below presents the findings of the noise assessment of construction traffic on temporary haul roads.

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<sup>1</sup> Note: The speed limit is likely to be 20 mph, however, for the PEIR a 15 mph 'average' speed limit has been assumed as a worst case. This is because noise levels reduce with increased speed as the pass time is shorter. Further assessment will be presented in the ES.

14.4.7 The results indicate that there are no instances where there are NSR within the threshold distance for potential significant adverse effects on any temporary haul roads.

Table A14.2.2 – Construction Traffic Noise Assessment – Temporary Haul Road

Temporary Haul Road ID	Project Section(s)	Anticipated Maximum Daily Vehicle Movements (2-way)		Construction Traffic Noise Level at 10m, dB LAeq,12h	Distance within which SOAEL (65 dB LAeq,12h) may be exceeded, m	Comment
		LGV	HGV			
H01-A1	Section A	125	319	70.7	37	No NSR within threshold distance
H01-A2	Section A	70	111	66.2	13	No NSR within threshold distance
H02-A1	Section A	70	111	66.2	13	No NSR within threshold distance
H03-A1	Section A	102	133	67.0	16	No NSR within threshold distance
H03-A2	Section A	196	133	67.3	17	No NSR within threshold distance
H04-A1	Section A	70	111	66.2	13	No NSR within threshold distance
H04-A2	Section A	108	135	67.1	16	No NSR within threshold distance
H05-A1	Section A	102	133	67.0	16	No NSR within threshold distance
H05-A2	Section B	108	135	67.1	16	No NSR within threshold distance

Temporary Haul Road ID	Project Section(s)	Anticipated Maximum Daily Vehicle Movements (2-way)		Construction Traffic Noise Level at 10m, dB L <sub>Aeq,12h</sub>	Distance within which SOAEL (65 dB L <sub>Aeq,12h</sub> ) may be exceeded, m	Comment
		LGV	HGV			
H06-A1	Section B	284	133	67.5	18	No NSR within threshold distance
H06-A2	Section B	94	127	66.8	15	No NSR within threshold distance
H07-A1	Section B	100	129	66.9	15	No NSR within threshold distance
H07-A2	Section B	94	127	66.8	15	No NSR within threshold distance
H08-A1	Section B	240	105	66.6	14	No NSR within threshold distance
H09-A1	Section B	94	127	66.8	15	No NSR within threshold distance
H10-A1	Section B	108	155	67.6	18	No NSR within threshold distance
H10-A2	Section B	127	315	70.6	36	No NSR within threshold distance
H11-A1	Section B	94	127	66.8	15	No NSR within threshold distance
H11-A2	Section C	100	129	66.9	15	No NSR within

Temporary Haul Road ID	Project Section(s)	Anticipated Maximum Daily Vehicle Movements (2-way)		Construction Traffic Noise Level at 10m, dB L <sub>Aeq,12h</sub>	Distance within which SOAEL (65 dB L <sub>Aeq,12h</sub> ) may be exceeded, m	Comment
		LGV	HGV			
						threshold distance
H12-A1	Section C	94	127	66.8	15	No NSR within threshold distance
H12-A2	Section C	138	183	68.4	22	No NSR within threshold distance
H13A-A1	Section C	0	0	0.0	0	No NSR within threshold distance
H13B-A1	Section C	56	126	66.6	14	No NSR within threshold distance
H14-A1	Section C	97	180	68.2	21	No NSR within threshold distance
H15-A1	Section C	48	62	63.7	7	No NSR within threshold distance
H16-A1	Section C	74	192	68.4	22	No NSR within threshold distance
H17-A2	Section C	190	424	71.9	49	No NSR within threshold distance
H18-A1	Sections C and D	67	115	66.3	13	No NSR within threshold distance

Temporary Haul Road ID	Project Section(s)	Anticipated Maximum Daily Vehicle Movements (2-way)		Construction Traffic Noise Level at 10m, dB L <sub>Aeq,12h</sub>	Distance within which SOAEL (65 dB L <sub>Aeq,12h</sub> ) may be exceeded, m	Comment
		LGV	HGV			
H19-A1	Sections C and D	61	109	66.1	13	No NSR within threshold distance
H19-A2	Section D	128	187	68.5	22	No NSR within threshold distance
H20-A1	Section D	126	147	67.5	18	No NSR within threshold distance
H20-A2	Section D	69	135	67.0	16	No NSR within threshold distance
H21-A1	Section D	64	109	66.1	13	No NSR within threshold distance
H22-A1	Section D	64	109	66.1	13	No NSR within threshold distance
H23-A1	Section D	224	109	66.6	14	No NSR within threshold distance
H24-A1	Sections D and E	70	111	66.2	13	No NSR within threshold distance
H24-A2	Section E	64	109	66.1	13	No NSR within threshold distance
H25-A1	Section E	64	109	66.1	13	No NSR within

Temporary Haul Road ID	Project Section(s)	Anticipated Maximum Daily Vehicle Movements (2-way)		Construction Traffic Noise Level at 10m, dB L <sub>Aeq,12h</sub>	Distance within which SOAEL (65 dB L <sub>Aeq,12h</sub> ) may be exceeded, m	Comment
		LGV	HGV			
						threshold distance
H25-A2	Sections E and F	374	189	69.0	25	No NSR within threshold distance
H26-A1	Sections E and F	70	158	67.6	18	No NSR within threshold distance
H27-A1	Sections E and F	70	158	67.6	18	No NSR within threshold distance
H28-A1	Sections E and F	70	158	67.6	18	No NSR within threshold distance
H28-A2	Section F	38	136	66.9	15	No NSR within threshold distance
H29-A1	Section F	72	170	67.9	19	No NSR within threshold distance
H29-A2	Section F	72	170	67.9	19	No NSR within threshold distance
H30-A1	Section F	72	170	67.9	19	No NSR within threshold distance
H30-A2	Section F	72	170	67.9	19	No NSR within threshold distance

Temporary Haul Road ID	Project Section(s)	Anticipated Maximum Daily Vehicle Movements (2-way)		Construction Traffic Noise Level at 10m, dB L <sub>Aeq,12h</sub>	Distance within which SOAEL (65 dB L <sub>Aeq,12h</sub> ) may be exceeded, m	Comment
		LGV	HGV			
H31-A1	Sections F and G	72	170	67.9	19	No NSR within threshold distance
H32-A1	Section G	102	153	67.6	18	No NSR within threshold distance
H33-A1	Section G	62	117	66.4	14	No NSR within threshold distance
H33-A2	Section G	62	117	66.4	14	No NSR within threshold distance
H34-A1	Section G and H	127	127	66.9	15	No NSR within threshold distance
H35-A1	Section G and H	108	155	67.6	18	No NSR within threshold distance
H35-A2	Section G and H	0	0	0.0	0	No NSR within threshold distance
H36-A1	Section H	110	193	68.5	22	No NSR within threshold distance
H37-A1	Section H	74	178	68.1	20	No NSR within threshold distance
H38-A1	Section H	100	262	69.8	30	No NSR within



Temporary Haul Road ID	Project Section(s)	Anticipated Maximum Daily Vehicle Movements (2-way)		Construction Traffic Noise Level at 10m, dB L <sub>Aeq,12h</sub>	Distance within which SOAEL (65 dB L <sub>Aeq,12h</sub> ) may be exceeded, m	Comment
		LGV	HGV			
						threshold distance

# Appendix 14.3: EACN Substation Operational Noise Assessment

# Appendix 14.3 - EACN Substation Operational Noise Assessment

## 14.1 Introduction

14.1.1 This appendix has been produced to support Chapter 14: Noise and Vibration in Volume I. It sets out the assessment of operational noise from the proposed East Anglia Connection Node (EACN) Substation in the Tendring district (all other operational noise is scoped out – refer to Appendix 5.1: National Grid’s Responses to the EIA Scoping Opinion in Volume III). This appendix includes:

- Assessment Methodology – Description of the assessment methodology used in the assessment of operational noise from the proposed EACN Substation
- Baseline Data – Description of the acoustic environment and associated data sources
- Operational Noise Assessment – Description of the potential effects from operational noise from the proposed EACN Substation, without mitigation
- Operational Noise Mitigation – Description of potential mitigation options to reduce noise level from the proposed EACN Substation
- Conclusions – Description of the conclusions of the preliminary operational noise assessment of the EACN Substation

14.1.2 The assessment draws on noise survey data from the proposed Five Estuaries (VE) and North Falls (NF) Substation noise assessments. The proposed VE and NF projects include substations proposed to be located within close proximity of the EACN substation and have completed noise surveys as part of their respective assessments. Noise specialists from the three proposed Projects have worked collaboratively to address potential cumulative effects of the three Projects. It has been agreed with the local authority that baseline noise survey data, collected as part of the VE and NF assessments, can be used in the assessment of noise from the EACN Substation to ensure a consistent baseline is considered throughout.

## 14.2 Assessment Methodology

### Assessment Methodology Introduction

14.2.1 The assessment of operational noise has been conducted in accordance with BS 4142:2014+A1:2019. Methods for rating and assessing industrial and commercial sound (BS 4142). The assessment methodology was agreed with the environmental health department of Tendring District Council.

### BS 4142 Methodology

14.2.2 BS 4142 is used to assess the potential significance of effects by comparing the 'rating sound level' of an industrial source to the typically representative 'background sound

level' at the location of nearby NSR. Certain acoustic features can increase the potential for a sound to attract attention, and therefore increase its relative significance than that expected from a simple comparison between the specific sound level and the background sound level. BS 4142 identifies noise that contains audible tonality, impulsivity and/or intermittency and recommends that a correction be added to the specific sound level. The specific sound level along with any applicable correction is referred to as the 'rating level'. It should be noted that the penalties can be additive (i.e., if they have a combination of tonal, impulsive, and intermittent acoustic characters).

- 14.2.3 Where tonality is audible at a receptor a penalty of between 0 and 6 dB may be applied. Subjectively, a 2 dB penalty may be applied where a tone is just perceptible, 4 dB where it is clearly perceptible, and 6 dB where it is highly perceptible.
- 14.2.4 The greater the difference between the rating level and the background sound level; the greater the likelihood of complaints. The assessment criteria given by BS 4142 are as follows:
- A difference of +10 dB or more is likely to be an indication of a significant adverse effect, depending on the context
  - A difference of +5 dB could be an indication of an adverse effect, depending on the context
- 14.2.5 The lower the rating level is relative to the measured background sound level, the less likely it is that there will be an adverse effect. Where the rating level does not exceed the background sound level, this is an indication of the specific sound source having a low effect (in BS 4142 terminology), depending on the context.
- 14.2.6 The assessment should also consider the context of the sound. Where the initial estimate of the effect needs to be modified due to the context, all pertinent factors should be considered, including:
- The absolute level of the sound
  - The character and level of the residual sound compared to the character and level of the specific sound
  - The sensitivity of the receptor, including whether dwellings already incorporate design measures that secure good internal and/or outdoor conditions, such as: façade insulation treatment, ventilation and/or cooling that will reduce the need to have windows open to provide rapid or purge ventilation and acoustic screening
- 14.2.7 With regards to the absolute level of the sound, BS 4142 states that where background sound levels and rating levels are low, absolute levels might be as, or more, relevant than the margin by which the rating level exceeds the background, particularly at night. Guidance in this matter is provided by the Association of Noise Consultants (ANC) BS 4142:2014+A1:2019 Technical Note, 2020 and BS 8233:2014 Guidance on sound insulation and noise reduction for buildings (BS 8233).
- 14.2.8 The noise rating level will be compared to the background sound level to determine the magnitude of effect. The magnitude of effect of operational noise is determined against the criteria detailed in Table A14.3.1

Table A14.3.1 – Magnitude of Effect of operational noise

Magnitude	Comparison of Sound Rating Level and Background Sound Level
Large	Rating level $\geq 10$ dB above the background sound level (SOAEL)
Medium	Rating level between 5 and 9 dB above background sound level (LOAEL)
Small	Rating level between 0 and 4 dB above background sound level
Negligible	Rating level below background sound level

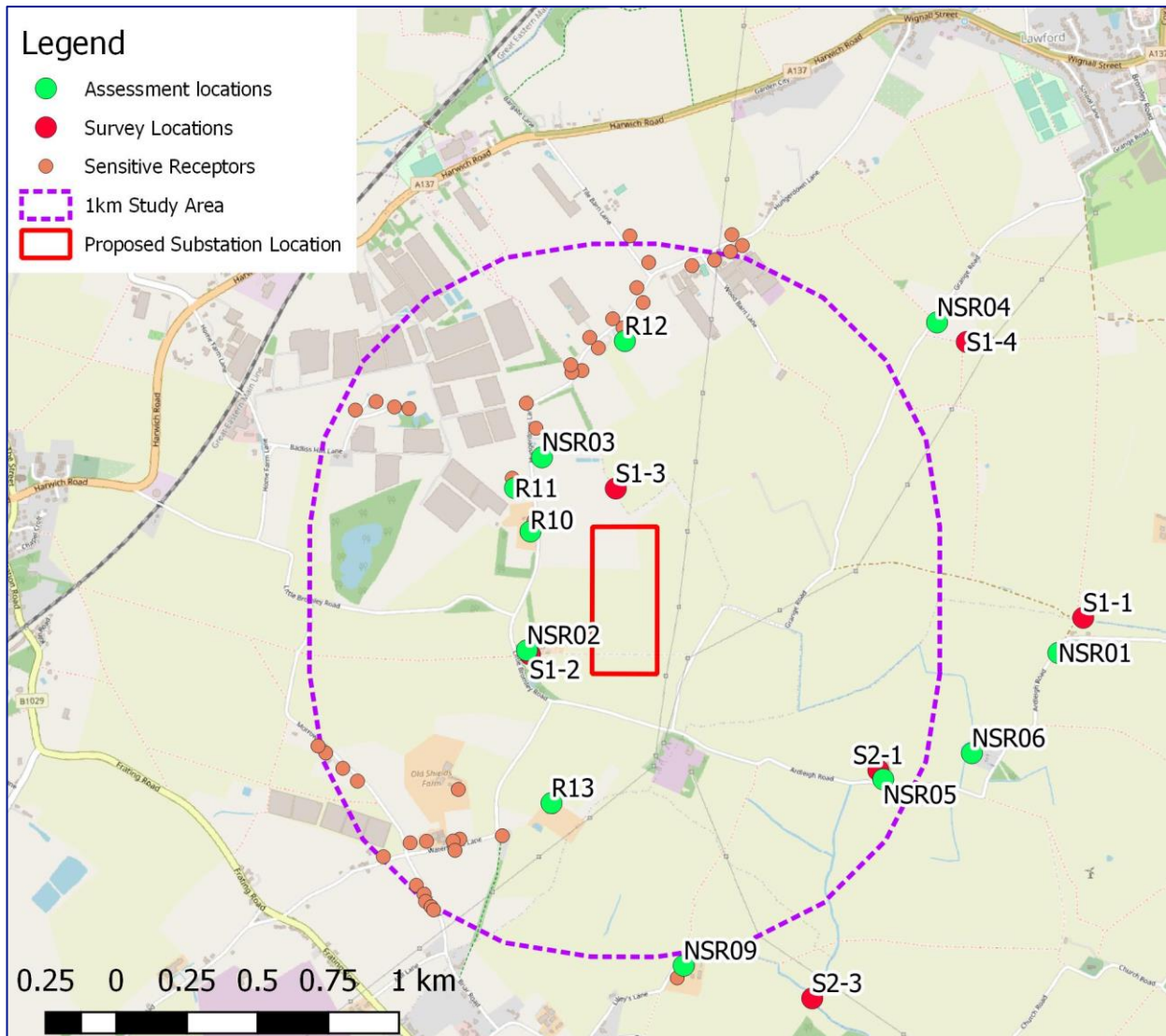
- 14.2.9 Although the above criteria will be used to assess the magnitude of effect, it is standard practice to aim for a sound rating level not to exceed the background sound level, such that the effect is ‘low’ (as defined in BS 4142), or negligible in terms of the effect magnitude definition defined in Table A14.3.1.
- 14.2.10 Consideration will also be taken of context, as defined in BS 4142, for the final determination of significance; in particular, absolute noise levels.
- 14.2.11 Taking account of the guidance provided by BS 4142, the ANC Technical Note, BS 8233, and Planning Practice Guidance for Noise (PPGN), where background sound levels are ‘low’ (less than about 30 dB  $L_{A90}$ ), the SOAEL is defined as follows:
  - SOAEL: rating level  $\geq 35$  dB  $L_{A_r,Tr}$  or  $\geq 10$  dB above the background sound level, whichever is higher

### 14.3 Baseline Data

#### Baseline Data Introduction

- 14.3.1 This section details the baseline information used within the preliminary operation noise assessment.
- 14.3.2 The proposed EACN Substation location, study area, NSR locations, assessment locations, and noise survey locations, are shown in Image A14.3.1 and Figure 14.1: Baseline Noise Data in Volume II.

Image A14.3.1 – Operational Noise Baseline Information



14.3.3 The proposed EACN Substation is in a predominantly rural area, comprising flat arable farmland, with several isolated farms and dwellings in the vicinity, principally to the west of the site off Little Bromley Road (NSR02) and Hungerdown Lane (R10, R11 and NSR03). There is also the settlement of Lawford approximately 600 m to the north.

## 14.4 Study Area

14.4.1 The proposed study area for operational noise effects from the proposed EACN Substation, based on guidance from ISO 9613-2 ISO 9613-2:1996 Acoustics – Attenuation of sound during propagation outdoors – Part 2: General method of calculation (ISO 9613-2), would include NSR within 1 km of the EACN Substation, with a particular focus on the nearest NSR.

## 14.5 Noise Sensitive Receptors

14.5.1 The assessment considers NSR included within the Five Estuaries and North Falls assessment. These are referred to with the suffix 'NSR', to match those used within their assessment for comparative and cumulative purposes. Additional NSR considered in this assessment are referred to with the suffix 'R'.

14.5.2 The nearest NSR are R10 and NSR02 located approximately 200 m to the north-west and south-west of the proposed EACN Substation site, respectively, as shown in Image A14.3.1. There are further NSR located within the study to the north, north-west, south-west, and south-east. Consideration is also given to NSR outside the study area where there are potential cumulative effects from the Five Estuaries and North Falls schemes.

## 14.6 Measured Noise Levels

14.6.1 The operational noise assessment has been informed by noise survey data obtained from locations representative of nearby NSR. The surveys were conducted as part of the Five Estuaries and North Falls Substation noise assessment and are detailed in Five Estuaries Offshore Wind Farm Preliminary Information Report Volume 5 Annex 9.1 Onshore Airborne Noise Baseline Noise Survey<sup>1</sup>.

14.6.2 Due to the potential cumulative effects of the three Projects, it has been agreed with the local planning authority that the Projects will be assessed against the same baseline, and the cumulative effects of all three Projects will be considered.

14.6.3 Background noise level surveys were conducted at six locations representative of the nearby NSR, as detailed in Image A14.3.1. The surveys were conducted for periods of between seven and 12 days in July, September, and October 2022.

14.6.4 Table A14.3.2 presents a summary of measured sound levels during daytime (07:00 to 23:00) and night-time (23:00 to 07:00) periods at the survey locations for use in the operational noise assessment.

Table A14.3.2 – Summary of Representative Background Sound Levels

Monitoring Location	Description	Easting	Northing	Representative Average Noise Level, dB L <sub>Aeq,T</sub>		Representative Background Noise Level, dB L <sub>A90</sub>	
				Daytime	Night-time	Daytime	Night-time
S1-1	Hollylodge Farm	609148	229057	40	32	29	21
S1-2	Badley Hall	607190	228928	46	35	32	25
S1-3	Mayfields Farm	607494	229514	44	36	34	24
S1-4	Grange Farm	608736	230032	42	35	30	22
S2-1	Normans Farm	608423	228518	42	34	26	23
S2-3	Fields between Lilleys Farm	608189	227712	46	37	28	24

<sup>1</sup> [https://fiveestuaries.co.uk/wp-content/uploads/2023/03/VE\\_0144\\_Volume5\\_Annex9.1\\_Onshore\\_Airborne\\_Noise\\_Baseline\\_Noise\\_Survey.pdf](https://fiveestuaries.co.uk/wp-content/uploads/2023/03/VE_0144_Volume5_Annex9.1_Onshore_Airborne_Noise_Baseline_Noise_Survey.pdf)

Monitoring Location	Description	Easting	Northing	Representative Average Noise Level, dB L <sub>Aeq,T</sub>		Representative Background Noise Level, dB L <sub>A90</sub>	
				Daytime	Night-time	Daytime	Night-time
	and Barlon House						

## 14.7 Operational Noise Assessment

### Indicative Plant Data

14.7.1 Table A10.3.3 presents indicative operational source sound power levels from proposed EACN Substation plant.

Table A10.3.3 – Indicative Substation Plant Sound Data

Plant Item	Number of	Sound Power Level per Unit dBA
Super Grid Transformer	2	95
Shunt Reactor	8	91
Super Grid Transformer Cooling	2	93
Shunt Reactor Cooling	8	87

14.7.2 During normal operation cooling plant would not operate. Cooling plant is only likely to operate during periods of increased load. This would typically only occur during an outage of transformer (e.g., during maintenance or fault) leading to increase in load on its paired transformer. However, for the purposes of this initial assessment it is assumed that cooling plant is operational.

### Operational Sound Propagation Modelling (Without Mitigation)

14.7.3 Specific sound levels at nearby NSR due to the proposed EACN Substation plant have been predicted via computer noise modelling using SoundPlan software (version 8.2). The model calculates noise levels in accordance with the methodology described in ISO 9613-2. The resultant noise levels at nearby NSR are presented in Table A10.3.4. The specific sound levels are compared against the background sound levels to determine the worst-case affected NSR.

Table A10.3.4 – Resultant Specific Noise Levels at NSR (Without Mitigation)

NSR location	Corresponding Background Measurement Location	Resultant specific sound level, dB L <sub>Aeq</sub>	Excess over background, dB	
			Daytime	Night-time
NSR01	S1-1	24	-5	+3
NSR02	S1-2	37	+5	+12



NSR location	Corresponding Background Measurement Location	Resultant specific sound level, dB LAeq	Excess over background, dB	
			Daytime	Night-time
NSR03	S1-3	34	+0	+10
NSR04	S1-4	24	-6	+2
NSR05	S2-1	27	+1	+4
NSR06	S1-1	25	-4	+4
NSR09	S2-3	27	-1	+3
R10	S1-3	38	+4	+14
R11	S1-3	34	+0	+10
R12	S1-3	29	-5	+5
R13	S1-3	31	-3	+7

14.7.4 The results indicate that the worst-case affected NSR, without mitigation is R10, which is the closest NSR to the proposed EACN Substation. The specific sound level at this NSR is predicted to exceed the night-time background sound level by 14 dB, without mitigation.

### BS 4142 Assessment (Without Mitigation)

14.7.5 The results of an initial BS 4142 assessment at the worst affected receptor, R10, without mitigation are presented in Table A10.3.5.

Table A10.3.5 – Indicative BS 4142 Assessment (Without Mitigation)

Parameter	Value		BS 4142 Clause	Commentary
	Daytime	Night-time		
Background sound level, dB LA90	34	24	8.1	Representative background sound level at receptor based on measured noise data (Location S1-4).
Specific sound level, dB LAeq,T	38	38	7.3	Calculated via noise model based on indicative plant data.
Acoustic feature correction, dB	6	6	9.2	Assumed potential tonal audibility at receptor as worst-case. In practice likely to be less.
Sound rating level, dB LAr,T	44	44	9	Sum of specific sound level and acoustic corrections.
Difference in rating noise level	+10	+20	11	

Parameter	Value		BS 4142 Clause	Commentary
	Daytime	Night-time		
relative to background sound level, dB				
Assessment Outcome	Large magnitude, depending on context. Above SOAEL.	Large magnitude, depending on context. Above SOAEL.	11	<p><u>Context</u></p> <p>The context is a relatively low specific noise level in a rural area, above existing average levels of ambient noise during night-time periods (36 dB <math>L_{Aeq,16h}</math>). However, the specific noise level marginally exceeds the significant observed adverse effect level (SOAEL) during daytime and night-time periods.</p> <p>Outcome – Likely <b>Significant Effect</b></p>
Uncertainty			10	<p>Uncertainty has been minimised using noise survey data over a suitable representative period.</p> <p>Main uncertainty from the use of indicative plant noise data, although this is based on plant at similar sites.</p> <p>Likely worst-case acoustic character correction applied for tonality. In practice likely to be lower.</p> <p>Uncertainty unlikely to affect the outcome of the assessment. However, this assessment is indicative based on available plant noise data and further studies would be conducted as the design progresses.</p>

Notes:

BS 4142 Clause refers to the corresponding clause in BS 4142 relating to that aspect of the assessment.

- 14.7.6 The assessment indicates that without mitigation there is potential for significant adverse effect from noise at nearby NSR due to the normal operation of the proposed EACN Substation.

## 14.8 Operational Noise Mitigation

### Introduction

- 14.8.1 The outcome of the initial assessment indicates that there is the potential for significant adverse effects without mitigation. Indicative plant data, based on plant used on similar projects, has been used in the assessment. The ongoing design must therefore follow the mitigation hierarchy to reduce noise levels. This section details the noise mitigation options that may be considered as part of the ongoing design.
- 14.8.2 To avoid significant adverse effects, a reduction in noise levels of at least 9 dB would be required to achieve a sound rating level of less than 35 dB  $L_{A,T}$  at the worst-case NSR. However, in accordance with planning policy, noise levels should be mitigated and reduced to a minimum below this level as far as reasonably practicable using best available techniques. Where feasible, a sound level below background would be considered as an aim, which would require a reduction in noise levels of at least 20 dB.

### Source Contribution

- 14.8.3 Table A14.3.6 details the contribution of noise from each type of plant item type at the worst affected NSR. The specific sound levels are compared against the background sound levels to determine the worst-case affected NSR.

Table A14.3.6 – Plant Sound Level Contribution

Plant Item	Contribution to Resultant Noise Level, dB $L_{Aeq}$	Description
Transformers	30	Main Source
Shunt Reactors	34	Main Source
Transformer Cooling	30	Main Source
Shunt Reactor Cooling	32	Main Source

- 14.8.4 The results indicate all sources are generally similar in their contribution to the specific sound level.

### Mitigation Hierarchy

- 14.8.5 The mitigation of operational noise effects from the proposed EACN Substation would follow the mitigation hierarchy, as follows:
- Mitigation of source
  - Reducing propagation of noise
  - Administrative controls

#### *Mitigation of Source*

- 14.8.6 Reducing noise at source is the first consideration in the noise mitigation hierarchy. Consideration should be given to the following for reducing the noise at source:

- Eliminating equipment – (e.g., determining if the equipment is required or whether other processes can perform the same operation)
- Equipment selection – selecting quieter equipment where feasible
- Fitting of manufacturer noise attenuation to equipment

14.8.7 Additionally, consideration should be given to the siting of the equipment and where it can:

- Be located further away from NSR, and/or
- Take advantage of natural screening provided by non-sensitive buildings and/or topography

### *Reducing propagation of noise*

14.8.8 Where adequate control of noise cannot be achieved by mitigation of the source alone, consideration should be given to reducing the propagation of noise between the source and NSR. This can typically be achieved with:

- Screening
- Enclosures

14.8.9 Screening with noise barriers can typically achieve a reduction in noise levels of up to 10 dB.

14.8.10 Enclosures (four sided and roof) can be specified to a high level of attenuation and would, acoustically, be a viable option to attenuate noise at this site. Standard transformer enclosures used by National Grid can reduce noise levels by 20 dB, although higher levels of attenuation are possible through bespoke design. However, consideration should be given to:

- The ventilation requirements of the plant, and the noise that the ventilation plant may generate
- Potential Noise at Work (NaW) implications within the enclosure (e.g., hearing protection zones), which are outside the scope of this assessment

### *Administrative Controls*

14.8.11 Due to the nature of proposed operation of the proposed EACN Substation, administrative controls, such as limiting hours of operation are unlikely to be viable. As such, the focus would be on the mitigation of source and reducing the propagation of noise, as detailed above.

## Indicative Mitigation Options

This section describes indicative mitigation options that may be taken forward as the design progresses to reduce level of noise from the proposed EACN Substation.

14.8.12 Table 14.3.7 provides indicative mitigation options for each plant item type, together with an estimate of the level of attenuation that may be achievable.

Table A14.3.7 – Indicative Mitigation Options

<b>Plant Item</b>	<b>Potential Mitigation Option</b>	<b>Indicative level of reduction achievable, dB</b>
Transformers and shunt reactors	Plant selection	10
	Screening	5
	Acoustic enclosure	20
Cooling systems	Plant selection and manufacturers attenuation	14

## Residual Assessment

### *Operational Sound Propagation Modelling (With Mitigation)*

- 14.8.13 The resultant noise levels at NSR with indicative attenuation, as described in Table A14.3.7, are presented in Table A14.3.8. The specific sound levels are compared against the background sound levels to determine the worst-case affected NSR.
- 14.8.14 For the purposes of the assessment, it is assumed that noise levels from transformers, shunt reactors are attenuated by 20 dB and cooling systems are attenuated by 14 dB, compared to the indicative data.

Table A14.3.8 – Resultant Specific Noise Levels at NSR (With Mitigation)

<b>NSR location</b>	<b>Corresponding Background Measurement Location</b>	<b>Resultant specific sound level, dB LAeq</b>	<b>Excess over background, dB</b>	
			<b>Daytime</b>	<b>Night-time</b>
NSR01	S1-1	7	-22	-14
NSR02	S1-2	21	-11	-4
NSR03	S1-3	18	-16	-6
NSR04	S1-4	8	-22	-14
NSR05	S2-1	11	-15	-12
NSR06	S1-1	9	-20	-12
NSR09	S2-3	11	-17	-13
R10	S1-3	21	-13	-3
R11	S1-3	18	-16	-6
R12	S1-3	13	-21	-11
R13	S1-3	15	-19	-9

- 14.8.15 The results indicate that the worst-case affected NSR, with mitigation, is R10, which is the closest NSR to the proposed EACN Substation. The specific sound level at this NSR is predicted to be 3 dB below the night-time background, with mitigation.

### BS 4142 Assessment (With Mitigation)

14.8.16 The results of the initial BS 4142 assessment at the worst affected receptor, R10, with mitigation are presented in Table A14.3.9.

Table A14.3.9 – Indicative BS 4142 Assessment (With Mitigation)

Parameter	Value		BS 4142 Clause	Commentary
	Daytime	Night-time		
Background sound level, dB L <sub>A90</sub>	34	24	8.1	Representative background sound level at receptor based on measured noise data (Location S1-4).
Specific sound level, dB L <sub>Aeq,T</sub>	21	21	7.3	Calculated via noise model based on indicative plant data.
Acoustic feature correction, dB	6	6	9.2	Assumed potential tonal audibility at receptor as worst-case. In practice likely to be less.
Sound rating level, dB L <sub>Ar,T</sub>	27	27	9	Sum of specific sound level and acoustic corrections.
Difference in rating noise level relative to background sound level, dB	-7	+3	11	
Assessment Outcome	Negligible magnitude, depending on context. Below LOAEL.	Small magnitude, depending on context. Below LOAEL.	11	<p><u>Context</u> The context is a relatively low specific noise level in a rural area, below existing average levels of ambient noise during night-time periods (36 dB L<sub>Aeq,16h</sub>). Additionally, the specific noise level is below the lowest observed adverse effect level (LOAEL) during daytime and night-time periods.</p> <p>Outcome – Likely <b>Not Significant</b></p>
Uncertainty			10	Uncertainty has been minimised using noise

Parameter	Value		BS 4142 Clause	Commentary
	Daytime	Night-time		
				<p>survey data over a suitable representative period.</p> <p>Main uncertainty from the use of indicative plant noise data, although this is based on plant at similar sites.</p> <p>Likely worst-case acoustic character correction applied for tonality. In practice likely to be lower.</p> <p>Uncertainty unlikely to affect the outcome of the assessment. However, this assessment is indicative based on available plant noise data and further studies would be conducted as the design progresses.</p>

Notes:

BS 4142 Clause refers to the corresponding clause in BS 4142 relating to that aspect of the assessment.

- 14.8.17 The assessment shows that with indicative mitigation, significant adverse effects from noise at nearby NSR due to the normal operation of the proposed EACN Substation can be avoided.
- 14.8.18 Operational noise from the proposed EACN Substation with the inclusion of appropriate mitigation would therefore likely be **not significant** during the normal operational.

## 14.9 Conclusions

- 14.9.1 This appendix presents results of the operational noise assessment of the proposed EACN Substation at nearby NSR.
- 14.9.2 The assessment has been conducted in accordance with current guidance and good practice. The assessment draws on noise survey data, and indicative operational plant noise data.
- 14.9.3 The assessment indicates that without mitigation and based on the indicative plant data, there are potential significant adverse effects at nearby NSR due to operational noise from the proposed EACN Substation.
- 14.9.4 Outline mitigation proposals have been highlighted, including plant selection, manufacturer attenuation, screening, and transformer noise enclosures. Based on the inclusion of these indicative mitigation measures, the effect of operational noise from

the proposed EACN Substation at nearby NSR would be negligible during daytime periods and small during night-time periods. The effect of operational noise would therefore be not significant.

- 14.9.5 The assessment is based on indicative plant noise data, and it is anticipated that further assessment would be conducted as the design progresses and included within the ES. The design would seek to reduce noise levels due to the operation of the proposed EACN Substation as far as reasonably practicable.



# Appendix 15.1: Built Assets within 1 km of the Local Study Area

# Appendix 15.1 - Built Assets within 1 km of the Local Study Area

1.1.1. Table A15.1.1 presents the baseline and assessment of built assets located within 1 km of the local study area.

Table A15.1 – Baseline and assessment of built assets located within 1 km of the local study area

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
South Norfolk NR16 1EG (Section A)	Public house / restaurant / wedding venue / campsite	<p>Low Barn Farm</p> <p>A wedding venue and campsite. The wedding venue operates between April and October. The shepherds hut operates on a limited number of days each year. Several alternative wedding venues and campsites are available within the district.</p> <p>Note: Employee and visitor numbers are not available in the public domain.</p>	<p>Potential for temporary visual and noise effects on the farm is anticipated due to the proximity of the farm to the draft Order Limits (approximately 220 m from the draft Order Limits).</p> <p>However, given that measures in Appendix 4.1: Draft Outline CoCP in Volume III would be in place, effects are likely to be reduced. No land take is anticipated to affect this business. Therefore, the farm is not anticipated to be significantly affected during construction.</p> <p>Potential for a permanent visual amenity effect on the venue is anticipated. However, the receptor would be located approximately 300 m from the closest pylon and overhead line with intermittent vegetation which could screen or filter views. Land take is not anticipated from the business. Therefore, the farm is not anticipated to be significantly affected during operation (and maintenance).</p>	<p><b>Negative</b> (construction)</p> <p><b>Negative</b> (operation (and maintenance))</p>	<p><b>Not significant</b> (construction)</p> <p><b>Not significant</b> (operation (and maintenance))</p>
South Norfolk NR16 1JL (Section A)	Sports – airfield	<p>South Norfolk Model Flying Club – Tacolneston Site</p> <p>A model flying club which operates all year</p>	<p>The Project would be located approximately 90 m from the airfield. The Project would not cross the flying club or its associated runway.</p> <p>No effects are therefore anticipated during construction or operation (and maintenance).</p>	<p><b>Neutral</b> (construction)</p> <p><b>Neutral</b> (operation)</p>	<p><b>Not significant</b> (construction)</p> <p><b>Not significant</b></p>

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
		<p>round on both a membership and visitor basis. The model flying club uses two fields for flying, one in Sutton and one in Tacolneston. The Sutton site is the most active location of the two fields. The Tacolneston site is likely to have approximately 250 movements per year. Alternative facilities are available within the district.</p> <p>Note: Exact number of members, visitors and employees are not available in the public domain.</p>		(and maintenance))	(operation (and maintenance))
South Norfolk P22 1QD (Section A)	Sports – airfield	Priory Farm Airstrip An active airfield operates all year round on both a membership and visitor basis with approximately 100 movements per week.	The Project would be located approximately 330 m west of the airfield. There is the potential for increased traffic along the B1134 Long Row during construction, where access to the airfield might be disrupted.	<b>Negative</b> (construction)  <b>Neutral</b> (operation (and maintenance))	<b>Not significant</b> (construction)  <b>Not significant</b> (operation)

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
		<p>Alternative airfields are available within the district.</p> <p>Note: Employee numbers are not available in the public domain.</p>	<p>However, given measures set out in the Draft Outline CTMP would be in place, there are not anticipated to be significant effects during construction.</p> <p>No effects are anticipated during operation (and maintenance) given the distance between the airfield and the pylons and overhead lines.</p>		(and maintenance))
<p>South Norfolk IP22 2AA (Section A)</p>	<p>Museum / historic building or garden</p>	<p>Bressingham Steam Museum and Gardens</p> <p>An attraction which operates between March and October with a collection of plants and industrial engineering assets, including a steam train museum. Alternative similar attractions are not available within the district or adjacent district.</p> <p>Note: Employee and visitor numbers are not available in the public domain or VisitBritain.</p>	<p>The Project would be located approximately 920 m east of the attraction. Therefore, visual amenity of the attractions is not anticipated to be affected during construction or operation (and maintenance).</p> <p><b>Waveney Valley Alternative (see Chapter 4: Project Description for details):</b></p> <p>Preliminary construction and operation (and maintenance) effects and level of significance of effects for the WVA option would be as reported as the overhead line option above.</p>	<p><b>Neutral</b> (construction)</p> <p><b>Neutral</b> (operation (and maintenance))</p> <p><b>Neutral</b> (construction)</p> <p><b>Neutral</b> (operation (and maintenance))</p>	<p><b>Not significant</b> (construction)</p> <p><b>Not significant</b> (operation (and maintenance))</p> <p><b>Not significant</b> (construction)</p> <p><b>Not significant</b> (operation (and maintenance))</p>

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
South Norfolk IP22 2AA (Section A)	Wedding venue	Bressingham Hall and High Barn A wedding venue and tourist accommodation which operates all year round. Alternative similar wedding venues are available within the district. Note: Employee and visitor numbers are not available in the public domain.	The Project would be located approximately 960 m east of the venue. Therefore, visual amenity of the attractions is not anticipated to be affected during construction or operation (and maintenance).  <b>Waveney Valley Alternative (see Chapter 4: Project Description for details):</b> Preliminary construction and operation (and maintenance) effects and level of significance of effects for the WVA option would be as reported as the overhead line option above.	<b>Neutral</b> (construction)  <b>Neutral</b> (operation (and maintenance))    <b>Neutral</b> (construction)  <b>Neutral</b> (operation (and maintenance))	<b>Not significant</b> (construction)  <b>Not significant</b> (operation (and maintenance))    <b>Not significant</b> (construction)  <b>Not significant</b> (operation (and maintenance))
South Norfolk IP22 4XY (Section A)	Sports – angling club	Darrow Farm Fishery An angling club which operates all year round on a visitor, rather than membership, basis. Alternative angling clubs that provide both daily and weekly tickets	Potential for temporary visual, noise, air quality and access disruption on the club is anticipated due to the proximity to the draft Order Limits (approximately 30 m from the draft Order Limits). However, given that measures set out in Appendix: 4.1: Draft Outline CoCP in Volume III and CTMP would be in place, effects are likely to be reduced. Land take is not anticipated from this business.	<b>Negative</b> (construction)  <b>Negative</b> (operation (and maintenance))	<b>Not significant</b> (construction)  <b>Not significant</b> (operation)

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
		<p>are available in the adjacent district.</p> <p>Note: Employee and visitor numbers are not available in the public domain.</p>	<p>Therefore, the angling club is not considered to be significantly affected during construction.</p> <p>There is potential for permanent visual amenity effects at the site which may affect usage. However, the site is located approximately 90 m from the closest pylon and overhead line with existing vegetation which could screen or filter views. Land take is not anticipated from the business. Therefore, the club is not anticipated to be significantly affected during operation (and maintenance).</p>		(and maintenance))
<p>South Norfolk NR14 8AJ (Section A)</p>	<p>Campsite / B&amp;B / holiday home</p>	<p>Meadow Farm Cottage B&amp;B</p> <p>Tourist accommodation which is likely to operate on a seasonal basis. Alternative accommodation of this nature is available within the wider district.</p> <p>Note: Employee and visitor numbers are not available in the public domain.</p>	<p>Potential for temporary visual, noise, air quality and access disruption on the visitor accommodation is anticipated due to the proximity to the draft Order Limits (approximately 90 m from the draft Order Limits).</p> <p>However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III and CTMP would be in place, effects are likely to be reduced. Land take is not anticipated from the business. Therefore, the visitor accommodation is not anticipated to be significantly affected during construction.</p> <p>There is potential for a permanent visual amenity effect on the visitor accommodation. However, the accommodation would be located approximately 310 m to the closest pylon and overhead line. Land take is not anticipated from the business. Therefore, the</p>	<p><b>Negative</b> (construction)</p> <p><b>Negative</b> (operation and maintenance))</p>	<p><b>Not significant</b> (construction)</p> <p><b>Not significant</b> (operation and maintenance))</p>

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
			visitor accommodation is not anticipated to be significantly affected during operation (and maintenance).		
Mid Suffolk IP23 8EF (Section B)	Campsite / B&B / holiday home	<p>The Old Dairy Tourist accommodation with one bedroom which is likely to operate all year round. Alternative tourist accommodations are available within the local town.</p> <p>Note: Employee and visitor numbers are not available in the public domain.</p>	<p>Potential for temporary visual amenity effect on the visitor accommodation is anticipated due to the proximity to the draft Order Limits (approximately 510 m from the draft Order Limits).</p> <p>Given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III would be in place, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the visitor accommodation is not anticipated to be significantly affected during construction.</p> <p>There is potential for a permanent visual amenity effect on the visitor accommodation. However, the accommodation would be located approximately 840 m to the closest pylon and overhead line. Land take is not anticipated from the business. Therefore, the visitor accommodation is not anticipated to be significantly affected during operation (and maintenance).</p>	<p><b>Negative</b> (construction)</p> <p><b>Negative</b> (operation (and maintenance))</p>	<p><b>Not significant</b> (construction)</p> <p><b>Not significant</b> (operation (and maintenance))</p>
Mid Suffolk IP22 1SX (Section B)	Holiday home	<p>Oak Farm Lodges Tourist accommodation with three lodges at the site which operate all year round. Alternative</p>	<p>Potential for temporary visual, noise, air quality and access disruption on the visitor accommodation is anticipated due to the proximity to the draft Order Limits (directly adjacent to the draft Order Limits).</p>	<p><b>Negative</b> (construction)</p> <p><b>Negative</b> (operation)</p>	<p><b>Not significant</b> (construction)</p>



Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
		<p>accommodation of this nature is available within the district.</p> <p>Note: Employee and visitor numbers are not available in the public domain.</p>	<p>However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III and Draft Outline CTMP would be in place, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the visitor accommodation is not anticipated to be significantly affected during construction.</p> <p>There is potential for a permanent visual amenity effect on the visitor accommodation. However, the accommodation would be located approximately 370 m to the closest pylon and overhead line. Land take is not anticipated from this business. Therefore, the visitor accommodation is not anticipated to be significantly affected during operation (and maintenance).</p> <p><b>Waveney Valley Alternative (see Chapter 4: Project Description for details):</b></p> <p>Preliminary construction and operation (and maintenance) effects and level of significance of effects for the WVA option would be as reported as the overhead line option above.</p>	<p>(and maintenance))</p> <p><b>Negative</b> (construction)</p> <p><b>Negative</b> (operation (and maintenance))</p>	<p><b>Not significant</b> (operation (and maintenance))</p> <p><b>Not significant</b> (construction)</p> <p><b>Not significant</b> (operation (and maintenance))</p>

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
Mid Suffolk IP21 4BZ (Section B)	Wedding venue	<p>Little Green Wedding Barn</p> <p>Wedding venue which operates all year round. Alternative similar wedding venues are available within the district.</p> <p>Note: Employee and visitor numbers are not available in the public domain.</p>	<p>Given the wedding venue would be distant from the draft Order Limits (approximately 820 m), the venue is not anticipated to be affected by the construction of the Project.</p> <p>Given that the venue would be located approximately 940 m to the closest pylon and overhead line, the venue is not anticipated to be affected during operation (and maintenance).</p>	<p><b>Neutral</b> (construction)</p> <p><b>Neutral</b> (operation (and maintenance))</p>	<p><b>Not significant</b> (construction)</p> <p><b>Not significant</b> (operation (and maintenance))</p>
Mid Suffolk IP22 1QD (Section B)	Sports – airfield	<p>Burgate / Brook Farm Airfield</p> <p>Active airfield which likely operates all year round with approximately 20 movements per month. Alternative small-scale airstrips are available in the adjacent district.</p> <p>Note: Number of employees are not</p>	<p>The Project would be located approximately 260m from the airfield. The Project would not cross the flying club or its associated runway.</p> <p>No effects are therefore anticipated during construction or operation (and maintenance).</p>	<p><b>Neutral</b> (construction)</p> <p><b>Neutral</b> (operation (and maintenance))</p>	<p><b>Not significant</b> (construction)</p> <p><b>Not significant</b> (operation (and maintenance))</p>

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
		available in the public domain.			
Mid Suffolk IP22 1QD (Section B)	Holiday home	<p>Burgate's Old Rectory Cottage</p> <p>Tourist accommodation with two bedrooms which operates all year round. Alternative accommodation of this nature is available within the district.</p> <p>Note: Employee and visitor numbers are not available in the public domain.</p>	<p>Potential for temporary visual, noise, air quality and access disruption on the visitor accommodation is anticipated due to the proximity to the draft Order Limits (approximately 130m from the draft Order Limits).</p> <p>However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III and Draft Outline CTMP would be in place, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the visitor accommodation is not anticipated to be significantly affected during construction.</p> <p>There is potential for a permanent visual amenity effect on the visitor accommodation during the operation (and maintenance) phase. However, the accommodation would be located approximately 540 m to the closest pylon and overhead line. Land take is not anticipated from this business. Therefore, the visitor accommodation is not anticipated to be affected during operation (and maintenance).</p>	<p><b>Negative</b> (construction)</p> <p><b>Negative</b> (operation (and maintenance))</p>	<p><b>Not significant</b> (construction)</p> <p><b>Not significant</b> (operation (and maintenance))</p>
Mid Suffolk IP23 8HH	Wedding venue / campsite / B&B /	Swattesfield Campsite Tipi wedding venue and campsite which operates between April	Potential for temporary noise, air quality and access disruption on the visitor accommodation and wedding venue is anticipated due to the proximity to the draft Order Limits (direct access would be located directly	<b>Negative</b> (construction)	<b>Not significant</b> (construction)

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
(Section B)	holiday home	<p>and September. Alternative tipi wedding venue and glamping sites are available within the district.</p> <p>Note: Employee and visitor numbers are not available in the public domain.</p>	<p>adjacent to the draft Order Limits – area as temporary access).</p> <p>However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III and Draft Outline CTMP would be in place, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the visitor accommodation and wedding venue is not anticipated to be significantly affected during construction.</p> <p>Given that the business would be located approximately 580 m to the closest pylon and overhead line, with existing vegetation which could screen or filter views, the business is not anticipated to be affected during operation (and maintenance).</p>	<b>Neutral</b> (operation (and maintenance))	<b>Not significant</b> (operation (and maintenance))
Mid Suffolk IP8 4LH (Section B)	Campsite / B&B / holiday home	<p>Flowton Hall Tourist accommodation with two bedrooms which is likely to operate on a seasonal basis. Alternative similar accommodation is available within the wider district.</p> <p>Note: Employee and visitor numbers are not</p>	<p>The Project would be located approximately 900 m from the accommodation, with existing vegetation which could screen or filter views between fields. Therefore, the accommodation is not anticipated to be affected by the construction of the Project.</p> <p>Given that the venue would be located approximately 1 km to the closest pylon and overhead line, with existing vegetation which could screen or filter views between fields, the venue is not anticipated to be affected during operation (and maintenance).</p>	<b>Neutral</b> (construction) <b>Neutral</b> (operation (and maintenance))	<b>Not significant</b> (construction) <b>Not significant</b> (operation (and maintenance))

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
		available in the public domain.			
Mid Suffolk IP6 8RJ (Section B)	Sports – angling club / wedding venue / campsite / B&B / holiday home	<p>Garnham’s fishing and Garnham’s field</p> <p>An angling club which operates all year round on a visitor, rather than membership, basis. It has one fishing lake and a coffee van. The adjacent field is an event venue hire, camping and caravan camping site.</p> <p>Alternative angling clubs that operate on a similar basis, as well as event venue and camping site are available within the wider district.</p> <p>Note: Employee and visitor numbers are not available in the public domain.</p>	<p>Potential for temporary visual and noise effect on the business is anticipated due to the proximity to the draft Order Limits (approximately 210 m from the draft Order Limits).</p> <p>However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III would be in place, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the business is not considered to be significantly affected during construction.</p> <p>There is potential for a permanent visual amenity effect on the business during the operation (and maintenance) phase. However, the business is located approximately 390 m from the closest pylon and overhead line. Land take is not anticipated from the business. Therefore, the business is not anticipated to be significantly affected during operation (and maintenance).</p>	<p><b>Negative</b> (construction)</p> <p><b>Negative</b> (operation (and maintenance))</p>	<p><b>Not significant</b> (construction)</p> <p><b>Not significant</b> (operation (and maintenance))</p>

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
Mid Suffolk IP14 5BW (Section B)	Sports – angling club	<p>Creeping Lakes</p> <p>An angling club which operates all year round on a visitor, rather than a membership, basis. It has three fishing lakes and onsite toilets. The angling club owns other angling sites across England, including the Halesworth Lakes in Suffolk. Alternative angling clubs that operate on a similar basis are available within the wider district.</p> <p>Note: Employee and visitor numbers are not available in the public domain.</p>	<p>The Project would be located approximately 910 m from the fishery, with existing vegetation and buildings which could screen or filter views between fields. Therefore, the fishery is not anticipated to be affected by the construction of the Project.</p> <p>Given that the fishery would be located approximately 1.2 km to the closest pylon and overhead line, with existing vegetation and buildings which could screen or filter views between fields, the fishery is not anticipated to be affected during operation (and maintenance).</p>	<p><b>Neutral</b> (construction)</p> <p><b>Neutral</b> (operation (and maintenance))</p>	<p><b>Not significant</b> (construction)</p> <p><b>Not significant</b> (operation (and maintenance))</p>
Mid Suffolk IP8 4SH (Section B)	Sports – angling club / campsite / B&B /	<p>Wheathill Camping and Fishing</p> <p>An angling club with one fishing lake which operates all year round on a visitor, rather than</p>	<p>Potential for temporary noise effect on the business is anticipated due to the proximity to the draft Order Limits (approximately 260 m from the draft Order Limits).</p> <p>However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III would be in</p>	<p><b>Negative</b> (construction)</p> <p><b>Neutral</b> (operation (and maintenance))</p>	<p><b>Not significant</b> (construction)</p> <p><b>Not significant</b> (operation)</p>

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
	holiday home	<p>membership, basis. The area is also a camping and glamping site. Alternative angling clubs that operate on a similar basis, as well as camping site are available within the wider district.</p> <p>Note: Employee and visitor numbers are not available in the public domain.</p>	<p>place, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the business is not considered to be significantly affected during construction.</p> <p>Given the business would be located approximately 1.4 km to the closest pylon and overhead line, the business is not anticipated to be affected during operation (and maintenance).</p>		(and maintenance))
Babergh IP7 5LR (Section C)	Sports – golf club	<p>Brett Vale Golf Club</p> <p>The golf club operates on a daily basis under both visitor and membership systems. It has a course with 18 holes and a golf equipment shop. Alternative golf clubs are available within Babergh and adjacent districts.</p> <p>Note: Employee and visitor numbers are not</p>	<p>Potential for temporary noise effect on the golf club is anticipated due to the proximity to the draft Order Limits (approximately 270 m from the draft Order Limits).</p> <p>However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III would be in place, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the golf club is not considered to be significantly affected during construction.</p> <p>Given that the Project at this section would be located underground, no disruption to the golf club is anticipated during operation (and maintenance).</p>	<p><b>Negative</b> (construction)</p> <p><b>Neutral</b> (operation (and maintenance))</p>	<p><b>Not significant</b> (construction)</p> <p><b>Not significant</b> (operation (and maintenance))</p>

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
		available in the public domain.			
Babergh CO7 6LD (Section C)	Campsite / B&B / holiday home	Hill House Annex Tourist accommodation of unknown operational status. Alternative accommodation is available within the village of Higham. Note: No detailed information of the accommodation is available in the public domain.	The Project would be located approximately 900 m from the accommodation, with existing vegetation and properties which could screen or filter views between fields. The accommodation is not anticipated to be affected by the construction of the Project.  Given that the Project at this section would be located underground, the accommodation is not anticipated to be affected by the Project during operation (and maintenance).	<b>Neutral</b> (construction)  <b>Neutral</b> (operation (and maintenance))	<b>Not significant</b> (construction)  <b>Not significant</b> (operation (and maintenance))
Babergh CO7 6JY (Section C)	Campsite / B&B / holiday home	Higham Place Lodge Tourist accommodation with three bedrooms which operates all year round. Alternative accommodation is available within the village of Higham. Note: Employee and visitor numbers are not	Potential for temporary visual effect on the accommodation is anticipated due to the proximity to the draft Order Limits (approximately 460 m from the draft Order Limits).  However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III would be in place, with existing vegetation which could screen or filter views, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the accommodation is not considered to be significantly affected during construction.	<b>Negative</b> (construction)  <b>Neutral</b> (operation (and maintenance))	<b>Not significant</b> (construction)  <b>Not significant</b> (operation (and maintenance))



Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
		available in the public domain.	Given that the Project at this section would be located underground, the accommodation is not anticipated to be affected by the Project during operation (and maintenance).		
Babergh CO7 6ND (Section C)	Campsite / B&B / holiday home	Pear Tree House Tourist accommodation with six bedrooms which operates all year round. Alternative accommodation is available within the village of Higham. Note: Employee and visitor numbers are not available in the public domain.	Potential for temporary visual and noise effect on the accommodation is anticipated due to the proximity to the draft Order Limits (approximately 300 m from the draft Order Limits). However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III would be in place, with existing vegetation which could screen or filter views, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the accommodation is not considered to be significantly affected during construction. Given that the Project at this section would be located underground, the accommodation is not anticipated to be affected by the Project during operation (and maintenance).	<b>Negative</b> (construction)  <b>Neutral</b> (operation (and maintenance))	<b>Not significant</b> (construction)  <b>Not significant</b> (operation (and maintenance))
Babergh CO7 6ND (Section C)	Campsite / B&B / holiday home	The Wood Shed Tourist accommodation with two bedrooms which likely operates on a seasonal basis. Alternative tourist accommodation is	Potential for temporary noise effect on the accommodation is anticipated due to the proximity to the draft Order Limits (approximately 270 m from the draft Order Limits). However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III would be in place, with existing vegetation which could screen or	<b>Negative</b> (construction)  <b>Neutral</b> (operation (and maintenance))	<b>Not significant</b> (construction)  <b>Not significant</b> (operation

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
		<p>available within the village of Higham.</p> <p>Note: Employee and visitor numbers are not available in the public domain.</p>	<p>filter noise, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the accommodation is not considered to be significantly affected during construction.</p> <p>Given that the Project at this section would be located underground, the accommodation is not anticipated to be affected by the Project during operation (and maintenance).</p>		(and maintenance))
<p>Babergh CO7 6ND (Section C)</p>	<p>Campsite / B&amp;B / holiday home</p>	<p>The Old Post Office Tourist accommodation with four bedrooms which operates all year round. Alternative tourism accommodation is available within the village of Higham.</p> <p>Note: Employee and visitor numbers are not available in the public domain.</p>	<p>Potential for temporary visual effect on the accommodation is anticipated due to the proximity to the draft Order Limits (approximately 450 m from the draft Order Limits).</p> <p>However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III would be in place, with existing vegetation which could screen or filter views, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the accommodation is not considered to be significantly affected during construction.</p> <p>Given that the Project at this section would be located underground, the accommodation is not anticipated to be affected by the Project during operation (and maintenance).</p>	<p><b>Negative</b> (construction)</p> <p><b>Neutral</b> (operation (and maintenance))</p>	<p><b>Not significant</b> (construction)</p> <p><b>Not significant</b> (operation (and maintenance))</p>

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
Babergh CO7 6JY (Section C)	Campsite / B&B / holiday home	Barhams Cartlodge Tourist accommodation with three bedrooms which likely operates on a seasonal basis. Alternative tourism accommodation is available within the village of Higham. Note: Employee and visitor numbers are not available in the public domain.	Potential for temporary visual effect on the accommodation is anticipated due to the proximity to the draft Order Limits (approximately 410 m from the draft Order Limits). However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III would be in place, with existing vegetation which could screen or filter views, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the accommodation is not considered to be significantly affected during construction. Given that the Project at this section would be located underground, the accommodation is not anticipated to be affected by the Project during operation (and maintenance).	<b>Negative</b> (construction)  <b>Neutral</b> (operation (and maintenance))	<b>Not significant</b> (construction)  <b>Not significant</b> (operation (and maintenance))
Babergh CO7 6JY (Section C)	Campsite / B&B / holiday home	The Gildhall Tourist accommodation with three bedrooms which likely operates on a seasonal basis. Alternative tourism accommodation is available within the village of Higham. Note: Employee and visitor numbers are not	Potential for temporary visual effect on the accommodation is anticipated due to the proximity to the draft Order Limits (approximately 410 m from the draft Order Limits). However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III would be in place, with existing vegetation which could screen or filter views, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the accommodation is not considered to be significantly affected during construction.	<b>Negative</b> (construction)  <b>Neutral</b> (operation (and maintenance))	<b>Not significant</b> (construction)  <b>Not significant</b> (operation (and maintenance))

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
		available in the public domain.	Given that the Project at this section would be located underground, the accommodation is not anticipated to be affected by the Project during operation (and maintenance).		
Babergh CO7 6QQ (Section C)	Campsite / B&B / holiday home	<p>Vauxhall Christian Trust A campsite which operates on a seasonal basis between March and October. Alternative campsites are available within the wider district.</p> <p>Note: Employee and visitor numbers are not available in the public domain.</p>	<p>Potential for temporary air quality, noise and visual effects on the accommodation is anticipated due to the proximity to the draft Order Limits (approximately 140 m from the draft Order Limits).</p> <p>The lack of existing vegetation to act as screening may deter a small number of visitors from staying at the accommodation due to the perceived noise and visual effects arising from the construction activities. However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III would be in place, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the accommodation is not considered to be significantly affected during construction.</p> <p>There is potential for a permanent visual amenity effect on the visitor accommodation. However, the accommodation would be located approximately 230 m to the closest pylon and overhead line. Land take is not anticipated from the business. Therefore, the accommodation is not anticipated to be significantly affected during operation (and maintenance).</p>	<p><b>Negative</b> (construction)</p> <p><b>Negative</b> (operation (and maintenance))</p>	<p><b>Not significant</b> (construction)</p> <p><b>Not significant</b> (operation (and maintenance))</p>

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
Babergh IP8 3EL (Section C)	Campsite / B&B / holiday home	<p>Finjaro Guest House Tourist accommodation with two bedrooms which operates all year round. Alternative tourist accommodation is available within the local area around the outskirts of Ipswich.</p> <p>Note: Employee and visitor numbers are not available in the public domain.</p>	<p>Potential for temporary noise, air quality, visual and access disruption on the visitor accommodation is anticipated due to the proximity to the draft Order Limits (direct access would be located directly adjacent to the draft Order Limits – area as temporary access).</p> <p>The lack of existing vegetation to act as screening may deter a small number of visitors from staying at the accommodation due to perceived noise and visual effects arising from the construction activities. However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III and Draft Outline CTMP would be in place, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the accommodation is not considered to be significantly affected during construction.</p> <p>There is potential for a permanent visual amenity effect on the visitor accommodation. However, the visitor accommodation would be located approximately 140 m to the closest pylon and overhead line. Land take is not anticipated from this business. Therefore, the visitor accommodation is not anticipated to be significant during operation (and maintenance).</p>	<p><b>Negative</b> (construction)</p> <p><b>Negative</b> (operation (and maintenance))</p>	<p><b>Not significant</b> (construction)</p> <p><b>Not significant</b> (operation (and maintenance))</p>

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
Tendring CO7 7QD (Section C)	Campsite / B&B / holiday home	<p>The Glass Room Tourist accommodation with one bedroom which operates all year round. Alternative tourist accommodation is available within the village of Ardleigh Heath.</p> <p>Note: Employee and visitor numbers are not available in the public domain.</p>	<p>Potential for temporary visual, noise and air quality effects on the visitor accommodation is anticipated due to the proximity to the draft Order Limit (approximately 40 m from the draft Order Limits). However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III would be in place, with existing vegetation and properties which could screen or filter views, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the visitor accommodation is not considered to be significantly affected during construction.</p> <p>Given the Project would be underground cables at this section, no disruption to the visitor accommodation is anticipated during operation (and maintenance).</p>	<p><b>Negative</b> (construction)</p> <p><b>Neutral</b> (operation (and maintenance))</p>	<p><b>Not significant</b> (construction)</p> <p><b>Not significant</b> (operation (and maintenance))</p>
Tendring CO7 7QA (Section C)	Campsite / B&B / holiday home	<p>Island Lodge Tourist accommodation of unknown operational status. Alternative tourist accommodation is available within the village of Ardleigh Heath.</p> <p>Note: No detailed information of the</p>	<p>Potential for temporary visual, noise, air quality and access disruption on the visitor accommodation is anticipated due to the proximity to the draft Order Limit (direct access located directly adjacent to the draft Order Limits). However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III would be in place, with existing vegetation which could screen or filter views, effects are likely to be reduced. Land take is not anticipated from this business. Therefore,</p>	<p><b>Negative</b> (construction)</p> <p><b>Neutral</b> (operation (and maintenance))</p>	<p><b>Not significant</b> (construction)</p> <p><b>Not significant</b> (operation (and maintenance))</p>

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
		accommodation is available in the public domain.	the visitor accommodation is not considered to be significantly affected during construction. Given the Project would be located west of the underground cables, and with multiple properties between the tourism accommodation and the closest pylon, no disruption to the visitor accommodation is anticipated during operation (and maintenance).		
Colchester CO6 4HJ (Section D)	Campsite / B&B / holiday home	The Willows Tourist accommodation with one bedroom and a jacuzzi bath which operates all year round. Alternative tourist accommodations are available within the district. Note: Employee and visitor numbers are not available in the public domain.	Potential for temporary visual, noise and air quality effects on the visitor accommodation is anticipated due to the proximity to the draft Order Limit (approximately 150 m from the draft Order Limits). However, given that measures contained in Appendix 4.1: Draft Outline CoCP in Volume III would be in place, with existing vegetation which could screen or filter views, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the visitor accommodation is not considered to be significantly affected during construction. There is potential for a permanent visual amenity effect on the accommodation. However, the accommodation would be located approximately 430 m to the closest pylon/gantry within the cable sealing end compound and overhead line, with existing vegetation which could screen or filter views. Land take is not anticipated from the business. Therefore, the accommodation is not anticipated to be	<b>Negative</b> (construction)  <b>Negative</b> (operation (and maintenance))	<b>Not significant</b> (construction)  <b>Not significant</b> (operation (and maintenance))

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
			significantly affected during operation (and maintenance).		
Colchester CO6 1JE (Section D)	Public house / restaurant / wedding venue	The Barn Brasserie, Great Tey A restaurant and event venue which operates all year round. Alternative restaurants which cater for wedding events are available within the district. Note: Employee and visitor numbers are not available in the public domain.	Potential for temporary visual and access disruption on the restaurant / venue is anticipated due to the proximity to the draft Order Limit (direct access located directly adjacent to the draft Order Limits). However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III and CTMP would be in place, with existing vegetation which could screen or filter views, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the restaurant / venue is not considered to be significantly affected during construction.  There is potential for a permanent visual amenity effect on the restaurant / venue. However, the restaurant / venue would be located approximately 550 m from the closest pylon and overhead line, with existing vegetation which could screen or filter views. Land take is not anticipated from the business. Therefore, the restaurant / venue is not anticipated to be affected during operation (and maintenance).	<b>Negative</b> (construction)  <b>Negative</b> (operation (and maintenance))	<b>Not significant</b> (construction)  <b>Not significant</b> (operation (and maintenance))
Colchester CO6 1RU (Section D)	Public house / restaurant	The Kings Arms Broad Green Public house and tourist accommodation with ten	Potential for temporary air quality, noise and visual effects on the restaurant / venue is anticipated due to the proximity to the draft Order Limit (approximately 170 m from the draft Order Limits).	<b>Negative</b> (construction)  <b>Neutral</b> (operation)	<b>Not significant</b> (construction)



Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
	/ wedding venue	bedrooms and a restaurant which operates all year round. Alternative tourist accommodation is available within the district.  Note: Employee and visitor numbers are not available in the public domain.	However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III would be in place, with existing vegetation and properties which could screen or filter views, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the restaurant / venue is not considered to be significantly affected during construction.  There is potential for a permanent visual amenity effect on the restaurant / venue. However, the restaurant / venue would be located approximately 350 m from the closest pylon and overhead line, with existing property which could screen or filter views. Land take is not anticipated from the business. Therefore, the restaurant / venue is not anticipated to be affected during operation (and maintenance).	(and maintenance))	<b>Not significant</b> (operation (and maintenance))
Colchester CO6 3DN (Section D)	Sports – paintball / laser tag	Nationwide Laser Tag Colchester Bergholt / Splatkids Paintball  A laser tag centre which operates all year round. It is one of several sites owned by the Nationwide Paintball company. Alternative similar facilities are not available within the	Potential for temporary air quality, noise and visual effects on the paintball / laser tag site is anticipated due to the proximity to the draft Order Limit (approximately 160 m from the draft Order Limits). However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III would be in place, with existing vegetation which could screen or filter views, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the paintball / laser tag site is not considered to be significantly affected during construction.	<b>Negative</b> (construction)  <b>Negative</b> (operation (and maintenance))	<b>Not significant</b> (construction)  <b>Not significant</b> (operation (and maintenance))

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
		<p>wider district but available in other districts within the region.</p> <p>Note: Employee and visitor numbers are not available in the public domain.</p>	<p>There is potential for a permanent visual amenity effect on the paintball / laser tag site. However, the paintball / laser tag site would be located approximately 540 m to the closest pylon and overhead line, with existing vegetation which could screen or filter views. Land take is not anticipated from the business. Therefore, the paintball / laser tag site is not anticipated to be significantly affected during operation (and maintenance).</p>		
<p>Colchester CO6 3PS (Section D)</p>	<p>Other</p>	<p>The Paw Patch A dog park with five acres of land for private hire which operates all year round. Alternative similar facilities are available within the district.</p> <p>Note: Employee and visitor numbers are not available in the public domain.</p>	<p>Potential for temporary noise and visual effects on the dog park is anticipated due to the proximity to the draft Order Limit (approximately 270 m from the draft Order Limits).</p> <p>However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III would be in place, with existing vegetation which could screen or filter views, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the dog park is not considered to be significantly affected during construction.</p> <p>There is potential for a permanent visual amenity effect on the dog park. However, the dog park would be located approximately 440 m to the closest pylon and overhead line, with existing vegetation which could screen or filter views. Land take is not anticipated from the business. Therefore, the dog</p>	<p><b>Negative</b> (construction)</p> <p><b>Neutral</b> (operation (and maintenance))</p>	<p><b>Not significant</b> (construction)</p> <p><b>Not significant</b> (operation (and maintenance))</p>

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
			park is not anticipated to be significantly affected during operation (and maintenance).		
Colchester CO3 8NG (Section D)	Sports – equestrian centre	<p>Thurgood Farm</p> <p>An equestrian centre with riding school service, lunge pen and five horse walker machines which operates all year round. Alternative stables / riding schools are available in the wider district.</p> <p>Note: Employee and visitor numbers are not available in the public domain.</p>	<p>Potential for temporary air quality, noise and visual effects on the equestrian centre is anticipated due to the proximity to the draft Order Limit (approximately 140 m from the draft Order Limits).</p> <p>However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III would be in place, with existing vegetation which could screen or filter views, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the equestrian centre is not considered to be significantly affected during construction.</p> <p>There is potential for a permanent visual amenity effect on the equestrian centre. However, the equestrian centre would be located approximately 280 m to the closest pylon and overhead line, with existing vegetation which could screen or filter views. Land take is not anticipated from the business. Therefore, the equestrian centre is not anticipated to be significantly affected during operation (and maintenance).</p>	<p><b>Negative</b> (construction)</p> <p><b>Negative</b> (operation (and maintenance))</p>	<p><b>Not significant</b> (construction)</p> <p><b>Not significant</b> (operation (and maintenance))</p>
Braintree CO5 9RB (Section E)	Garden	<p>Feeringbury Manor Gardens</p> <p>A privately owned garden which operates</p>	<p>Potential for temporary air quality, noise and visual effects on the garden is anticipated due to the proximity to the draft Order Limit (approximately 20 m from the draft Order Limits).</p>	<p><b>Negative</b> (construction)</p> <p><b>Negative</b> (operation)</p>	<p><b>Not significant</b> (construction)</p>

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
		<p>on Thursday and Friday in April, May, June, July, and September. Visiting outside of these times is available by arrangement. The private garden participates in the National Garden Scheme. Alternative similar facilities are available within the wider district.</p> <p>Note: Employee and visitor numbers are not available in the public domain.</p>	<p>However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III would be in place, with existing vegetation which could screen or filter views, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the garden is not considered to be significantly affected during construction.</p> <p>There is potential for a permanent visual amenity effect on the gardens. However, the garden would be located approximately 210 m to the closest pylon and overhead line, with existing vegetation which could screen or filter views. Land take is not anticipated from the garden. Therefore, the garden is not anticipated to be significantly affected during operation (and maintenance).</p>	(and maintenance))	<b>Not significant</b> (operation (and maintenance))
Braintree CO6 1RT (Section E)	Wedding venue	<p>Houchins Wedding Venue</p> <p>A specialist wedding venue which operates all year round. Alternative wedding venues are available within the district.</p> <p>Note: Employee and visitor numbers are not</p>	<p>Potential for temporary air quality, noise and visual effects on the venue is anticipated due to the proximity to the draft Order Limit (approximately 140 m from the draft Order Limits).</p> <p>However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III would be in place, with existing vegetation which could screen or filter views, effects are likely to be reduced. Land take is not anticipated from this business. Therefore,</p>	<p><b>Negative</b> (construction)</p> <p><b>Negative</b> (operation (and maintenance))</p>	<p><b>Not significant</b> (construction)</p> <p><b>Not significant</b> (operation (and maintenance))</p>

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
		available in the public domain.	<p>the venue is not considered to be significantly affected during construction.</p> <p>There is potential for a permanent visual amenity effect on the venue. However, the venue would be located approximately 310 m to the closest pylon and overhead line, with existing vegetation which could screen or filter views. Land take is not anticipated from the garden. Therefore, the venue is not anticipated to be significantly affected during operation (and maintenance).</p>		
Braintree CO6 1RT (Section E)	Sports club – angling club	<p>Houchins Fishing</p> <p>An angling club with two fishing lakes which operates all year round on a visitor, rather than a membership, basis. Alternative angling clubs which operate on a visitor basis are available within the district.</p> <p>Note: Employee and visitor numbers are not available in the public domain.</p>	<p>Potential for temporary air quality, noise and visual effects on the club is anticipated due to the proximity to the draft Order Limit (approximately 20 m from the draft Order Limits).</p> <p>However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III would be in place, with existing vegetation which could screen or filter views, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the club is not considered to be significantly affected during construction.</p> <p>There is potential for a permanent visual amenity effect on the club. However, the club would be located approximately 230 m to the closest pylon and overhead line, with existing vegetation which could screen or filter views. Land take is not anticipated from the business. Therefore, the club is not</p>	<p><b>Negative</b> (construction)</p> <p><b>Negative</b> (operation (and maintenance))</p>	<p><b>Not significant</b> (construction)</p> <p><b>Not significant</b> (operation (and maintenance))</p>

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
			anticipated to be significantly affected during operation (and maintenance).		
Braintree CM8 1RL (Section E)	Other	<p>Manna's Ark Health and Wellbeing Farm</p> <p>A farm dedicated to wellbeing and vulnerable members of the public. It is likely to operate all year round between Monday to Friday. The farm houses rescued animals and offers courses, workshops, and wellbeing events for all ages. Alternative similar facilities are not available in the wider region.</p> <p>Note: Employee and visitor numbers are not available in the public domain.</p>	<p>Potential for temporary air quality, noise, visual and access disruption on the attraction is anticipated due to the proximity to the draft Order Limit (direct access adjacent to the draft Order Limits).</p> <p>However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III and Draft Outline CTMP would be in place, with existing vegetation which could screen or filter views, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the attraction is not considered to be significantly affected during construction.</p> <p>There is potential for a permanent visual amenity effect at the attraction due to it being located approximately 100 m from the closest pylon and overhead line. However, existing vegetation could screen or filter views, and the attraction is not anticipated to be significantly affected during operation (and maintenance).</p>	<p><b>Negative</b> (construction)</p> <p><b>Negative</b> (operation (and maintenance))</p>	<p><b>Not significant</b> (construction)</p> <p><b>Not significant</b> (operation (and maintenance))</p>
Chelmsford CM1 3SE	Sports – angling club	Willowmere and Chasewater Angling Club	Potential for temporary air quality, noise, visual and access disruption on the club is anticipated due to	<b>Negative</b> (construction)	<b>Not significant</b> (construction)

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
(Section F)		<p>An angling club with two fishing lakes which operates on a membership basis all year round. Alternative angling clubs which operate on a membership basis are available within the district.</p> <p>Note: Employee and visitor numbers are not available in the public domain.</p>	<p>the proximity to the draft Order Limit (direct access adjacent to the draft Order Limits).</p> <p>However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III and Draft Outline CTMP would be in place, with existing vegetation which could screen or filter views, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the club is not considered to be significantly affected during construction.</p> <p>There is potential for a permanent visual amenity effect on the club due to it being located approximately 190 m from the closest pylon and overhead line. However, existing vegetation could screen or filter views, and the club is not anticipated to be significantly affected during operation (and maintenance).</p>	<p><b>Negative</b> (operation (and maintenance))</p>	<p><b>Not significant</b> (operation (and maintenance))</p>
<p>Chelmsford CM1 3RZ (Section F)</p>	<p>Sports – airfield</p>	<p>Chelmsford Model Flying Association</p> <p>An active airfield for model flying which operates all year round on a membership basis with approximate 500 movements per year. It also provides training session to members.</p>	<p>The Project would be located approximately 340 m from the airfield. The Project would not cross the flying club or its associated runway.</p> <p>No effects are therefore anticipated during construction or operation (and maintenance).</p>	<p><b>Neutral</b> (construction)</p> <p><b>Neutral</b> (operation (and maintenance))</p>	<p><b>Not significant</b> (construction)</p> <p><b>Not significant</b> (operation (and maintenance))</p>

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
		<p>There are other model flying clubs operating on a similar basis within the district.</p> <p>Note: Employee and visitor numbers are not available in the public domain.</p>			
Chelmsford CM2 8WQ (Section F)	Museum / historic building or garden / wedding venue	<p>Hylands House Country Estate</p> <p>A historic building and event venue which operates all year round with free admission. Apart from the main building, there are gardens, stables, and a playground. The venue provides private event hire services, including for wedding, birthday, and outdoor events. Alternative similar facilities are not available within the wider region.</p>	<p>Potential for temporary visual amenity effects on the south western corner of the estate which would be located approximately 430m east of the closest point of the draft Order Limits.</p> <p>The Hylands House venue (part of the estate) is also located over 1 km from the draft Order Limits. The South Wood woodland would also be located between the receptor and the Project.</p> <p>However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III would be in place, with existing vegetation which could screen or filter views, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the south western corner of the estate is not considered to be significantly affected during construction.</p> <p>Given that the estate would be located approximately 840 m to the closest pylon and overhead line, with</p>	<p><b>Negative</b> (construction)</p> <p><b>Neutral</b> (operation (and maintenance))</p>	<p><b>Not significant</b> (construction)</p> <p><b>Not significant</b> (operation (and maintenance))</p>



Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
		Note: Employee and visitor numbers are not available in the public domain.	existing vegetation and woodland which could screen or filter views, the estate is not anticipated to be affected during operation (and maintenance).		
Brentwood CM4 9NR (Section G)	Museum / historic building / garden / venue	<p>Ingatestone Hall (note as temporarily closed on Google Maps). A tourist attraction which operates on Wednesdays, Sundays and bank holidays between Easter and the end of September. The attraction provides private event hire services, including for weddings, conferences, concerts, and exhibitions. Attractions that provide similar services are available in the adjacent district.</p> <p>Note: Employee and visitor numbers are not available in the public domain.</p>	<p>Potential for temporary visual amenity effect on the attraction is anticipated due to the proximity to the draft Order Limit (approximately 430m from the draft Order Limits).</p> <p>However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III would be in place, with existing vegetation which could screen or filter views, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the attraction is not considered to be significantly affected during construction.</p> <p>Given that the attraction would be located approximately 910 m to the closest pylon and overhead line, with existing vegetation which could screen or filter views, the attraction is not anticipated to be affected during operation (and maintenance).</p>	<p><b>Negative</b> (construction)</p> <p><b>Neutral</b> (operation (and maintenance))</p>	<p><b>Not significant</b> (construction)</p> <p><b>Not significant</b> (operation (and maintenance))</p>

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
Basildon CM12 9SJ (Section G)	Sports – airfield	Chase Farm Airstrip An active airfield with approximately 30 to 50 movements per month. Alternative airfields are available within the adjacent district. Note: Number of employees and detailed airstrip information are not available in the public domain.	The Project would be located approximately 300 m from the airfield. The Project would not cross the flying club or its associated runway. However, given the existing orientation of the airstrip, the proposed overhead line alignment might result in insufficient clearance for take-off and landing. Therefore, a worst case scenario of potential permanent closure is anticipated and subject to landowner / business owner negotiation in the potential of reorientation or relation of airstrip within the existing airfield boundary.	<b>Negative</b> (construction)  <b>Negative</b> (operation (and maintenance))	<b>Significant</b> (construction)  <b>Significant</b> (operation (and maintenance))
Basildon CM13 3SL (Section G)	Hotel / Wedding venue	Friern Manor Country Hotel A hotel and event venue which provides private event hire services, including for wedding and Christmas. It operates all year round. Alternative similar venues are available within the district. Note: Employee and visitor numbers are not	Potential for temporary visual, noise and air quality effects on the hotel / venue is anticipated due to the proximity of the receptor to the draft Order Limits (adjacent to the draft Order Limits for UKPN works). However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III would be in place, with existing vegetation which could screen or filter views, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the hotel / venue is not considered to be significantly affected during construction. An existing pylon would be moved slightly further away from the hotel / venue (from 110 m to 120 m), visual amenity is likely to be improved marginally,	<b>Negative</b> (construction)  <b>Beneficial</b> (operation (and maintenance))	<b>Not significant</b> (construction)  <b>Not significant</b> (operation (and maintenance))

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
		available in the public domain.	with a beneficial effect during operation (and maintenance).		
Thurrock CM13 3FY (Section H)	Sports – airfield / garden / other	<p>Barnards Farm</p> <p>A tourist attraction with a garden, an airstrip (approximate 20 movements per month) and a miniature railway which operates every Thursday between April and August, as well as one Sunday in July and one Sunday in September. The private garden participates in the National Garden Scheme. Alternative similar venues / attractions are not available within the wider region.</p> <p>Note: Employee and visitor numbers are not available in the public domain.</p>	<p>Although the attraction would be located approximately 360 m south of the draft Order Limits for temporary access, a railway would be located between the attraction and the draft Order Limits, and the construction area would be located over 1 km east of the attraction. Therefore, business viability is not anticipated to be affected during construction and operation (and maintenance).</p>	<p><b>Neutral</b> (construction)</p> <p><b>Neutral</b> (operation (and maintenance))</p>	<p><b>Not significant</b> (construction)</p> <p><b>Not significant</b> (operation (and maintenance))</p>

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
Thurrock RM16 3HX (Section H)	Sports – airfield	<p>Thurrock Airfield</p> <p>An active airfield (approximate 100 to 250 movements per month) with aircraft maintenance services and a propeller shop which likely operates all year round. There are a minimum of two employees working at the propeller shop. Alternative airfields with similar facilities are available within the wider region.</p> <p>Note: Information in relation to membership or visitor operation, or number of visitors are not available in the public domain.</p>	<p>The Project would be located approximately 260 m from the airfield. The Project would not cross the flying club or its associated runway.</p> <p>No effects are therefore anticipated during construction or operation (and maintenance).</p>	<p><b>Neutral</b> (construction)</p> <p><b>Neutral</b> (operation (and maintenance))</p>	<p><b>Not significant</b> (construction)</p> <p><b>Not significant</b> (operation (and maintenance))</p>
Thurrock RM14 3TY (Section H)	Sports – golf club / wedding venue /	<p>Langdon Hills Golf Country Club and Hotel</p> <p>A golf club, event venue and accommodation</p>	<p>Potential for temporary visual, noise and air quality effect on the golf club / hotel is anticipated due to the proximity of the receptor to the draft Order Limits</p>	<p><b>Negative</b> (construction)</p> <p><b>Negative</b> (operation)</p>	<p><b>Not significant</b> (construction)</p>

Local authority area / Postcode / Project Section	Asset class	Name / description	Nature of effect	Preliminary effect	Preliminary level of significance of effect
	holiday home	<p>which operates all year round. The golf club operates on both membership and visitor basis. The course has 27 holes and provides services for both adults and children. The event venue is available for private hire for weddings, conferences, and other events. There are also short-term and long-term let accommodations at the site. Alternative golf clubs with similar services are available within the wider region.</p> <p>Note: Employee and visitor numbers are not available in the public domain.</p>	<p>(directly adjacent to pylons and overhead line construction area).</p> <p>However, given that measures set out in Appendix 4.1: Draft Outline CoCP in Volume III would be in place, effects are likely to be reduced. Land take is not anticipated from this business. Therefore, the golf club / hotel is not anticipated to be significantly affected during construction.</p> <p>There is potential for a permanent visual amenity effect on the golf club/hotel during the operation (maintenance) phase. The golf course would be located approximately 50 m east of the closest pylon and overhead line. No land take is anticipated from the business. Therefore, the golf club / hotel is not anticipated to be significantly affected during operation (and maintenance).</p>	(and maintenance))	<b>Not significant</b> (operation (and maintenance))

# Appendix 16.1: Traffic and Transport Baseline Conditions

# Appendix 16.1 - Traffic and Transport Baseline Conditions

## 16.1 Introduction

16.1.1 This section presents an overview of the traffic and transport baseline conditions as referred to within Chapter 16: Traffic and Transport in relation to the identified Primary Access routes and the local road network, existing traffic flows, sensitive receptors, collision data and road sensitivities.

## 16.2 Highway Network and Primary Access Routes

16.2.1 Tables A16.1.1 and A16.1.3 present and describe the roads forming the Primary Access Routes and Tables and A16.1.2 and A16.1.4 present and describe the roads at the haul road crossover points identified for the Project. The location of the roads forming the Primary Access Routes is identified on Figure 16.1: Primary Access Routes in Volume II.

Table A16.1.1 - Primary Access Routes - Local Road Network

Road ID	Project Section(s)	Roads Forming Primary Access Routes
Link PAR 1	Section A	A140 Ipswich Road
Link PAR 2	Section A	Mangreen Lane
Link PAR 3	Section A	Stansfield Road / Wymondham Road
Link PAR 4	Section A	B1113
Link PAR 5	Section A	Wymondham Road
Link PAR 6	Section A	Fundenhall Road
Link PAR 7	Section A	B1134 Station Road / B1134 Long Row
Link PAR 8	Section A	A1066 Victoria Road / A1066 Park Road / A1066 High Road
Link PAR 9	Section B	A143 Old Bury Road
Link PAR 10	Section B	Lion Road
Link PAR 11	Section B	B1113 Finningham Road / B1113 Walsham Road
Link PAR 12	Section B	Wickham Road
Link PAR 13	Section B	Eastland Lane
Link PAR 14	Section B	Thornham Road
Link PAR 15	Section B	A1120 Church Road / A1120 Bell's Lane

<b>Road ID</b>	<b>Project Section(s)</b>	<b>Roads Forming Primary Access Routes</b>
Link PAR 16	Section B	A1120 south of A14 J50
Link PAR 17	Section B	Mill Lane
Link PAR 18	Section B	B1113 Needham Road / B1113 Stowmarket Road
Link PAR 19	Section B	B1113 Bramford Road / B1113 Loraine Way
Link PAR 20	Section B	Bullen Lane
Link PAR 21	Section C	A1214 London Road
Link PAR 22	Section C	A1071
Link PAR 23	Section C	B1070 Hadleigh Road
Link PAR 24	Section C	B1070
Link PAR 25	Section C	Acacia Road
Link PAR 26	Section C	Ipswich Road
Link PAR 27	Section C	Birchwood Road
Link PAR 28	Section C	Wick Road / Grove Hill
Link PAR 29	Section C	Perry Lane
Link PAR 30	Section C	Bentley Road
Link PAR 31	Section C	Ardleigh Road / Little Bromley Road
Link PAR 32	Section D	Old Ipswich Road
Link PAR 33	Section D	Wick Lane
Link PAR 34	Section D	Turnpike Close
Link PAR 35	Section D	A1341 Via Urbis Romanae
Link PAR 36	Section D	A134 Northern Approach Road / A134 Wildeve Avenue / A134 Nayland Road / A134 The Causeway
Link PAR 37	Section D	A1124 Halsted Road
Link PAR 38	Section D	Mill Road
Link PAR 39	Section D	Great Tey Road
Link PAR 40	Section D	A120 Colchester Road
Link PAR 41	Section E	B1018 Braintree Road / B1018 Witham Road
Link PAR 42	Section E	B1389 Hatfield Road
Link PAR 43	Section E	Spinks Lane / Highfields Road / Spa Road / Flora Road / Faulkbourne Road / Church Hill



<b>Road ID</b>	<b>Project Section(s)</b>	<b>Roads Forming Primary Access Routes</b>
Link PAR 44	Sections E and F	A131 Great Notley Bypass / A131 Great Leighs Bypass / A131 Braintree Road
Link PAR 45	Section F	B1008 Essex Regiment Way
Link PAR 46	Section F	B1008 Braintree Road / B1008 Main Road
Link PAR 47	Section F	Chatham Hall Lane
Link PAR 48	Section F	Chelmsford Road
Link PAR 49	Section F	A414 Three Mill Hill / A1114 London Road
Link PAR 50	Section F	A1016 Waterhouse Lane / A1016 Rainsford Lane
Link PAR 51	Section F	A1060 Rainsford Road / A1060 Roxwell Road
Link PAR 52	Section F	Vicarage road
Link PAR 53	Section F	A414 Greenbury Way / A414 Ongar Road
Link PAR 54	Section G	B1002 Main Road
Link PAR 55	Section G	Wantz Road
Link PAR 56	Section G	Ivy Barns Lane
Link PAR 57	Section G	Church Lane
Link PAR 58	Section G	A176 Noak Hill Road / A176 Laindon Road / A129 Southend Road
Link PAR 59	Section G	A129 Sun Street / A129 London Road / A129 Rayleigh Road
Link PAR 60	Section G	Dunton Road / Brentwood Road
Link PAR 61	Section G	B148 West Mayne
Link PAR 62	Section G	Lower Dunton Road
Link PAR 63	Section H	A128 Brentwood Road
Link PAR 64	Section H	A1013 Stanford Road
Link PAR 65	Section H	Buckingham Hill Road
Link PAR 66	Section H	Fort Road
Link PAR 67	Section H	Port of Tilbury 2 access
Link PAR 68	Section H	Cooper Shaw Road

Table A16.1.2 - Haul Road crossover points at Local Road Network

<b>Road ID</b>	<b>Project Section</b>	<b>Roads Forming Haul Road Crossover Points</b>
LINK HRC 1	Section A	Church Road
LINK HRC 2	Section A	Brickkiln Lane
LINK HRC 3	Section A	Long Lane
LINK HRC 4	Section A	Flordon Road
LINK HRC 5	Section A	Stickfer Lane
LINK HRC 6	Section A	Cheneys Lane
LINK HRC 7	Section A	Northfield Road
LINK HRC 8	Section A	Long Stratton Road
LINK HRC 9	Section A	Tabernacle Lane
LINK HRC 10	Section A	Lane off Prince of Wales Road
LINK HRC 11	Section A	Prince of Wales Road
LINK HRC 12	Section A	Diss Road
LINK HRC 13	Section A	Mill Road
LINK HRC 14	Section A	Blackbarn Road
LINK HRC 15	Section A	Access to Heywood Manor
LINK HRC 16	Section A	Heywood Road (Winfarthing)
LINK HRC 17	Section A	Heywood Road (Shelfanger)
LINK HRC 18	Section A	B1077 Shelfanger Road
LINK HRC 19	Section A	Darrow Lane
LINK HRC 20	Section A	Bressingham Road
LINK HRC 21	Section A	Fen Lane
LINK HRC 22	Section A	Doit Lane
LINK HRC 23	Section B	Ling Road
LINK HRC 24	Section B	Millway Lane
LINK HRC 25	Section B	Mellisash Road
LINK HRC 26	Section B	Burgate Road
LINK HRC 27	Section B	Mellis Road
LINK HRC 28	Section B	Road to Abbey Cottages

<b>Road ID</b>	<b>Project Section</b>	<b>Roads Forming Haul Road Crossover Points</b>
LINK HRC 29	Section B	Mendlesham Road
LINK HRC 30	Section B	Farm Track to Elden's Lane Farm
LINK HRC 31	Section B	Lambert Lane
LINK HRC 32	Section B	Cay Hill
LINK HRC 33	Section B	Debenham Road
LINK HRC 34	Section B	Farm Track to Badley Hall Farm
LINK HRC 35	Section B	Hascot Hill
LINK HRC 36	Section B	B1078 Ipswich Road
LINK HRC 37	Section B	Holly Road
LINK HRC 38	Section B	Bildeston Road
LINK HRC 39	Section B	Offton Road
LINK HRC 40	Section B	Blood Hill
LINK HRC 41	Section B	Flowton Road
LINK HRC 42	Section B	Tye Lane
LINK HRC 43	Section C	Burstall Lane
LINK HRC 44	Section C	Washbrook Road
LINK HRC 45	Section C	Chattisham Road
LINK HRC 46	Section C	Private Road off Wenham Road
LINK HRC 47	Section C	Raydon Road
LINK HRC 48	Section C	Sandspit Lane
LINK HRC 49	Section C	B1068 Holtonwood Road
LINK HRC 50	Section C	Green Lane
LINK HRC 51	Section C	Higham Road
LINK HRC 52	Section C	Dedham Road
LINK HRC 53	Section C	B1029 - Dedham Road
LINK HRC 54	Section C	Rookery Chase
LINK HRC 55	Section C	A137 - Harwich Road
LINK HRC 56	Section C	Morrow Lane
LINK HRC 57	Section C	Little Bromley Road

<b>Road ID</b>	<b>Project Section</b>	<b>Roads Forming Haul Road Crossover Points</b>
LINK HRC 58	Section C	Hungerdown Lane
LINK HRC 59	Section C	Dead Lane
LINK HRC 60	Section D	Langham Lane
LINK HRC 61	Section D	Straight Road
LINK HRC 62	Section D	School Lane
LINK HRC 63	Section D	London Road
LINK HRC 64	Section D	Vinesse Road
LINK HRC 65	Section D	Crabtree Lane
LINK HRC 66	Section D	B1508 - Colchester Road
LINK HRC 67	Section D	Bergholt Road
LINK HRC 68	Section D	Fossetts Lane
LINK HRC 69	Section D	Green Lane
LINK HRC 70	Section D	Brook Road
LINK HRC 71	Section D	Salmon's Lane/East Gores Road
LINK HRC 72	Section E	Old Road
LINK HRC 73	Section E	Skye Green Road
LINK HRC 74	Section E	Coggeshall Road (Feering)
LINK HRC 75	Section E	B1024 - Coggeshall Road
LINK HRC 76	Section E	Park Gate Road
LINK HRC 77	Section E	Park Road / Church Road
LINK HRC 78	Section E	Fairstead Road
LINK HRC 79	Section E	Fairstead Lodge Road
LINK HRC 80	Section E	Fuller Street
LINK HRC 81	Section F	Boreham Road / Cole Hill
LINK HRC 82	Section F	Paulk Hall Lane
LINK HRC 83	Section F	Goodmans Lane
LINK HRC 84	Section F	Lark's Lane
LINK HRC 85	Section F	Woodhall Hill
LINK HRC 86	Section F	Mashbury Road

<b>Road ID</b>	<b>Project Section</b>	<b>Roads Forming Haul Road Crossover Points</b>
LINK HRC 87	Section F	The Causeway / Highwood Road
LINK HRC 88	Section F	Nathan's Lane
LINK HRC 89	Section F	Restricted Local Access Road in Margaretting
LINK HRC 90	Section G	Ingatestone Road
LINK HRC 91	Section G	Mountnessing Road
LINK HRC 92	Section G	Old Church Lane
LINK HRC 93	Section G	Sudburys Farm Road
LINK HRC 94	Section G	Botney Hill Road
LINK HRC 95	Section G	Dunton Road
LINK HRC 96	Section H	Doesgate Lane
LINK HRC 97	Section H	Orsett Road
LINK HRC 98	Section H	Holford Road
LINK HRC 99	Section H	Muckingford Road
LINK HRC 100	Section H	Church Road

Table A16.1.3 - Assessment of road links forming Primary Access Routes

<b>Road Link</b>	<b>A140 Ipswich Road (Link PAR 1)</b>
<b>Project Section</b>	<b>Section A</b>
<b>Primary Access Route</b>	<b>H01-A1</b>
Description	The assessed road is in Norfolk, from the A47 Norwich Southern Bypass to Mangreen Lane. It's a single carriageway with one lane in each direction and dedicated right-turn lanes to access the Mangreen Quarry and Mangreen Lane
Speed limit	40-60 mph
Street lighting	There is only street lighting from the Mangreen Quarry access to the A47/A140 roundabout
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	There is no dedicated walking infrastructure for most of the route except for a shared footway/cycleway and uncontrolled crossing on the approaches to the A47/A140 roundabout
Cycling infrastructure	For most of the route, there is a lack of dedicated cycling infrastructure on the A140. In the A47/A140 roundabout cyclists are required to utilise a shared footway/cycleway and navigate uncontrolled crossings when approaching and crossing the intersection. However, it's important to note that cyclists must subsequently rejoin the primary carriageway after passing through these sections.
Horse-riding infrastructure	No
<b>Road Link</b>	<b>Mangreen Lane (Link PAR 2)</b>
<b>Project Section</b>	<b>Section A</b>
<b>Primary Access Route</b>	<b>H01-A1</b>
Description	The assessed link connects the A140 Ipswich Road with the site access point to pylons RG1 – RG12, Norwich Main Substation and cabling compound RG-CC01. It's a two-way single carriageway with narrow lanes.

<b>Road Link</b>	<b>Mangreen Lane (Link PAR 2)</b>
Speed limit	60 mph
Street lighting	No
Highway constraints	Narrow lanes
Bus route	No
Character	The main character of the road link is rural, providing access to the National Grid Norwich Main Substation
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Stansfield Road / Wymondham Road (Link PAR 3)</b>
<b>Project Section</b>	<b>Section A</b>
<b>Primary Access Route</b>	<b>H01-A2 H02-A1 H03-A1</b>
Description	The assessed link connects the A11 roundabout with the B1113 Norwich Road. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	50 mph
Street lighting	There is only street lighting from the Browick Road to the A11 / roundabout
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there is no dedicated walking infrastructure some footpaths connect to the road on the southern section

<b>Road Link</b>	<b>Stansfield Road / Wymondham Road (Link PAR 3)</b>
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>B1113 (Link PAR 4)</b>
<b>Project Section</b>	<b>Section A</b>
<b>Primary Access Route</b>	<b>H01-A2 H02-A1 H03-A1</b>
Description	The assessed link connects Wymondham Road on the north and Fundenhall Road on the south. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	40-60 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural, with some settlements in Fundenhall
On-carriageway parking	No
Walking infrastructure	There is no dedicated walking infrastructure for most of the route except for an informal crossing of the footpath FP10 in the northern section, between Wymondham Road and Stansfield Road / Wymondham Road (Link PAR 3). And an unpaved footway on the eastern verge of the carriageway that is shared with parked vehicles in Fundenhall. Additionally, some footpaths connect to the B1113.
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Wymondham Road (Link PAR 5)</b>
<b>Project Section</b>	<b>Section A</b>



<b>Road Link</b>	<b>Wymondham Road (Link PAR 5)</b>
<b>Primary Access Route</b>	<b>H01-A2</b>
Description	The assessed link connects B1113 with the site access points to pylons RG13 – RG22, and to pylons RG23 – RG24. It's a two-way single carriageway road with passing places
Speed limit	60 mph
Street lighting	No
Highway constraints	Max. 7.5T except for loading
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there is no dedicated walking infrastructure some footpaths connect to the road on the northern section
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Fundenhall Road (Link PAR 6)</b>
<b>Project Section</b>	<b>Section A</b>
<b>Primary Access Route</b>	<b>H02-A1 H03-A1</b>
Description	The assessed link connects B1113 with the site access points to pylons RG25 - RG28, and to pylons RG29 - RG42. It's a two-way single carriageway road with one lane in each direction
Speed limit	40-60 mph
Street lighting	No
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No

<b>Road Link</b>	<b>Fundenhall Road (Link PAR 6)</b>
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>B1134 Station Road / B1134 Long Row (Link PAR 7)</b>
<b>Project Section</b>	<b>Section A</b>
<b>Primary Access Route</b>	<b>H03-A2 H04-A1</b>
Description	The assessed link connects A140 Norwich Road with the site access points to pylons RG43 – RG57 and RG-Sate1 North Satellite compound, and to pylons RG58 – RG71. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	60mph
Street lighting	No
Highway constraints	Railway level crossing equipped with signage, barriers, and signals
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	There is no dedicated walking infrastructure for most of the route except for a footway located on both sides of the road at the railway level crossing. Additionally, several footpaths connect to the road link and footpath Tivetshall St Margaret FP12 crosses the B1134.
Cycling infrastructure	No
Horse-riding infrastructure	Although there is no dedicated horse-riding infrastructure, some bridleways connect to the road link

<b>Road Link</b>	<b>A1066 Victoria Road / A1066 Park Road / A1066 High Road (Link PAR 8)</b>
<b>Project Section</b>	<b>Section A</b>

<b>Road Link</b>	<b>A1066 Victoria Road / A1066 Park Road / A1066 High Road (Link PAR 8)</b>
<b>Primary Access Route</b>	<b>H04-A2 H05-A1</b>
Description	The assessed link connects the A140 with the site access points to pylons RG72 – RG83, and to pylons RG84 - RG88. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	30-60 mph
Street lighting	Only in the urban area
Highway constraints	No
Bus route	Yes
Character	The character of the road link is rural and urban
On-carriageway parking	No
Walking infrastructure	There is a footway on one or both sides of the carriageway, and various formal and informal pedestrian crossings Angles Way Long Distance Trail is coincident with A1066 Park Road between Denmark Street and Diss Park
Cycling infrastructure	Through Diss, there is a cycle lane on the pavement on one or both sides of the road, delimited by road markings to separate the space from pedestrians. At the A140 roundabout cyclists are required to utilise a shared footway/cycleway and navigate uncontrolled crossings when approaching and crossing the intersection. However, it's important to note that cyclists must subsequently rejoin the primary carriageway after passing through these sections.
Horse-riding infrastructure	Although there is no dedicated horse-riding infrastructure, one bridleway connects to the road link on the eastern section

<b>Road Link</b>	<b>A143 Old Bury Road (Link PAR 9)</b>
<b>Project section</b>	<b>Section B</b>
<b>Primary Access Route</b>	<b>H05-A2 H06-A1</b>
Description	The assessed link connects the A140 with Lion Road on the west and connects to the site access point to pylons RG96 - RG110 and to RG-Main (construction compound). It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route

<b>Road Link</b>	<b>A143 Old Bury Road (Link PAR 9)</b>
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	<p>There is no dedicated walking infrastructure for most of the route except for a footway located on the northern side on the bridge over the railway line.</p> <p>Additionally, several footpaths connect or cross the A143 Old Bury Road</p>
Cycling infrastructure	<p>There is no dedicated cycling infrastructure for most of the route. However, the National Cycle Network NCN Route 30 crosses the A143 Old Bury Road on its connection between Palgrave to Thrandeston and a segregated cycleway is provided on the southern side of the A143 for cyclists after crossing.</p> <p>At the B1077 roundabout cyclists are required to utilise a shared footway/cycleway and navigate uncontrolled crossings when approaching and crossing the intersection. However, it's important to note that cyclists must subsequently rejoin the primary carriageway after passing through these sections.</p>
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Lion Road (Link PAR 10)</b>
<b>Project Section</b>	<b>Section B</b>
<b>Primary Access Route</b>	<b>H05-A2</b>
Description	The assessed link connects the A143 Old Bury Road with the site access points to pylons RG89 – RG94 and to pylon RG95. It's a two-way single carriageway road with one lane in each direction.
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	No

<b>Road Link</b>	<b>Lion Road (Link PAR 10)</b>
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there is no dedicated walking infrastructure some footpaths connect to the road
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>B1113 Finningham Road / B1113 Walsham Road (Link PAR 11)</b>
<b>Project Section</b>	<b>Section B</b>
<b>Primary Access Route</b>	<b>H06-A2 H07-A1</b>
Description	The assessed road connects the A143 with Wickham Road. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	30-60 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural with some settlements in Finningham
On-carriageway parking	No
Walking infrastructure	There is no dedicated walking infrastructure for most of the route, except for a footway located on the eastern side before Finningham and up to Gislingham Road and an informal crossing located before the junction with Wickham Road. Additionally, several footpaths connect to the B1113
Cycling infrastructure	No
Horse-riding infrastructure	Although there is no dedicated horse-riding infrastructure, one bridleway connects to the road link

<b>Road Link</b>	<b>Wickham Road (Link PAR 12)</b>
<b>Project Section</b>	<b>Section B</b>
<b>Primary Access Route</b>	<b>H06-A2 H07-A1</b>
Description	The assessed road connects the B1113 with Eastland Lane and with the site access point to pylons RG124 – RG137. It's a single carriageway road with one lane in each direction.
Speed limit	30-60 mph
Street lighting	No
Highway constraints	Single-lane traffic under the railway line
Bus route	Yes
Character	The main character of the road link is rural with some settlements in Finningham
On-carriageway parking	No
Walking infrastructure	There is no dedicated walking infrastructure for most of the route, except for a footway located in Finningham and in the section of road under the railway line. Additionally one footpath connect to Wickham Road
Cycling infrastructure	No
Horse-riding infrastructure	Although there is no dedicated horse-riding infrastructure, some bridleways connect to the Wickham Road

<b>Road Link</b>	<b>Eastland Lane (Link PAR 13)</b>
<b>Project Section</b>	<b>Section B</b>
<b>Primary Access Route</b>	<b>H07-A1</b>
Description	The assessed link is a no through single-lane carriageway road that connects Wickham Road with a haul road that joins Thornham Road in the north and that provides access to pylons RG119 – RG123. It's a two-way single carriageway road with one lane
Speed limit	60 mph
Street lighting	No
Highway constraints	One-lane carriageway

<b>Road Link</b>	<b>Eastland Lane (Link PAR 13)</b>
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there is no dedicated walking infrastructure, one footpath connects to Eastland Lane
Cycling infrastructure	No
Horse-riding infrastructure	Although there is no dedicated horse-riding infrastructure, one bridleway connects to Eastland Lane

<b>Road Link</b>	<b>Thornham Road (Link PAR 14)</b>
<b>Project section</b>	<b>Section B</b>
<b>Primary Access Route</b>	<b>H07-A1</b>
Description	The assessed road link is accessed via a haul road from Eastland Lane and provides connection to site access points to pylon RG118 and to pylons RG111 – RG117. It's a two-way single carriageway road with one lane in each direction.
Speed limit	60 mph
Street lighting	No
Highway constraints	Height limit (4.8m) under the railway line arch bridge
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>A1120 Church Road / A1120 Bell's Lane (Link PAR 15)</b>
<b>Project Section</b>	<b>Section B</b>
<b>Primary Access Route</b>	<b>H07-A2 H08-A1</b>
Description	The assessed road link connects the A14 J50 with the site access points to pylons RG138 – RG152, and to pylons RG153 - RG160 and RG-Sate2 South Satellite compound. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	30-60 mph
Street lighting	There is only street lighting in the approaches to the A14 J50 and in the urban area (Stowupland)
Highway constraints	No
Bus route	Yes
Character	The character of the road link is rural and urban
On-carriageway parking	No
Walking infrastructure	There is a footway on one or both sides of the carriageway in Stowupland, and various formal and informal pedestrian crossings. Additionally, some footpaths connect to the A1120
Cycling infrastructure	No
Horse-riding infrastructure	Although there is no dedicated horse-riding infrastructure, one bridleway connects to A1120

<b>Road Link</b>	<b>A1120 south of A14 J50 (Link PAR 16)</b>
<b>Project Section</b>	<b>Section B</b>
<b>Primary Access Route</b>	<b>H09-A1 H10-A1</b>
Description	The assessed link connects the A14 J50 with Mill Lane (via a haul road) and the B1113 Needham Road on the south. It's a 2-lane dual carriageway with two main junctions (A1120 / Gun Cotton Way / Gateway Boulevard roundabout and A1120 / B1113 Needham Road)
Speed limit	30-70 mph
Street lighting	Yes



<b>Road Link</b>	<b>A1120 south of A14 J50 (Link PAR 16)</b>
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	There is a shared footway/cycleway on the western side between B1113 Needham Road and Gun Cotton Way. Short sections of footway are provided on both sides of the overbridge over the railway line and under Mill Lane
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Mill Lane (Link PAR 17)</b>
<b>Project Section</b>	<b>Section B</b>
<b>Primary Access Route</b>	<b>H09-A1</b>
Description	The assessed road link connects the A1120 with the site access points to pylon RG161 and to pylons RG162 - RG164. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	30-60 mph
Street lighting	No
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there is no dedicated walking infrastructure, several footpaths connect to Mill Lane
Cycling infrastructure	No

<b>Road Link</b>	<b>Mill Lane (Link PAR 17)</b>
Horse-riding infrastructure	No
<b>Road Link</b>	<b>B1113 Needham Road / B1113 Stowmarket Road (Link PAR 18)</b>
<b>Project Section</b>	<b>Section B</b>
<b>Primary Access Route</b>	<b>H10-A1</b>
Description	The assessed road link connects A1120 with the site access points to pylon RG165 and to pylons RG166 – RG187. It's a one-lane dual carriageway between the A1120 roundabout and Muntons. From Muntons, it is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	40-60
Street lighting	There is only street lighting in the approaches to the A1120 roundabout
Highway constraints	Max 7.5T except for loading
Bus route	Yes
Character	The character of the road link is urban in Stowmarket and mainly rural on the rest of the route with several industrial settlements
On-carriageway parking	No
Walking infrastructure	There is a shared footway/cycleway on the northern side
Cycling infrastructure	See walking infrastructure. The NCN Route 51 is coincident with the assessed link.
Horse-riding infrastructure	No
<b>Road Link</b>	<b>B1113 Bramford Road / B1113 Loraine Way (Link PAR 19)</b>
<b>Project Section</b>	<b>Section B</b>
<b>Primary Access Route</b>	<b>H10-A2 H11-A1</b>
Description	The assessed link connects the A14 J52 with Bullen Lane. Its cross section is a dual carriageway with one or two lanes in each direction between the A14 J52 and Broomvale House. From Broomvale

<b>Road Link</b>	<b>B1113 Bramford Road / B1113 Loraine Way (Link PAR 19)</b>
	House up to Bullen Lane It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	40-50 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural with some settlements
On-carriageway parking	No
Walking infrastructure	<p>There is a footway on the eastern side between Broomvale House and Pond Lane. From Pond Lane up to the Sterling Suffolk Limited the footway is located on the western side.</p> <p>Between the approaches to Somersham Road and Bullen Lane there is a footway on the eastern side of the road.</p> <p>Additionally, there are short sections of footway on the bridges over the River Gipping and over the railway line.</p> <p>There are some footpaths that connect to B1113 Bramford Road</p>
Cycling infrastructure	There are no dedicated cycling facilities. However, the NCN Route 48 crosses the B1113 Loraine Way between Tye Lane and The Street with an informal crossing
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Bullen Lane (Link PAR 20)</b>
<b>Project Section</b>	<b>Section B</b>
<b>Primary Access Route</b>	<b>H10-A2 H11-A1</b>
Description	The assessed link connects B1113 Loraine Way with the haul road to pylons RG188 – RG210 and Bramford Substation and the haul road to pylons JC1 – JC6. It also connects to the site access point to the cabling compound RG-CC02. It's a two-way single carriageway with narrow lanes
Speed limit	60 mph
Street lighting	No
Highway constraints	Narrow lanes

<b>Road Link</b>	<b>Bullen Lane (Link PAR 20)</b>
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there are no dedicated walking facilities, some footpaths connect to Bullen Lane
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>A1214 London Road (Link PAR 21)</b>
<b>Project Section</b>	<b>Section C</b>
<b>Primary Access Route</b>	<b>H11-A2 H12-A1</b>
Description	The assessed link connects A14 J55 with the A1071. It's a dual carriageway with 2 lanes in each direction. There is a signalised roundabout (Scrivener Road / Tesco) and a signalised junction (A1071). A future signalised junction to access a development on the western side of the A1214 is planned
Speed limit	40 mph
Street lighting	Yes
Highway constraints	Queues likely between A14 and Tesco / Scrivener Road roundabout
Bus route	Yes
Character	The character of the road is mainly urban
On-carriageway parking	No
Walking infrastructure	There is a shared footway/cycleway on the western side of the road between London Road and the A1071. There is a short section of footway on the eastern side to provide access to the bus stop. Additionally, two footpaths connect to the A1214 London Road in the vicinity of the bus stop, but they seem closed now.
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	No

<b>Road Link</b>	<b>A1071 (Link PAR 22)</b>
<b>Project Section</b>	<b>Section C</b>
<b>Primary Access Route</b>	<b>H11-A2 H12-A1</b>
Description	The assessed link connects the A1214 London Road with the site access points to pylons JC7 – JC13 and to pylons JC14 – JC28. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	40-60 mph
Street lighting	There is street lighting between the B1113 Swan Hill roundabout and the A1214 London Road
Highway constraints	No
Bus route	Yes
Character	The character of the road is rural and urban
On-carriageway parking	No
Walking infrastructure	There is a shared footway/cycleway on the southern side between the A1214 London Road and the bus stop at the Holiday Inn. There is a short section of uneven footway on the eastern side between the B1113 Swan Hill roundabout and the Holiday Inn bus stop. Additionally, there is a short section of footway on both sides at the bridge over the A14. Several footpaths connect to A1071.
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	No

<b>Road Link</b>	<b>B1070 Hadleigh Road (Link PAR 23)</b>
<b>Project Section</b>	<b>Section C</b>
<b>Primary Access Route</b>	<b>H12-A2 H13-A1</b>
Description	The assessed link connects the A12 J31 to the B1070 at Bacon's Green. It's a two-way single carriageway road with one lane in each direction featuring multiple accesses along its route

<b>Road Link</b>	<b>B1070 Hadleigh Road (Link PAR 23)</b>
Speed limit	30-60 mph
Street lighting	No
Highway constraints	Weight limit of 7.5 tonnes
Bus route	Yes
Character	The main character of the road link is rural with some settlements
On-carriageway parking	No
Walking infrastructure	There is a footpath on one or both sides of the road between B1070 road access to A12 NB direction and the bridleway W-323/026/0 access. There are uncontrolled pedestrian/cyclist crossings at the access from and to the A12 J31 NB. Additionally, some footpaths connect to B1070 Hadleigh Road.
Cycling infrastructure	There are no dedicated cycling facilities. However, the South Suffolk Route B, between Hadleigh and Shotley, is coincident with this road link
Horse-riding infrastructure	Although there is no dedicated horse-riding infrastructure, some bridleways connect to the road link

<b>Road Link</b>	<b>B1070 (Link PAR 24)</b>
<b>Project Section</b>	<b>Section C</b>
<b>Primary Access Route</b>	<b>H12-A2 H13-A1</b>
Description	The assessed link connects the B1070 Hadleigh Road with Acacia Road and with the site access points to the JC cabling between River Stour and B1070 and to the cabling compound JC-CC02. It's a two-way single carriageway road with one lane in each direction
Speed limit	30-60mph
Street lighting	No
Highway constraints	Weight limit of 7.5 tonnes
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No

<b>Road Link</b>	<b>B1070 (Link PAR 24)</b>
Walking infrastructure	Although there is no dedicated walking infrastructure, some footpaths connect to the road link
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Acacia Road (Link PAR 25)</b>
<b>Project Section</b>	<b>Section C</b>
<b>Primary Access Route</b>	<b>H12-A2</b>
Description	The assessed link connects the B1070 with the site access points to pylons JC29-JC34, to the JC cabling between B1070 and Raydon CSE compound, to the Raydon CSE compound and cabling compound JC-CC01 and to the cabling compound JC-CC02. It's a two-way single carriageway road with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there is no dedicated walking infrastructure, one footpath connects to the road link
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Ipswich Road (Link PAR 26)</b>
<b>Project Section</b>	<b>Section C</b>
<b>Primary Access Route</b>	<b>H14-01</b>

<b>Road Link</b>	<b>Ipswich Road (Link PAR 26)</b>
Description	The assessed link connects the A12 to the site access point to the JC cabling between Black Brook and River Stour and the cable compound JC-CC03. It is a two-way single carriageway road with one lane in each direction, featuring multiple access points along its route
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural with some settlements
On-carriageway parking	No
Walking infrastructure	There is a footway on the eastern side between the industrial state and the A12 and a footway between the A12 and Arley Grange. Additionally, one footpath connects to the Ipswich Road
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Birchwood Road (Link PAR 27)</b>
<b>Project Section</b>	<b>Section C</b>
<b>Primary Access Route</b>	<b>H15-A1 H16-A1</b>
Description	The assessed link connects the A12 to Wick Road / Grove Hill and to the site access points to the JC cabling between A12 and GEML and to the cable compound JC-CC04. It is a two-way single carriageway road with one lane in each direction, featuring multiple access points along its route
Speed limit	30-60 mph
Street lighting	No
Highway constraints	Weight limit 7.5 Tonnes
Bus route	Yes
Character	The main character of the road link is rural



<b>Road Link</b>	<b>Birchwood Road (Link PAR 27)</b>
On-carriageway parking	No
Walking infrastructure	There is one footway on the southern side of the road between Wick Road and the A12 overbridge. On the overbridge footways are available on both sides. Additionally, one footpath crosses the Birchwood Road, on the west side of the A12.
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Wick Road / Grove Hill (Link PAR 28)</b>
<b>Project Section</b>	<b>Section C</b>
<b>Primary Access Route</b>	<b>H15-A1</b>
Description	The assessed link connects Perry Lane and Birchwood Road. It is a two-way single carriageway road with one lane in each direction, featuring multiple accesses to residential properties along its route
Speed limit	30 mph
Street lighting	No
Highway constraints	Grove Hill unsuitable for HGVs
Bus route	Yes
Character	The main character of the road link is urban
On-carriageway parking	Yes, close to the intersection with Birchwood Road
Walking infrastructure	There is a footway on the western side of the road between Birchwood Road and St. Margaret's Cross. Additionally, two footpaths to connect to Wick Road
Cycling infrastructure	There is no dedicated cycling infrastructure. However, the NCN Route 1 is coincident with the section between Grove Hill and St. Margaret's Cross
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Perry Lane (Link PAR 29)</b>
<b>Project Section</b>	<b>Section C</b>
<b>Primary Access Route</b>	<b>H15-A1</b>
Description	The assessed link connects Grove Hill with the site access point to the JC cabling between Black Brook and A12. It is a two-way single carriageway road with one lane in each direction, featuring multiple accesses to residential properties on the southern side
Speed limit	30 mph
Street lighting	No
Highway constraints	Narrow lanes
Bus route	No
Character	The main character of the road link is rural with some settlements
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Bentley Road (Link PAR 30)</b>
<b>Project Section</b>	<b>Section C</b>
<b>Primary Access Route</b>	<b>H17-A1</b>
Description	The assessed link connects A120 to Ardleigh Road via a proposed road to be constructed. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	40-60 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural with some settlements

<b>Road Link</b>	<b>Bentley Road (Link PAR 30)</b>
On-carriageway parking	No
Walking infrastructure	Although there is no dedicated walking infrastructure, one footpath connects to Bentley Road
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Ardleigh Road / Little Bromley Road (Link PAR 31)</b>
<b>Project Section</b>	<b>Section C</b>
<b>Primary Access Route</b>	<b>H17-A1</b>
Description	<p>The assessed link is accessed from Bentley Road (Link PAR 30) via a proposed road to be constructed that will connect to a site access point to pylons TB1 – TB8, the TB cabling between GEML and EACN Substation, the EACN Substation, and cable compounds JC-CC05 and JC-CC06.</p> <p>The existing Little Bromley Road is a single carriageway with narrow lanes</p>
Speed limit	60 mph
Street lighting	No
Highway constraints	Narrow lanes and weight limit of 7.5 tonnes
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Old Ipswich Road (Link PAR 32)</b>
<b>Project Section</b>	<b>Section D</b>
<b>Primary Access Route</b>	<b>H18-A1 H19-A1</b>
Description	The assessed link connects the A12 with the site access point to pylons TB9 – TB20 and with Turnpike Road. It connects with Wick Lane via a haul road to access the section of pylons TB9 – TB15. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	50-60 mph
Street lighting	No
Highway constraints	Weight limit 7.5 Tonnes from the Old Ipswich Road underpass to the site access point to pylons TB9 – TB20
Bus route	Yes
Character	The character of the road link is rural and urban with some settlements
On-carriageway parking	Yes, in the Old Ipswich Road underpass to Turnpike Road
Walking infrastructure	There is a footway on the western side from the A12 entry to the site access point to pylons TB9 – TB20. On the eastern side, the footway is intermittent. In the underpass to Turnpike Road there is a footway on both sides of the road.  No footway is available in the link road to access the A12 southbound.  Additionally, one footpath connects to Old Ipswich Road
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Wick Lane (Link PAR 33)</b>
<b>Project Section</b>	<b>Section D</b>
<b>Primary Access Route</b>	<b>H18-A1</b>
Description	The assessed link is accessed from Old Ipswich Road via a haul road, and then it will connect with a site access point to pylons TB9 – TB15. In the section between pylons TB15 and

<b>Road Link</b>	<b>Wick Lane (Link PAR 33)</b>
	<p>TB16 it's a two-way single carriageway with one lane in each direction, with accesses to various residential properties.</p> <p>On the other hand, the haul road between pylons TB16 – TB20 intersects with Wick Lane in the vicinity of Old Ipswich Road. In the haul road crossover point between pylons TB19 and TB20 it is a two-way single-lane carriageway with passing places</p>
.Speed limit	60 mph
Street lighting	No
Highway constraints	Maximum 7.5 Tonnes, except for loading. Narrow lanes at the section with residential properties
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	<p>There is no dedicated walking infrastructure for most of the assessed link except for a footway on both sides of the bridge over the Ardeigh Reservoir.</p> <p>Additionally, there is one footpath that connects to Wick Lane near the site access point to pylons TB9 – TB15</p>
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Turnpike Close (Link PAR 34)</b>
<b>Project Section</b>	<b>Section D</b>
<b>Primary Access Route</b>	<b>H19-A1</b>
Description	The assessed link connects Old Ipswich Road and a site access point to pylons TB21 – TB30. It is a two-way single carriageway road with one lane in each direction, featuring multiple accesses to residential properties along its route
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	No

<b>Road Link</b>	<b>Turnpike Close (Link PAR 34)</b>
Character	The character of the road link is rural and urban with some settlements
On-carriageway parking	No
Walking infrastructure	There is a footway on the western side
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>A1341 Via Urbis Romanae (Link PAR 35)</b>
<b>Project Section</b>	<b>Section D</b>
<b>Primary Access Route</b>	<b>H19-A2 H20-A1</b>
Description	The assessed link connects the A12 J28 to A134 Northern Approach Road. The road is a two-way single carriageway with a varying number of lanes in each direction, and it includes a bus lane on both sides. It features multiple junctions and provides access to residential properties along its route.
Speed limit	40 mph
Street lighting	Yes
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is urban
On-carriageway parking	No
Walking infrastructure	There is a shared footway/cycleway on both sides of the road and various signalised pedestrian crossing
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	Although there is no dedicated horse-riding infrastructure, one bridleway crosses the A1341 Via Urbis Romanae, via a signalised pedestrian crossing

<b>Road Link</b>	<b>A134 Northern Approach Road / A134 Wildeve Avenue / A134 Nayland Road / A134 The Causeway (Link PAR 36)</b>
<b>Project Section</b>	<b>Section D</b>
<b>Primary Access Route</b>	<b>H19-A2 H20-A1</b>
Description	The assessed link connects the A1341 Via Urbis Romanae with the site access points to pylons TB31 – TB34, TB cabling east of A134, Great Horkesley East CSE compound and cabling compound TB-CC01, and to TB cabling west of A134, Great Horkesley West CSE compound, and cabling compounds TB-CC02, TB-CC03 and TB-CC04. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	30-60 mph
Street lighting	There is street lighting in the urban section through Colchester.
Highway constraints	No
Bus route	Yes
Character	The character of the road link is rural and urban
On-carriageway parking	No
Walking infrastructure	There is a shared footway/cycleway on both sides of the road link between A1341 Via Urbis Romanae and A134 Wildeve Avenue no. 88. For the rest of the route there is a footway on the western side of the road and an intermittent footway on the eastern side. Signalised pedestrian crossings are available in the urban section in Colchester. Additionally, several footpaths connect to the A134
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	No

<b>Road Link</b>	<b>A1124 Halsted Road (Link PAR 37)</b>
<b>Project Section</b>	<b>Section D</b>
<b>Primary Access Route</b>	<b>H20-A2 H21-A1 H22-A1</b>

<b>Road Link</b>	<b>A1124 Halsted Road (Link PAR 37)</b>
Description	<p>The assessed link connects the A12 J26 with the site access points to pylons TB50 – TB51, and to pylons TB52 – TB59. The haul road to pylons TB50-TB51 also connects A1124 Halsted Road to Mill Road.</p> <p>It's a dual carriageway with two lanes in each direction between the A12 J26 and the Holiday Inn roundabout. For the rest of the route, it is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route</p>
Speed limit	30-40 mph
Street lighting	There is street lighting in the urban areas and in the section between the A12 J26 and the Holiday Inn roundabout.
Highway constraints	No
Bus route	Yes
Character	The character of the road link is rural and urban
On-carriageway parking	No
Walking infrastructure	<p>There is a footway in at least one side of the road. Footway is present at the bus stops and on both sides of the overbridge over the railway line.</p> <p>Some informal and formal pedestrian crossings are found along the A1124.</p> <p>Additionally, several footpaths connect to the A134</p>
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Mill Road (Link PAR 38)</b>
<b>Project Section</b>	<b>Section D</b>
<b>Primary Access Route</b>	<b>H20-A2</b>
Description	The assessed link is accessed from A1124 Halsted Road via a haul road to provide connection to the site access points to pylons TB35 – TB47, and to pylons TB48 – TB49. It's a two-way single carriageway road with one lane in each direction.
Speed limit	60 mph



<b>Road Link</b>	<b>Mill Road (Link PAR 38)</b>
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there is no available walking infrastructure, some footpaths connect to Mill Road.
Cycling infrastructure	There is no available cycling infrastructure. However, the NCN Route 13 is coincident with Mill Road.
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Great Tey Road (Link PAR 39)</b>
<b>Project Section</b>	<b>Section D</b>
<b>Primary Access Route</b>	<b>H23-A1</b>
Description	The assessed link connects the A120 Coggeshall Road with the site access points to pylons TB60 – TB64, and to pylons TB65 – TB71 and TB-Sate1 North Satellite compound. It is a two-way single carriageway road with one lane in each direction, featuring multiple access points along its route
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	There is no available walking infrastructure for most of the route, except for a footway on the western side between the A120 Coggeshall Road and the access to the residential settlements. An informal pedestrian crossing is located at the junction with A120 Coggeshall Road. Additionally, there are footpaths that connect to Great Tey Road.

<b>Road Link</b>	<b>Great Tey Road (Link PAR 39)</b>
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>A120 Colchester Road (Link PAR 40)</b>
<b>Project Section</b>	<b>Section E</b>
<b>Primary Access Route</b>	<b>H24-A1</b>
Description	The assessed link connects to the site access point to pylons TB72– TB84. It's a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	There is a footway on the northern side of the road
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>B1018 Braintree Road / B1018 Witham Road (Link PAR 41)</b>
<b>Project Section</b>	<b>Section E</b>
<b>Primary Access Route</b>	<b>H24-A2</b>
Description	The assessed link connects the A120 with the site access point to pylons TB85 – TB97. Between the A120 and the B1018 Millennium Way roundabout it's a dual carriageway with two lanes in each direction. For the rest of the route, it is a two-way single carriageway

<b>Road Link</b>	<b>B1018 Braintree Road / B1018 Witham Road (Link PAR 41)</b>
	road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	40-50 mph
Street lighting	There is street lighting at the dual carriageway section, at the approaches to the B1018 Millennium Way roundabout and at the approaches to the roundabout at Dovehouse Field.
Highway constraints	No
Bus route	Yes
Character	The character of the road link is rural and urban
On-carriageway parking	No
Walking infrastructure	<p>There is a shared footway/cycleway on the eastern side of the road between the A120 and the B1018 Millennium Way roundabout and an informal pedestrian and cycling crossing at the approaches to the A120 roundabout.</p> <p>At the section between the B1018 Millennium Way roundabout and the latest residential properties at Braintree Road before Petit Lane junction there is a paved or unpaved footway on one or both sides of the road.</p> <p>Additionally, several footpaths connect to the B1018</p>
Cycling infrastructure	<p>See walking infrastructure.</p> <p>On the other hand, on the B1018 Millennium Way roundabout cyclists travelling NB from B1018 Braintree Road at the main carriageway are required to utilise a shared footway/cycleway when approaching the intersection to join the B1018 Millennium Way and the B1018 dual carriageway shared footway/cycleway.</p>
Horse-riding infrastructure	No

<b>Road Link</b>	<b>B1389 Hatfield Road (Link PAR 42)</b>
<b>Project Section</b>	<b>Section E</b>
<b>Primary Access Route</b>	<b>H25-A1</b>
Description	The assessed link connects the A12 J21 with Spinks Lane. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	30-60 mph
Street lighting	Yes

<b>Road Link</b>	<b>B1389 Hatfield Road (Link PAR 42)</b>
Highway constraints	No
Bus route	Yes
Character	The character of the road link is rural and urban
On-carriageway parking	No
Walking infrastructure	<p>Formal and informal pedestrian crossings have been identified along the B1389. There are footways on the A12 slip roads in one side of the road. At the western side there is a shared footway/cycleway between the A12 slip roads and the south entry to Bradshaw Gardens and on the eastern side the shared footway/cycleway is present between the A12 slip roads and Graham Brown Walk.</p> <p>For the rest of the route, there is a footway on one or both sides of the road. Additionally, several footpaths connect to the B1389</p>
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Spinks Lane / Highfields Road / Spa Road / Flora Road / Faulkbourne Road / Church Hill (Link PAR 43)</b>
<b>Project Section</b>	<b>Section E</b>
<b>Primary Access Route</b>	<b>H25-A1</b>
Description	The assessed link connects the B1389 Hatfield Road with the site access points to pylons TB98 - TB101, and to pylons TB102 - TB110. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	30-60 mph
Street lighting	There is street lighting at the urban areas
Highway constraints	Two-way pinch-point at Spa Road
Bus route	Yes
Character	The character of the road link is rural and urban
On-carriageway parking	No

<b>Road Link</b>	<b>Spinks Lane / Highfields Road / Spa Road / Flora Road / Faulkbourne Road / Church Hill (Link PAR 43)</b>
Walking infrastructure	<p>There are footways on both sides of the road, between B1389 Hatfield Road and the end of the urban area around Faulkbourne Road no. 20. On the western side, the section between the Footpath 77 Witham (Spa Road Playground) and the access road to Powers Hall Academy becomes a shared footway/cycleway. Other walking infrastructure has been identified at the Witham and Faulkbourne settlements, with footways on one or both sides of the road.</p> <p>Several formal and informal pedestrian/cyclist crossings have been identified.</p> <p>Footpath 77 Witham (Spa Road Playground) crosses Spa Road with a signalised pedestrian crossing. Additionally, several footpaths connect or cross to the road link.</p>
Cycling infrastructure	See walking infrastructure. The NCN Route 16 is coincident with the section of Spa Road between Spinks Lane and Highfield Road.
Horse-riding infrastructure	Although there is no dedicated horse-riding infrastructure, one bridleway connects to the road link

<b>Road Link</b>	<b>A131 Great Notley Bypass / A131 Great Leighs Bypass / A131 Braintree Road (Link PAR 44)</b>
<b>Project Section</b>	<b>Section E and F</b>
<b>Primary Access Route</b>	<p>H25-A2</p> <p>H26-A1</p> <p>H27-A1</p> <p>H28-A1</p>
Description	<p>The assessed link connects the A120 with B1008 Regiment Way and with the site access point to pylons TB111 - TB132, TB Fairstead cabling, Fairstead CSE compound east and west, cabling compounds TB-CC05, TB-CC06 and TB-CC07, and TB-Main (construction compound).</p> <p>A131 Great Notley Bypass / A131 Great Leighs Bypass is a dual carriageway with two lanes in each direction, featuring multiple junctions along its route between the A120 and the A131 Braintree Road roundabout.</p> <p>The section of A131 Braintree Road is a two-way single carriageway road with one lane in each direction and various junctions and access points</p>
Speed limit	60-70 mph
Street lighting	There is street lighting at the roundabout approaches and at the section between the business park and the A120

<b>Road Link</b>	<b>A131 Great Notley Bypass / A131 Great Leighs Bypass / A131 Braintree Road (Link PAR 44)</b>
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	<p>There is no dedicated walking infrastructure for most of the route except for a footway on lay-by parkings, footways at the bus stops (A131 Braintree Road) and some crossings that have been identified.</p> <p>These is an uncontrolled crossing at the business park roundabout northern approach, a signalised pedestrian crossing at the London Road roundabout to connect Footpath 26 Great Notley and Bridleway 148 Great Notley, an uncontrolled pedestrian crossing to connect Footpath 4 Great And Little Leighs on both sides of the A131, and finally an uncontrolled pedestrian/cyclist crossing south of the Moulsham Hall Lane roundabout,</p> <p>Additionally, some footpaths connect to the A131 Braintree Road</p>
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	Although there is no dedicated horse-riding infrastructure, one bridleway connects to A131 Braintree Road

<b>Road Link</b>	<b>B1008 Essex Regiment Way (Link PAR 45)</b>
<b>Project Section</b>	<b>Section F</b>
<b>Primary Access Route</b>	<b>H26-A1</b>
Description	The assessed link connects the A131 Braintree Road to the site access point to pylon TB133. It is a two-way single carriageway road with one lane in each direction
Speed limit	60 mph
Street lighting	There is street lighting at the approach to the roundabout
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural

<b>Road Link</b>	<b>B1008 Essex Regiment Way (Link PAR 45)</b>
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>B1008 Braintree Road / B1008 Main Road (Link PAR 46)</b>
<b>Project Section</b>	<b>Section F</b>
<b>Primary Access Route</b>	<b>H27-A1 H28-A1</b>
Description	The assessed link connects A131 to Chatham Hall Lane and to Chelmsford Road. It's a two-way single carriageway road with one lane in each direction, featuring multiple junctions and accesses. At the intersection with The Street (Little Waltham) / Chelmsford Road there are two lanes in each direction and dedicated right-turn lanes.
Speed limit	50 mph
Street lighting	There is street lighting at the approach to the roundabout and at the intersection with The Street (Little Waltham) / Chelmsford Road
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	There is no dedicated walking infrastructure for most of the route except for a footway on both sides of the bridge over the River Chelmer and an informal crossing at the intersection with The Street (Little Waltham). Additionally, two footpaths connect to B1008 Main Road although no crossing is provided between them.
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Chatham Hall Lane (Link PAR 47)</b>
<b>Project Section</b>	<b>Section F</b>
<b>Primary Access Route</b>	<b>H27-A1</b>
Description	The assessed link connects B1008 with site access points to pylons TB134 - TB136 and to pylons TB137 - TB138. It's a two-way single carriageway road with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Chelmsford Road (Link PAR 48)</b>
<b>Project Section</b>	<b>Section F</b>
<b>Primary Access Route</b>	<b>H28-A1</b>
Description	The assessed link connects B1008 with the site access points to pylon TB139 and to pylons TB140 - TB148. It's a two-way single carriageway road with one lane in each direction, featuring junctions and accesses to residential properties
Speed limit	40 mph
Street lighting	There is street lighting at the approach to the intersection with The Street (Little Waltham) / B1008 Main Road
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural with some settlements



<b>Road Link</b>	<b>Chelmsford Road (Link PAR 48)</b>
On-carriageway parking	No
Walking infrastructure	There is a footway on one or both sides of the road
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>A414 Three Mile Hill / A1114 London Road (Link PAR49)</b>
<b>Project Section</b>	<b>Section F</b>
<b>Primary Access Route</b>	<b>H28-A2 H29-A1 H29-A2 H30-A1</b>
Description	The assessed link connects the A12 J15 to A1016 Waterhouse Lane and to the A414 Greenbury Way. It is a dual carriageway with two lanes in each direction, featuring multiple access points
Speed limit	40-70 mph
Street lighting	There is street lighting at the approaches to the A12 J15, the A414 Greenbury Way and the A1016 Waterhouse Lane roundabouts
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural with some settlements
On-carriageway parking	No
Walking infrastructure	On the western side, there is a shared footway/cycleway between the A1016 Waterhouse Lane / A1114 London Road roundabout and one of the accesses to Hylands Park (Repton's Approach). For the remaining road link, intermittent sections of footway are on one or both sides of the road, that are paved or unpaved.  On the other hand, several uncontrolled and formal crossings for pedestrians/cyclists have been identified.  Additionally, several footpaths connect to the road link
Cycling infrastructure	See walking infrastructure

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<b>Road Link</b>	<b>A414 Three Mile Hill / A1114 London Road (Link PAR49)</b>
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Horse-riding infrastructure	Although there is no dedicated horse-riding infrastructure, one bridleway connects to the road link at Tasle Cottage
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<b>Road Link</b>	<b>A1016 Waterhouse Lane / A1016 Rainsford Lane (Link PAR 50)</b>
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<b>Project Section</b>	<b>Section F</b>
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<b>Primary Access Route</b>	<b>H28-A2 H29-A1</b>
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Description	The assessed link connects A1114 London Road to A1060 Rainsford Road. It is a two-way single carriageway road with one or two lanes in each direction, featuring multiple junctions and access points along the route
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Speed limit	30-40 mph
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Street lighting	Yes
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Highway constraints	No
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Bus route	Yes
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Character	The main character of the road link is urban
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On-carriageway parking	No
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Walking infrastructure	There is a shared footway/cycleway on the western side between A1114 London Road and Writtle Road and a shared footway/cycleway on the eastern side between River Can and Rainsford Lane. For the rest of the road link, there is a footway on both sides of the road.  On the other hand, various pedestrian/cycling crossings have been identified. Additionally, one footpath connects to the road link
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Cycling infrastructure	See walking infrastructure
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Horse-riding infrastructure	No
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<b>Road Link</b>	<b>A1060 Rainsford Road / A1060 Roxwell Road (Link PAR 51)</b>
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<b>Project Section</b>	<b>Section F</b>
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<b>Primary Access Route</b>	<b>H28-A2 H29-A1</b>
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Description	The assessed link connects the A1016 Rainsford Lane to the site access point to pylons TB149 - TB159 and to Vicarage Road. It's a
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<b>Road Link</b>	<b>A1060 Rainsford Road / A1060 Roxwell Road (Link PAR 51)</b>
	two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along the route
Speed limit	30-60 mph
Street lighting	There is street lighting in the urban area
Highway constraints	No
Bus route	Yes
Character	The character of the road link is urban and rural
On-carriageway parking	No
Walking infrastructure	<p>There is a footway on both sides of the road in the urban area. In the section between 70 Roxwell Road and the Lordship Road roundabout there is a footway on the southern side. After the roundabout a footway is present intermittently on the southern side where there is presence of settlements.</p> <p>On the other hand, various formal and informal pedestrian crossings have been identified. Additionally, several footpaths connect to the road link</p>
Cycling infrastructure	The signalised crossing at Park Avenue junction connects a cycleway at the Admiral Parks with the cycle path towards North Melbourne via Park Avenue
Horse-riding infrastructure	Although there is no dedicated horse-riding infrastructure, one bridleway connects to the road link at the vicinity of Vicarage Road

<b>Road Link</b>	<b>Vicarage Road (Link PAR 52)</b>
<b>Project Section</b>	<b>Section F</b>
<b>Primary Access Route</b>	<b>H29-A1</b>
Description	The assessed link connects the A1060 Roxwell Road to the site access point to pylons TB160- TB163. It is a two-way single carriageway road with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	Maximum 7.5 Tonnes except for access
Bus route	Yes
Character	The main character of the road link is rural

<b>Road Link</b>	<b>Vicarage Road (Link PAR 52)</b>
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>A414 Greenbury Way (Link PAR 53)</b>
<b>Project Section</b>	<b>Section F</b>
<b>Primary Access Route</b>	<b>H29-A2 H30-A1</b>
Description	The assessed link connects A414 London Road to the site access points to pylons TB164 - TB166 and to pylons TB167 - TB175. It's a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along the route
Speed limit	40-60 mph
Street lighting	There is street lighting at the junctions and their approaches
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	There is no dedicated walking infrastructure for most of the route except for a footway to access Hyland Park, a footway on both sides of the bridge over the River Wid, and an uncontrolled pedestrian/cyclist crossing at the A414 Mill Hill roundabout and the Highwood Road / Bulimers Way roundabout.  Additionally, several footpaths connect to the road link and Footpaths 94 Writtle and 70 Writtle cross the A414 Greenbury Way without any formal or informal crossing.
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	Although there is no dedicated horse-riding infrastructure, one bridleway connects to the road link at the junction with Hylands to access the park

<b>Road Link</b>	<b>B1002 Main Road (Link PAR 54)</b>
<b>Project Section</b>	<b>Section G</b>
<b>Primary Access Route</b>	H30-A2 H31-A1 H32-A1
Description	The assessed link connects the A12 J15 Road to Wantz Road and Church Lane. It's a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along the route
Speed limit	40-60 mph
Street lighting	There is street lighting between the A12 J15 and The Red Lion at Margaretting
Highway constraints	Unsuitable for HGVs
Bus route	Yes
Character	The character of the road link is urban and rural
On-carriageway parking	Yes
Walking infrastructure	There is a footway on both sides of the road between the A12 J15 and Margaretting and various uncontrolled pedestrian crossings. Between Margaretting and Church Road, there is a footway on one or two sides of the road. Additionally, several footpaths connect to the road link
Cycling infrastructure	No
Horse-riding infrastructure	Although there is no dedicated horse-riding infrastructure, there is a road sign warning of the presence of horse-riders

<b>Road Link</b>	<b>Wantz Road (Link PAR 55)</b>
<b>Project Section</b>	<b>Section G</b>
<b>Primary Access Route</b>	H30-A2
Description	The assessed link connects B1002 Main Road to Ivy Barns Lane. It is a two-way single carriageway road with one lane in each direction, featuring multiple access points along the route
Speed limit	60 mph

<b>Road Link</b>	<b>Wantz Road (Link PAR 55)</b>
Street lighting	No
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural with some settlements
On-carriageway parking	No
Walking infrastructure	There is a footway on the western side of the road, and a footway on the eastern side at and on the approaches to the bridge over the A12
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Ivy Barns Lane (Link PAR 56)</b>
<b>Project Section</b>	<b>Section G</b>
<b>Primary Access Route</b>	<b>H30-A2</b>
Description	The assessed link connects Wantz Road to the site access points to pylons TB176 - TB179, and to pylons TB180 - TB183. It is a two-way single carriageway road with one lane in each direction, featuring multiple access points along the route
Speed limit	60 mph
Street lighting	No
Highway constraints	Narrow lanes at the section between site access points and the A12 J14 offslip road.
Bus route	No
Character	The main character of the road link is rural with some settlements
On-carriageway parking	No
Walking infrastructure	There is a footway on the northern side of the road between Wantz Road and the approach to the junction with the A12 J14 offslip road
Cycling infrastructure	No

<b>Road Link</b>	<b>Ivy Barns Lane (Link PAR 56)</b>
Horse-riding infrastructure	No
<b>Road Link</b>	<b>Church Lane (Link PAR 57)</b>
<b>Project Section</b>	<b>Section G</b>
<b>Primary Access Route</b>	<b>H31-A1 H32-A1</b>
Description	The assessed link connects B1002 Main Road to the site access point to pylons TB184 - TB185 and to pylons TB186 – TB201 via Tabrums Farm Bridge. It is a two-way single carriageway ‘no through’ road with narrow lanes.
Speed limit	60 mph
Street lighting	No
Highway constraints	Narrow lanes and a central island at the B1002 Main Road junction
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there is no dedicated walking infrastructure along the road link, an informal pedestrian crossing is provided at the B1002 Main Road junction
Cycling infrastructure	No
Horse-riding infrastructure	No
<b>Road Link</b>	<b>A176 Noak Hill Road / A176 Landon Road / A129 Southend Road (Link PAR 58)</b>
<b>Project Section</b>	<b>Section G</b>
<b>Primary Access Route</b>	<b>H33-A1</b>
Description	The assessed link connects A127 to A129 London Road. The section between A127 and the A129 Sun Street roundabout is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along the route. The

<b>Road Link</b>	<b>A176 Noak Hill Road / A176 Laidon Road / A129 Southend Road (Link PAR 58)</b>
	A176 Laidon Road is a one-way single carriageway (southbound direction only) with two lanes
Speed limit	30-60 mph
Street lighting	Yes
Highway constraints	No
Bus route	Yes
Character	The character of the road link is rural and urban
On-carriageway parking	No
Walking infrastructure	<p>In the section between A127 and the A176 Laidon Road roundabout there is a footway on the western side of the road for the whole route whereas on the eastern side, the footway is intermittent with a continuous section at the Great Burstead and South Green urban area. In the section between A176 Laidon Road and the A129 Sun Street roundabout there is a footway on one or both sides of the road for most part of the section. In the section of A176 Laidon Road there is a footway on one or both sides of the road for most part of the section.</p> <p>Various formal and informal crossings have been identified, including one informal pedestrian/cycling crossing at the southern approach to the Church Road roundabout, a signalised pedestrian/cycling crossing south of Wash Road towards Noak Bridge, signalised pedestrian crossings south of Agnes Road and south of Weir Wynd, and informal pedestrian crossing in the south approaches to the following roundabouts: A176 Laidon Road, A129 Southend Road and A129 Sun Street, and two zebra crossings along A176 Laidon Road.</p> <p>Additionally, several footpaths connect to the road link</p>
Cycling infrastructure	See walking infrastructure. Additionally, the NCN National Route 13 is coincident with A176 Noak Hill Road in the southern section and with A176 Laidon Road southbound carriageway.
Horse-riding infrastructure	No

<b>Road Link</b>	<b>A129 Sun Street / A129 London Road / A129 Rayleigh Road (Link PAR 59)</b>
<b>Project Section</b>	<b>Section G</b>
<b>Primary Access Route</b>	<b>H33-A1</b>



<b>Road Link</b>	<b>A129 Sun Street / A129 London Road / A129 Rayleigh Road (Link PAR 59)</b>
Description	The assessed link connects A176 Laindon Road to the site access points to pylons TB202 - TB204, and to pylons TB205 - TB211. A129 Sun Street between A129 Southend Road and A176 Laindon Road is a one-way single carriageway (westbound direction only) with two lanes. A129 London Road is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along the route
Speed limit	30 mph
Street lighting	Yes
Highway constraints	No
Bus route	Yes
Character	The character of the road link is rural and urban
On-carriageway parking	No
Walking infrastructure	In the A129 Sun Street there is a footway on both sides of the road and a signalised pedestrian crossing. For the rest of the road link, there is a footway on one or both sides of the road. Various informal and formal pedestrian crossings have been identified. Additionally, one footpath connects to the road link.
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Dunton Road / Brentwood Road (Link PAR 60)</b>
<b>Project Section</b>	<b>Section G</b>
<b>Primary Access Route</b>	<b>H33-A2</b>
Description	The assessed link connects A127 Southend Arterial Road to a site access point to pylons TB212 - TB221 and to TB-Sate2A South Satellite compound. It is a two-way single carriageway with one lane in each direction in Dunton Road / Brentwood Road. The service road Dunton Road, leading to the site access point is a two-way single carriageway with narrow lanes
Speed limit	60 mph
Street lighting	There is street lighting in the approach to the A127 Southend Arterial Road roundabout in Dunton Road / Brentwood Road

<b>Road Link</b>	<b>Dunton Road / Brentwood Road (Link PAR 60)</b>
Highway constraints	Narrow lanes in the service road
Bus route	No
Character	The main character of the road link is rural with some settlements in the service road
On-carriageway parking	Yes, in the service road
Walking infrastructure	There is a footway on the eastern side along Dunton Road / Brentwood Road and a short section of footway in the approach to the A127 Southend Arterial Road roundabout on the western side
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>B148 West Mayne (Link PAR 61)</b>
<b>Project Section</b>	<b>Section G</b>
<b>Primary Access Route</b>	<b>H34-A1</b>
Description	The assessed link connects A127 Southend Arterial Road to Lower Dunton Road. It is a dual carriageway with two lanes in each direction and a dedicated right-turn lane to access Lower Dunton Road in a signalised junction
Speed limit	50 mph
Street lighting	Yes
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	There is a shared footway/cycleway on both sides of the road link and an informal pedestrian/cyclist crossing at the approach to the A127 Southend Arterial Road roundabout
Cycling infrastructure	See walking infrastructure

<b>Road Link</b>	<b>B148 West Mayne (Link PAR 61)</b>
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Lower Dunton Road (Link PAR 62)</b>
<b>Project Section</b>	<b>Section G</b>
<b>Primary Access Route</b>	<b>H34-A1</b>
Description	The assessed link connects B148 West Mayne to a site access point to pylons TB222 - TB228. It is a two-way single carriageway with one lane in each direction
Speed limit	40 mph
Street lighting	Yes
Highway constraints	Maximum 7.5 Tonnes except for access
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	There is a footway on the southern side of the road
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>A128 Brentwood Road (Link PAR 63)</b>
<b>Project Section</b>	<b>Section H</b>
<b>Primary Access Route</b>	<b>H35-A1</b>
Description	The assessed link provides access to pylons TB229 – TB253 and TB-Sate2B South Satellite compound. It's a two-way single carriageway with one lane in each direction
Speed limit	50 mph
Street lighting	No

<b>Road Link</b>	<b>A128 Brentwood Road (Link PAR 63)</b>
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there are no dedicated walking facilities, there is one footpath that connects to A128 Brentwood Road near the site access point
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>A1013 Stanford Road (Link PAR 64)</b>
<b>Project Section</b>	<b>Section H</b>
<b>Primary Access Route</b>	<b>H36-A1</b>
Description	The assessed link connects A13 Stanford-le-Hope Bypass to Buckingham Hill Road. It is a two-way single carriageway with one lane in each direction, featuring multiple junctions and access points along the route, mainly located in the southern side. Most of these junctions have a dedicated right-turn lane
Speed limit	30
Street lighting	Yes
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	There is a shared footway/cycleway on the southern side of the road link. On the northern side the footway is in the approach to the A13 Stanford-le-Hope Bypass roundabout and at the bus stops. Additionally, one footpath connects to the road link.
Cycling infrastructure	See walking infrastructure

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<b>Road Link</b>	<b>A1013 Stanford Road (Link PAR 64)</b>
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Horse-riding infrastructure	No
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<b>Road Link</b>	<b>Buckingham Hill Road (Link PAR 65)</b>
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<b>Project Section</b>	<b>Section H</b>
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<b>Primary Access Route</b>	<b>H36-A1</b>
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Description	The assessed link connects A1013 Stanford Road to site access points to pylons TB254 - TB255, to pylons TB256 - TB257 and to pylons TB258 - TB263, TB cabling north of LTC, Tilbury CSE compound and cabling compound TB-CC08. It is a two-way single carriageway with one lane in each direction, featuring multiple access points along the route
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Speed limit	50 mph
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Street lighting	No
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Highway constraints	No
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Bus route	No
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Character	The main character of the road link is rural
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On-carriageway parking	No
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Walking infrastructure	Although there is no dedicated walking infrastructure along the road link, a signalised pedestrian/cyclist crossing is provided at the A1013 Stanford Road junction. Additionally, one footpath crosses the road link.
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Cycling infrastructure	No
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Horse-riding infrastructure	No
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<b>Road Link</b>	<b>Fort Road (Link PAR 66)</b>
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<b>Project Section</b>	<b>Section H</b>
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<b>Primary Access Route</b>	<b>H37-A1 H38-A1</b>
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Description	The assessed link connects A1089 St. Andrew's Road to Cooper Shaw Road. It is a two-way single carriageway with one lane in each direction, featuring multiple junctions along the route
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<b>Road Link</b>	<b>Fort Road (Link PAR 66)</b>
Speed limit	30-60 mph
Street lighting	There is street lighting between A1089 St. Andrew's Road and the Fortress Distribution Park bus stop
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural with some settlements
On-carriageway parking	No
Walking infrastructure	There is shared footway/cycleway on one or both sides of the road link, between the A1089 St. Andrew's Road and Brennan Road
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Port of Tilbury 2 access (Link PAR 67)</b>
<b>Project Section</b>	<b>Section H</b>
<b>Primary Access Route</b>	<b>H38-A1</b>
Description	The assessed link connects Fort Road to TB cabling between railway line and Tilbury Substation, Tilbury Substation, and cabling compounds TB-CC11 and TB-CC12
Speed limit	20-40 mph
Street lighting	No
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No

<b>Road Link</b>	<b>Port of Tilbury 2 access (Link PAR 67)</b>
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Cooper Shaw Road (Link PAR 68)</b>
<b>Project Section</b>	<b>Section H</b>
<b>Primary Access Route</b>	<b>H37-A1</b>
Description	The assessed link connects Fort Road to site access points to TB cabling between LTC and railway line and cabling compound TB-CC09 and to cabling compound TB-CC10
Speed limit	50 mph
Street lighting	Yes
Highway constraints	Gated access
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	There is shared footway/cycleway in the southern side
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	No

Table A16.1.4 - Assessment of road links forming Haul Road Crossover Points

<b>Road Link</b>	<b>Church Road (Link HRC 1)</b>
<b>Project Section</b>	<b>Section A</b>
Description	The haul roads between pylons RG1 and RG22 intersect with the assessed link. It is a two-way single carriageway with one lane in each direction.
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway, maximum 7.5T except for loading
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Brickkiln Lane (Link HRC 2)</b>
<b>Project Section</b>	<b>Section A</b>
Description	The haul roads between pylons RG1 and RG22 intersect with the assessed link. It is a two-way single-lane carriageway and passing places, featuring some access along the road.
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway, maximum 7.5T except for loading
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No



<b>Road Link</b>	<b>Brickkiln Lane (Link HRC 2)</b>
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Long Lane (Link HRC 3)</b>
<b>Project Section</b>	<b>Section A</b>
Description	The haul roads between pylons RG1 and RG22 intersect with the assessed link. It is a two-way single-lane carriageway and passing places
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway, maximum 7.5T except for loading
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there are no dedicated walking facilities, one footpath connects to Long Lane near the haul road crossover point
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Flordon Road (Link HRC 4)</b>
<b>Project Section</b>	<b>Section A</b>
Description	The haul roads between pylons RG1 and RG22 intersect with the assessed link. It is a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	No

<b>Road Link</b>	<b>Flordon Road (Link HRC 4)</b>
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Stickfer Lane (Link HRC 5)</b>
<b>Project Section</b>	<b>Section A</b>
Description	The haul roads between pylons RG29 and RG57 intersect with the assessed link. It is a two-way single-lane carriageway
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Cheneys Lane (Link HRC 6)</b>
<b>Project Section</b>	<b>Section A</b>
Description	The haul roads between pylons RG29 and RG57 intersect with the assessed link. It is a two-way single-lane carriageway with passing places
Speed limit	60 mph

<b>Road Link</b>	<b>Cheneys Lane (Link HRC 6)</b>
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Northfield Road (Link HRC 7)</b>
<b>Project Section</b>	<b>Section A</b>
Description	The haul roads between pylons RG29 and RG57 intersect with the assessed link. It is a two-way single-lane carriageway
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Long Stratton Road (Link HRC 8)</b>
<b>Project Section</b>	<b>Section A</b>
Description	The haul roads between pylons RG29 and RG57 intersect with the assessed link. It is a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Tabernacle Lane (Link HRC 9)</b>
<b>Project Section</b>	<b>Section A</b>
Description	The haul roads between pylons RG29 and RG57 intersect with the assessed link. It is a two-way single-lane carriageway
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No

<b>Road Link</b>	<b>Tabernacle Lane (Link HRC 9)</b>
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Lane off Prince of Wales Road (Banyard's Hall) (Link HRC 10)</b>
<b>Project Section</b>	<b>Section A</b>
Description	The haul roads between pylons RG29 and RG57 intersect with the assessed link. It is a private road to access Banyard's Hall Cottages
Speed limit	-
Street lighting	No
Highway constraints	Private road for farm access
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	It is coincident with a footpath, Bunwell FP8
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Prince of Wales Road / Low Common Road (Link HRC 11)</b>
<b>Project Section</b>	<b>Section A</b>
Description	The haul roads between pylons RG29 and RG57 intersect with the assessed link. It is a two-way single-lane carriageway
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No

<b>Road Link</b>	<b>Prince of Wales Road / Low Common Road (Link HRC 11)</b>
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Diss Road (Link HRC 12)</b>
<b>Project Section</b>	<b>Section A</b>
Description	The haul roads between pylons RG29 and RG57 intersect with the assessed link. It is a private road
Speed limit	-
Street lighting	No
Highway constraints	Private road
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	The road is coincident with footpath Tibenham FP3
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Mill Road (Link HRC 13)</b>
<b>Project Section</b>	<b>Section A</b>
Description	The haul roads between pylons RG29 and RG57 intersect with the assessed link. It is a two-way single-lane carriageway with passing places
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway

<b>Road Link</b>	<b>Mill Road (Link HRC 13)</b>
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Blackbarn Road (Link HRC 14)</b>
<b>Project Section</b>	<b>Section A</b>
Description	The haul roads between pylons RG29 and RG57 intersect with the assessed link. It is a two-way single-lane carriageway
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Access road to Heywood Manor (Link HRC 15)</b>
<b>Project Section</b>	<b>Section A</b>
Description	The haul roads between pylons RG58 and RG83 intersect with the assessed link. It is a private road to access Heywood Manor farm

<b>Road Link</b>	<b>Access road to Heywood Manor (Link HRC 15)</b>
Speed limit	-
Street lighting	No
Highway constraints	Private road for farm access
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	The road is designated as a bridleway (Diss BR5)
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	See walking infrastructure

<b>Road Link</b>	<b>Heywood Road (Winfarthing) (Link HRC 16)</b>
<b>Project Section</b>	<b>Section A</b>
Description	The haul roads between pylons RG58 and RG83 intersect with the assessed link. It is a two-way single-lane carriageway with passing places
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No



<b>Road Link</b>	<b>Heywood Road (Shelfanger) (Link HRC 17)</b>
<b>Project Section</b>	<b>Section A</b>
Description	The haul roads between pylons RG58 and RG83 intersect with the assessed link. It is a two-way single-lane carriageway
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>B1077 Shelfanger Road (Link HRC 18)</b>
<b>Project Section</b>	<b>Section A</b>
Description	The haul roads between pylons RG58 and RG83 intersect with the assessed link. It is a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No

<b>Road Link</b>	<b>B1077 Shelfanger Road (Link HRC 18)</b>
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Darrow Lane (Link HRC 19)</b>
<b>Project Section</b>	<b>Section A</b>
Description	The haul roads between pylons RG58 and RG83 intersect with the assessed link. It is a two-way single-lane carriageway with passing places
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Bressingham Road (Link HRC 20)</b>
<b>Project Section</b>	<b>Section A</b>
Description	The haul roads between pylons RG58 and RG83 intersect with the assessed link. It is a two-way single carriageway with one lane in each direction
Speed limit	40 mph
Street lighting	No
Highway constraints	Narrow lanes
Bus route	Yes
Character	The main character of the road link is rural

<b>Road Link</b>	<b>Bressingham Road (Link HRC 20)</b>
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Fen Lane (Link HRC 21)</b>
<b>Project Section</b>	<b>Section A</b>
Description	The haul roads between pylons RG84 and RG88 intersect with the assessed link. It is a dead-end road to access Freezen Hill Cottages
Speed limit	60 mph
Street lighting	No
Highway constraints	Dead-end road
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Doit Lane (Link HRC 22)</b>
<b>Project Section</b>	<b>Section A</b>
Description	The haul roads between pylons RG84 and RG88 intersect with the assessed link. It is a two-way single-lane carriageway with passing places
Speed limit	60 mph
Street lighting	No

<b>Road Link</b>	<b>Doit Lane (Link HRC 22)</b>
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Ling Road (Link HRC 23)</b>
<b>Project Section</b>	<b>Section B</b>
Description	The haul roads between pylons RG89 and RG94 intersect with the assessed link. It is a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	The NCN Route 30 is coincident with the assessed link.
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Millway Lane (Link HRC 24)</b>
<b>Project Section</b>	<b>Section B</b>

<b>Road Link</b>	<b>Millway Lane (Link HRC 24)</b>
Description	The haul roads between pylons RG89 and RG94 intersect with the assessed link. It is a two-way single-lane carriageway
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Mellisash Road (Link HRC 25)</b>
<b>Project Section</b>	<b>Section B</b>
Description	The haul roads between pylons RG96 and RG117 intersect with the assessed link. It is a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No

<b>Road Link</b>	<b>Mellisash Road (Link HRC 25)</b>
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Burgate Road (Link HRC 26)</b>
<b>Project Section</b>	<b>Section B</b>
Description	The haul roads between pylons RG96 and RG117 intersect with the assessed link in two points. It is a two-way single-lane carriageway
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there are no dedicated walking facilities, two footpaths connect to Burgate Road on the northern haul road crossover point
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Mellis Road (Link HRC 27)</b>
<b>Project Section</b>	<b>Section B</b>
Description	The haul roads between pylons RG96 and RG117 intersect with the assessed link. It is a two-way single-lane carriageway with passing places
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural

<b>Road Link</b>	<b>Mellis Road (Link HRC 27)</b>
On-carriageway parking	No
Walking infrastructure	Although there are no dedicated walking facilities, one bridleway connects to Mellis Road near the haul road crossover point
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	See walking infrastructure

<b>Road Link</b>	<b>Road to Abbey Cottages (Link HRC 28)</b>
<b>Project Section</b>	<b>Section B</b>
Description	The haul roads between pylons RG124 and RG152 intersect with the assessed link. It is a two-way single-lane carriageway
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there are no dedicated walking facilities, one footpath connects to the assessed road near the haul road crossover point
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Mendlesham Road (Link HRC 29)</b>
<b>Project Section</b>	<b>Section B</b>
Description	The haul roads between pylons RG124 and RG152 intersect with the assessed link. It is a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No

<b>Road Link</b>	<b>Mendlesham Road (Link HRC 29)</b>
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Farm Track to Elden's Lane Farm (Link HRC 30)</b>
<b>Project Section</b>	<b>Section B</b>
Description	The haul roads between pylons RG124 and RG152 intersect with the assessed link. It is a dead-end single-lane road to provide access to various farms
Speed limit	-
Street lighting	No
Highway constraints	Dead-end road, single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Lambert Lane (Link HRC 31)</b>
<b>Project Section</b>	<b>Section B</b>



<b>Road Link</b>	<b>Lambert Lane (Link HRC 31)</b>
Description	The haul roads between pylons RG124 and RG152 intersect with the assessed link. It is a two-way single-lane carriageway
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Cay Hill (Link HRC 32)</b>
<b>Project Section</b>	<b>Section B</b>
Description	The haul roads between pylons RG124 and RG152 intersect with the assessed link. It is a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No

<b>Road Link</b>	<b>Cay Hill (Link HRC 32)</b>
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Debenham Road (Link HRC 33)</b>
<b>Project Section</b>	<b>Section B</b>
Description	The haul roads between pylons RG124 and RG152 intersect with the assessed link. It is a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Farm Track to Badley Hall Farm (Link HRC 34)</b>
<b>Project Section</b>	<b>Section B</b>
Description	The haul roads between pylons RG166 and RG210 intersect with the assessed link. It is a two-way single-lane unpaved track
Speed limit	-
Street lighting	No
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural

<b>Road Link</b>	<b>Farm Track to Badley Hall Farm (Link HRC 34)</b>
On-carriageway parking	No
Walking infrastructure	The road is designated as a bridleway (W-117/013/0)
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	See walking infrastructure

<b>Road Link</b>	<b>Hascot Hill (Link HRC 35)</b>
<b>Project Section</b>	<b>Section B</b>
Description	The haul roads between pylons RG166 and RG210 intersect with the assessed link. It is a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	Narrow lanes
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>B1078 Ipswich Road (Link HRC 36)</b>
<b>Project Section</b>	<b>Section B</b>
Description	The haul roads between pylons RG166 and RG210 intersect with the assessed link. It is a two-way single carriageway with one lane in each direction
Speed limit	60 mph

<b>Road Link</b>	<b>B1078 Ipswich Road (Link HRC 36)</b>
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Holly Road (Link HRC 37)</b>
<b>Project Section</b>	<b>Section B</b>
Description	The haul roads between pylons RG166 and RG210 intersect with the assessed link. It is a two-way single-lane carriageway
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Bildeston Road (Link HRC 38)</b>
<b>Project Section</b>	<b>Section B</b>
Description	The haul roads between pylons RG166 and RG210 intersect with the assessed link. It is a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	Narrow lanes
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Offton Road (Link HRC 39)</b>
<b>Project Section</b>	<b>Section B</b>
Description	The haul roads between pylons RG166 and RG210 intersect with the assessed link. It is a two-way single-lane carriageway with passing places
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there are no dedicated walking facilities, there are two footpaths that connect to Offton Road near the haul road crossover point on both sides of the road

<b>Road Link</b>	<b>Offton Road (Link HRC 39)</b>
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Blood Hill (Link HRC 40)</b>
<b>Project Section</b>	<b>Section B</b>
Description	The haul roads between pylons RG166 and RG210 intersect with the assessed link. It is a two-way single-lane carriageway
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Flowton Road (Link HRC 41)</b>
<b>Project Section</b>	<b>Section B</b>
Description	The haul roads between pylons RG166 and RG210 intersect with the assessed link. It is a two-way single-lane carriageway
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural

<b>Road Link</b>	<b>Flowton Road (Link HRC 41)</b>
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Tye Lane (Link HRC 42)</b>
<b>Project Section</b>	<b>Section B</b>
Description	The haul roads between pylons RG166 and RG210 intersect with the assessed link. It is a two-way single-lane carriageway, classified as a Quiet Lane.
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway, quiet lane
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Burstall Lane (Link HRC 43)</b>
<b>Project Section</b>	<b>Section C</b>
Description	The haul road between pylons JC1 and JC13 intersect with the assessed link. It is a two-way single carriageway with one lane in each direction
Speed limit	40 mph

<b>Road Link</b>	<b>Burstall Lane (Link HRC 43)</b>
Street lighting	No
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there are no dedicated walking facilities, there is one footpath that connects to Burstall Lane near the haul road crossover point
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Washbrook Road (Link HRC 44)</b>
<b>Project Section</b>	<b>Section C</b>
Description	The haul road between pylons JC14 and JC34 intersect with the assessed link. It is a two-way single-lane carriageway
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there are no dedicated walking facilities, there is one footpath that connects to Washbrook Road near the haul road crossover point
Cycling infrastructure	No
Horse-riding infrastructure	No



<b>Road Link</b>	<b>Chattisham Road (Link HRC 45)</b>
<b>Project Section</b>	<b>Section C</b>
Description	The haul road between pylons JC14 and JC34 intersect with the assessed link. It is a two-way single-lane carriageway
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there are no dedicated walking facilities, there is one footpath that connects to Chattisham Road near the haul road crossover point
Cycling infrastructure	The NCN Route 1 is coincident with the assessed link.
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Private Road off Wenham Road (Link HRC 46)</b>
<b>Project Section</b>	<b>Section C</b>
Description	The haul road between pylons JC14 and JC34 intersect with the assessed link. It is a private road to access Birch House Farm
Speed limit	-
Street lighting	No
Highway constraints	Private road for farm access
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	The road is designated as a bridleway (W-543/001/0)
Cycling infrastructure	See walking infrastructure

<b>Road Link</b>	<b>Private Road off Wenham Road (Link HRC 46)</b>
Horse-riding infrastructure	See walking infrastructure

<b>Road Link</b>	<b>Raydon Road (Link HRC 47)</b>
<b>Project Section</b>	<b>Section C</b>
Description	The haul road for the JC cabling between River Stour and B1070 intersect with the assessed link. It's a two-way single-lane carriageway road with passing places
Speed limit	30-60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there are no dedicated walking facilities, there is one footpath that connects to Raydon Road
Cycling infrastructure	There are no dedicated cycling facilities. However, the South Suffolk Route B, between Hadleigh and Shotley, is coincident with this road link
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Sandspit Lane (Link HRC 48)</b>
<b>Project Section</b>	<b>Section C</b>
Description	The haul road for the JC cabling between River Stour and B1070 intersect with the assessed link. It's a two-way single-lane carriageway road with passing places
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural

<b>Road Link</b>	<b>Sandspit Lane (Link HRC 48)</b>
On-carriageway parking	No
Walking infrastructure	Although there are no dedicated walking facilities, there is one footpath that connects to Sandspit Lane
Cycling infrastructure	No
Horse-riding infrastructure	Although there are no dedicated walking facilities, there is one bridleway that connects to Sandspit Lane

<b>Road Link</b>	<b>B1068 Holtonwood Road (Link HRC 49)</b>
<b>Project Section</b>	<b>Section C</b>
Description	The haul road for the JC cabling between River Stour and B1070 intersect with the assessed link. It is a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Green Lane (Link HRC 50)</b>
<b>Project Section</b>	<b>Section C</b>
Description	The haul road for the JC cabling between River Stour and B1070 intersect with the assessed link. It's a two-way single-lane carriageway road
Speed limit	60 mph

<b>Road Link</b>	<b>Green Lane (Link HRC 50)</b>
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Higham Road (Link HRC 51)</b>
<b>Project Section</b>	<b>Section C</b>
Description	The haul road for the JC cabling between River Stour and B1070 intersect with the assessed link. It's a two-way single carriageway road with passing places
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	The NCN Route 1 is coincident with the assessed link.
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Dedham Road (Link HRC 52)</b>
<b>Project Section</b>	<b>Section C</b>
Description	The haul road for the JC cabling between River Stour and A12 intersect with the assessed link. It's a two-way single carriageway road
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there are no dedicated walking facilities, there is one footpath that connects to Dedham Road
Cycling infrastructure	The NCN Route 1 and the Eurovelo Route 12 (North Sea Cycle Route) are coincident with the assessed link.
Horse-riding infrastructure	Although there are no dedicated walking facilities, there is one bridleway that connects to Dedham Road

<b>Road Link</b>	<b>B1029 - Dedham Road (Link HRC 53)</b>
<b>Project Section</b>	<b>Section C</b>
Description	The haul road for the JC cabling between A12 and GEML and the haul road between pylons TB9 and TB15 intersect with the assessed link in two points. It's a two-way single carriageway with one lane in each direction
Speed limit	30-40 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No

<b>Road Link</b>	<b>B1029 - Dedham Road (Link HRC 53)</b>
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Rookery Chase (Link HRC 54)</b>
<b>Project Section</b>	<b>Section C</b>
Description	The haul road for the JC cabling between A12 and GEML and the haul road between pylons TB9 and TB15 intersect with the assessed link in various points. It is an access road to Rookery Bungalow and Rookery Farm
Speed limit	30 mph
Street lighting	No
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	The road is designated as a bridleway (158_2)
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	See walking infrastructure

<b>Road Link</b>	<b>A137 – Harwich Road (Link HRC 55)</b>
<b>Project Section</b>	<b>Section C</b>
Description	The haul road for the JC cabling between A12 and GEML and the haul road between pylons TB9 and TB15 intersect with the assessed link. It's a two-way single carriageway with one lane in each direction
Speed limit	40 mph
Street lighting	No
Highway constraints	No

<b>Road Link</b>	<b>A137 – Harwich Road (Link HRC 55)</b>
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	There is a footway in the eastern side of the carriageway on the assessed link. Additionally, one footpath connects to A137 Harwich Road near the haul road crossover point
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Morrow Lane (Link HRC 56)</b>
<b>Project Section</b>	<b>Section C</b>
Description	The haul road for the JC cabling between A12 and GEML and the haul road between pylons TB1 and TB8 intersect with the assessed link. It is a two-way single-lane carriageway with passing places
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there are no dedicated walking facilities, footpath 158-28 crosses Morrow Lane south of the haul road crossing
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Little Bromley Road (Link HRC 57)</b>
<b>Project Section</b>	<b>Section C</b>

<b>Road Link</b>	<b>Little Bromley Road (Link HRC 57)</b>
Description	The haul road for the JC cabling between A12 and GEML and the haul road between pylons TB1 and TB8 intersect with the assessed link in various points. It is a two-way single-lane carriageway with passing places
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Hungerdown Lane (Link HRC 58)</b>
<b>Project Section</b>	<b>Section C</b>
Description	The haul road for the JC cabling between A12 and GEML and the haul road between pylons TB1 and TB8 intersect with the assessed link. It is a two-way single-lane carriageway
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No



<b>Road Link</b>	<b>Hungerdown Lane (Link HRC 58)</b>
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Dead Lane (Link HRC 59)</b>
<b>Project Section</b>	<b>Section C</b>
Description	The haul road between pylons TB9 and TB15 intersect with the assessed link. It's a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	Narrow lanes
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Langham Lane (Link HRC 60)</b>
<b>Project Section</b>	<b>Section D</b>
Description	The haul road between pylons TB21 and TB34 intersect with the assessed link. It's a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural

<b>Road Link</b>	<b>Langham Lane (Link HRC 60)</b>
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	The NCN Route 1 is coincident with the assessed link
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Straight Road (Link HRC 61)</b>
<b>Project Section</b>	<b>Section D</b>
Description	The haul road between pylons TB21 and TB34 intersect with the assessed link. It's a two-way single carriageway with one lane in each direction
Speed limit	40 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>School Lane (Link HRC 62)</b>
<b>Project Section</b>	<b>Section C</b>
Description	The haul road to access the TB cabling and Great Horkesley West CSE compound at the west of A134 The Causeway, and the haul road between pylons TB35 and TB47 intersect with the assessed link in two points. It is a two-way single-lane carriageway with passing places

<b>Road Link</b>	<b>School Lane (Link HRC 62)</b>
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>London Road (Link HRC 63)</b>
<b>Project Section</b>	<b>Section C</b>
Description	The haul road for the TB cabling west of A134 and the haul road between pylons TB35 and TB47 intersect with the assessed link. It's a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	Narrow lanes
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Vinesse Road (Link HRC 64)</b>
<b>Project Section</b>	<b>Section C</b>
Description	The haul road for the TB cabling west of A134 and the haul road between pylons TB35 and TB47 intersect with the assessed link. It is a two-way single-lane carriageway
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Crabtree Lane (Link HRC 65)</b>
<b>Project Section</b>	<b>Section C</b>
Description	The haul road for the TB cabling west of A134 and the haul road between pylons TB35 and TB47 intersect with the assessed link. It is a two-way single-lane carriageway
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No

<b>Road Link</b>	<b>Crabtree Lane (Link HRC 65)</b>
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>B1508 - Colchester Road (Link HRC 66)</b>
<b>Project Section</b>	<b>Section D</b>
Description	The haul road between pylons TB35 and TB47 intersect with the assessed link. It's a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Bergholt Road (Link HRC 67)</b>
<b>Project Section</b>	<b>Section D</b>
Description	The haul road between pylons TB35 and TB47 intersect with the assessed link. It's a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	Narrow lanes

<b>Road Link</b>	<b>Bergholt Road (Link HRC 67)</b>
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Fossetts Lane (Link HRC 68)</b>
<b>Project Section</b>	<b>Section D</b>
Description	The haul road between pylons TB35 and TB47 intersect with the assessed link in two points. It is a two-way single-lane carriageway
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there are no dedicated walking facilities, there are some footpaths that connect to Fossetts Lane near the haul road crossover point on both sides of the road
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Green Lane (Link HRC 69)</b>
<b>Project Section</b>	<b>Section D</b>

<b>Road Link</b>	<b>Green Lane (Link HRC 69)</b>
Description	The haul road between pylons TB52 and TB59 intersect with the assessed link. It's a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	Narrow lanes
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	There is a footway on the northern side of the road. Additionally, there is a footpath that connect to Green Lane near the haul road crossover point
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Brook Road (Link HRC 70)</b>
<b>Project Section</b>	<b>Section D</b>
Description	The haul road between pylons TB52 and TB59 intersect with the assessed link. It's a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No

<b>Road Link</b>	<b>Brook Road (Link HRC 70)</b>
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Salmon's Lane/East Gores Road (Link HRC 71)</b>
<b>Project Section</b>	<b>Section D</b>
Description	The haul road between pylons TB65 and TB71 intersect with the assessed link. It's a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	Narrow lanes, proximity to Upp Hall Farm access and some residential settlements accesses
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there is no dedicated walking infrastructure along the road link there is one footpath that connects to Salmon's Lane/East Gores Road near the haul road crossover point
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Old Road (Link HRC 72)</b>
<b>Project Section</b>	<b>Section E</b>
Description	The haul road between pylons TB72 and TB97 intersect with the assessed link. It is a two-way single-lane carriageway
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural



<b>Road Link</b>	<b>Old Road (Link HRC 72)</b>
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Skye Green Road (Link HRC 73)</b>
<b>Project Section</b>	<b>Section E</b>
Description	The haul road between pylons TB72 and TB97 intersect with the assessed link. It is a two-way single-lane carriageway
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Coggeshall Road (Feering) (Link HRC 74)</b>
<b>Project Section</b>	<b>Section E</b>
Description	The haul road between pylons TB72 and TB97 intersect with the assessed link. It's a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No

<b>Road Link</b>	<b>Coggeshall Road (Feering) (Link HRC 74)</b>
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there is no dedicated walking infrastructure along the road link there is one footpath that connects to Coggeshall Road near the haul road crossover point
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>B1024 - Coggeshall Road (Link HRC 75)</b>
<b>Project Section</b>	<b>Section E</b>
Description	The haul road between pylons TB72 and TB97 intersect with the assessed link. It's a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Park Gate Road (Link HRC 76)</b>
<b>Project Section</b>	<b>Section E</b>
Description	The haul road between pylons TB72 and TB97 intersect with the assessed link. It's a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Park Road / Church Road (Link HRC 77)</b>
<b>Project Section</b>	<b>Section E</b>
Description	The haul road between pylons TB72 and TB97 intersect with the assessed link. It's a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	Proximity to a private access on the west side of the road
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there is no dedicated walking infrastructure along the road link, one footpath connects to Church Road near the haul road crossover point

<b>Road Link</b>	<b>Park Road / Church Road (Link HRC 77)</b>
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Fairstead Road (Link HRC 78)</b>
<b>Project Section</b>	<b>Section E</b>
Description	The haul road between pylons TB102 and TB132 and that provides access to Fairstead CSE compound west and substation compound intersect with the assessed link. It's a two-way single carriageway with one lane in each direction and passing places
Speed limit	60 mph
Street lighting	No
Highway constraints	Narrow lanes
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there is no dedicated horse-riding infrastructure, one bridleway connects to the road link north of the haul road crossing
Cycling infrastructure	The NCN Route 16 is coincident with the assessed link.
Horse-riding infrastructure	See walking infrastructure

<b>Road Link</b>	<b>Fairstead Lodge Road (Link HRC 79)</b>
<b>Project Section</b>	<b>Section E</b>
Description	The haul road between pylons TB102 and TB132 and that provides access to Fairstead CSE compound west and substation compound intersect with the assessed link. It is a two-way single-lane carriageway
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway

<b>Road Link</b>	<b>Fairstead Lodge Road (Link HRC 79)</b>
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Fuller Street (Link HRC 80)</b>
<b>Project Section</b>	<b>Section E</b>
Description	The haul road between pylons TB102 and TB132 and that provides access to Fairstead CSE compound west and substation compound intersect with the assessed link. It's a two-way single carriageway with one lane in each direction and passing places
Speed limit	60 mph
Street lighting	No
Highway constraints	Narrow lanes
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	The NCN Route 50 is coincident with the assessed link
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Boreham Road / Cole Hill (Link HRC 81)</b>
<b>Project Section</b>	<b>Section F</b>

<b>Road Link</b>	<b>Boreham Road / Cole Hill (Link HRC 81)</b>
Description	The haul road between pylons TB102 and TB132 and that provides access to Fairstead CSE compound west and substation compound intersect with the assessed link. It's a two-way single carriageway with one lane in each direction and passing places
Speed limit	60 mph
Street lighting	No
Highway constraints	Narrow lanes
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Paulk Hall Lane (Link HRC 82)</b>
<b>Project Section</b>	<b>Section F</b>
Description	The haul road between pylons TB102 and TB132 and that provides access to Fairstead CSE compound west and substation compound intersect with the assessed link. It is a two-way single-lane carriageway
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No

<b>Road Link</b>	<b>Paulk Hall Lane (Link HRC 82)</b>
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Goodmans Lane (Link HRC 83)</b>
<b>Project Section</b>	<b>Section F</b>
Description	The haul road between pylons TB102 and TB132 and that provides access to Fairstead CSE compound west and substation compound intersect with the assessed link. It is a two-way single-lane carriageway
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Lark's Lane (Link HRC 84)</b>
<b>Project Section</b>	<b>Section F</b>
Description	The haul road between pylons TB140 and TB159 intersect with the assessed link. It's a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	Narrow lanes

<b>Road Link</b>	<b>Lark's Lane (Link HRC 84)</b>
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Woodhall Hill (Link HRC 85)</b>
<b>Project Section</b>	<b>Section F</b>
Description	The haul road between pylons TB140 and TB159 intersect with the assessed link. It's a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Mashbury Road (Link HRC 86)</b>
<b>Project Section</b>	<b>Section F</b>



<b>Road Link</b>	<b>Mashbury Road (Link HRC 86)</b>
Description	The haul road between pylons TB140 and TB159 intersect with the assessed link. It's a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>The Causeway / Highwood Road (Link HRC 87)</b>
<b>Project Section</b>	<b>Section F</b>
Description	The haul road between pylons TB167 and TB179 intersect with the assessed link. It's a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No

<b>Road Link</b>	<b>The Causeway / Highwood Road (Link HRC 87)</b>
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Nathan's Lane (Link HRC 88)</b>
<b>Project Section</b>	<b>Section F</b>
Description	The haul road between pylons TB167 and TB179 intersect with the assessed link. It is a two-way single-lane carriageway with passing places
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there is no dedicated walking infrastructure, one footpath connects to Nathan's Lane near the haul road crossover point
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Restricted Local Access Road in Margaretting (Link HRC 89)</b>
<b>Project Section</b>	<b>Section F</b>
Description	The haul road between pylons TB180 and TB183 intersect with the assessed link. It is a two-way single-lane carriageway that provides access to Handley Green Farm
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural

<b>Road Link</b>	<b>Restricted Local Access Road in Margaretting (Link HRC 89)</b>
On-carriageway parking	No
Walking infrastructure	The road is coincident with footpath 226_15
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Ingatstone Road (Link HRC 90)</b>
<b>Project Section</b>	<b>Section G</b>
Description	The haul road between pylons TB184 and TB201 intersect with the assessed link. It's a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Mountnessing Road (Link HRC 91)</b>
<b>Project Section</b>	<b>Section G</b>
Description	The haul road between pylons TB184 and TB201 intersect with the assessed link. It's a two-way single carriageway with one lane in each direction
Speed limit	60 mph

<b>Road Link</b>	<b>Mountnessing Road (Link HRC 91)</b>
Street lighting	No
Highway constraints	Narrow lanes
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there are no dedicated walking facilities, there is one bridleway that connects to Mountnessing Road (Buckwyns) near the haul road crossover point
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	See walking infrastructure

<b>Road Link</b>	<b>Old Church Lane (Link HRC 92)</b>
<b>Project Section</b>	<b>Section G</b>
Description	The haul road between pylons TB184 and TB201 intersect with the assessed link. It's a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	Narrow lanes
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Sudburys Farm Road (Link HRC 93)</b>
<b>Project Section</b>	<b>Section G</b>
Description	The haul road between pylons TB205 and TB221 intersect with the assessed link. It is a two-way single-lane carriageway
Speed limit	60 mph
Street lighting	No
Highway constraints	Single-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	The road is coincident with byway 307_17.
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	See walking infrastructure

<b>Road Link</b>	<b>Botney Hill Road (Link HRC 94)</b>
<b>Project Section</b>	<b>Section G</b>
Description	The haul road between pylons TB205 and TB221 intersect with the assessed link. It's a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	Narrow lanes
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No

<b>Road Link</b>	<b>Botney Hill Road (Link HRC 94)</b>
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Dunton Road (Link HRC 95)</b>
<b>Project Section</b>	<b>Section G</b>
Description	The haul road between pylons TB205 and TB221 intersect with the assessed link. It's a two-way single carriageway with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	Narrow lanes
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Doesgate Lane (Link HRC 96)</b>
<b>Project Section</b>	<b>Section H</b>
Description	The haul road between pylons TB229 and TB253 that also access TB OHL compound intersects with the assessed link. It's a two-way single carriageway with one lane in each direction
Speed limit	50 mph
Street lighting	No
Highway constraints	Narrow lanes
Bus route	No
Character	The main character of the road link is rural

<b>Road Link</b>	<b>Doesgate Lane (Link HRC 96)</b>
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Orsett Road (Link HRC HRC 97)</b>
<b>Project Section</b>	<b>Section H</b>
Description	The haul road between pylons TB229 and TB253 intersect with the assessed link. It's a two-way single carriageway with one lane in each direction
Speed limit	40 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Holford Road (Link HRC 98)</b>
<b>Project Section</b>	<b>Section H</b>
Description	The assessed link is used as part of the haul road that connects Buckingham Hill Road to pylons TB258-TB263. The haul road for the JC cabling and the cabling and substation compounds between Tilbury Substation and LTC also intersects with the assessed link. It is a dead-end road to access the landfill and recycling centre

<b>Road Link</b>	<b>Holford Road (Link HRC 98)</b>
Speed limit	-
Street lighting	No
Highway constraints	Dead-end road
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there is no dedicated walking infrastructure along the road link, there are two footpaths that connect to Holford Road on the southern section
Cycling infrastructure	No
Horse-riding infrastructure	No

<b>Road Link</b>	<b>Muckingford Road (Link HRC 99)</b>
<b>Project Section</b>	<b>Section H</b>
Description	The haul road for the JC cabling and the cabling and substation compounds between Tilbury Substation and LTC intersects with the assessed link. It's a two-way single carriageway with one lane in each direction
Speed limit	50 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No



<b>Road Link</b>	<b>Church Road (Link HRC 100)</b>
<b>Project Section</b>	<b>Section H</b>
Description	The haul road for the JC cabling and the cabling and substation compounds between Tilbury Substation and LTC intersects with the assessed link. It's a two-way single carriageway with one lane in each direction
Speed limit	30 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

## 16.3 Traffic Flows

16.3.1 Table A16.1.5 presents baseline traffic flows on road links forming the Primary Access Routes and links where surveys have been completed.

Table A16.1.5 - Baseline 2023 traffic flows on local road links forming Primary Access Routes

Road Link ID	DfT and ATC Counter Ref.	Total Traffic movements		HGV movements	
		12h (07:00-19:00)	24h (AADT)	12h (07:00-19:00)	24h (AADT)
Link PAR1 - A140 Ipswich Rd	Site 105	18,804	23,327	776	963
Link PAR2 - Mangreen Ln	Site Bell 1a	222	276	2	3

Road Link ID	DfT and ATC Counter Ref.	Total Traffic movements		HGV movements	
		12h (07:00-19:00)	24h (AADT)	12h (07:00-19:00)	24h (AADT)
Link PAR3 - Stansfield Rd / Wymondham Rd	Site 107	4,160	5,160	122	152
Link PAR4 - B1113	951640	3,354	4,161	73	91
Link PAR5 - Wymondham Rd	NDC 2a	962	1,193	94	116
Link PAR6 - Fundenhall Rd	Site Bell 3a	1,282	1,590	35	44
Link PAR7 - B1134 Station Rd / B1134 Long Row	941723	2,232	2,769	128	159
	Site Bell 4a	1,879	2,331	132	164
Link PAR8 - A1066 Victoria Rd / A1066 Park Rd / A1066 High Rd	56521	8,561	10,620	326	405
	Site 1	7,853	9,742	486	603
	47530	7,771	9,641	482	598
	NDC 15a	6,207	7,700	932	1,156
Link PAR9 - A143 Old Bury Rd	NDC 17a	5,989	7,429	1,243	1,542
Link PAR10 - Lion Rd	Site Bell 7a	2,578	3,198	57	71
Link PAR11 - B1113 Finningham Rd / B1113 Walsham Rd	Site 114	1,865	2,314	128	158
Link PAR12 - Wickham Rd	Site 115	1,578	1,958	92	114
	NDC 10a	1,554	1,928	198	246
Link PAR13 - Eastland Ln	Site Bell 10a	30	37	2	2
Link PAR14 - Thornham Rd	Site Bell 9a	814	1,010	31	39
Link PAR15 - A1120 Church Rd / A1120 Bell's Ln	27560	7,524	9,334	243	302
	NDC 11b	3,037	3,767	390	484
Link PAR16 - A1120 south of A14 J50	ID07085_70	11,482	14,244	535	663

Road Link ID	DfT and ATC Counter Ref.	Total Traffic movements		HGV movements	
		12h (07:00-19:00)	24h (AADT)	12h (07:00-19:00)	24h (AADT)
Link PAR17 - Mill Ln	Site 117	777	964	69	86
Link PAR18 - B1113 Needham Rd / B1113 Stowmarket Rd	NDC 19a	7,714	9,569	689	855
Link PAR19 - B1113 Bramford Rd / B1113 Loraine Way	ID07085_57	12,519	15,530	1,173	1,455
	ID07085_56	4,551	5,646	215	266
Link PAR20 - Bullen Ln	NDC 21b	57	71	6	8
Link PAR21 - A1214 London Rd	57499	15,232	18,895	980	1,216
Link PAR22 - A1071	ID07085_282	12,365	15,339	625	775
	NDC 1a	9,019	11,188	568	705
Link PAR23 - B1070 Hadleigh Rd	Site 111	3,951	4,901	93	116
	NDC 22a	4,738	5,877	301	374
Link PAR24 - B1070	Not available				
Link PAR25 - Acacia Rd	Not available				
Link PAR26 - Ipswich Rd	Site Bell 20a	1,694	2,102	77	95
Link PAR27 - Birchwood Rd	Site Bell 22a	3,217	3,991	68	84
	Site 128	2,541	3,152	115	142
Link PAR28 - Wick Rd / Grove Hill	809662	1,241	1,540	43	53
Link PAR29 - Perry Ln	Site Bell 21a	100	124	4	5
Link PAR30 - Bentley Rd	Site Bell 54a	1,164	1,443	34	42
Link PAR31 - Ardleigh Rd / Little Bromley Rd	Not available				

Road Link ID	DfT and ATC Counter Ref.	Total Traffic movements		HGV movements	
		12h (07:00-19:00)	24h (AADT)	12h (07:00-19:00)	24h (AADT)
Link PAR32 - Old Ipswich Rd	810677	2,789	3,459	225	279
	Site Bell 24a	1,736	2,153	130	161
Link PAR33 - Wick Ln	Site 69	1,064	1,320	27	33
Link PAR34 - Turnpike Close	Site Bell 23a	353	438	53	65
Link PAR35 - A1341 Via Urbis Romanae	Site 4	13,558	16,819	422	524
Link PAR36 - A134 Northern Approach Rd / A134 Wildeve Avenue / A134 Nayland Rd / A134 The Causeway	86033	10,709	13,285	397	493
	6676	6,906	8,567	257	318
	Site Bell 26a	7,830	9,713	274	340
Link PAR37 - A1124 Halsted Rd	37390	9,028	11,199	253	313
Link PAR38 - Mill Rd	NDC 4a	1,862	2,310	186	231
Link PAR39 - Great Tey Rd	NDC 13a	1,757	2,180	223	277
Link PAR40 - A120 Colchester Rd	NDC 23a	15,563	19,306	2,181	2,705
Link PAR41 - B1018 Braintree Rd / B1018 Witham Rd	Site 147	11,038	13,693	528	656
Link PAR42 - B1389 Hatfield Rd	Site 141	12,896	15,998	406	503
Link PAR43 - Spinks Ln / Highfields Rd / Spa Rd / Flora Rd / Faulkbourne Rd / Church Hill	Site 142	8,217	10,193	149	184
	Site Bell 33a	4,380	5,433	98	122
Link PAR44 - A131 Great Notley Bypass / A131	Site 132	15,872	19,690	754	935
	NDC 5a	18,016	22,349	997	1,237

Road Link ID	DfT and ATC Counter Ref.	Total Traffic movements		HGV movements	
		12h (07:00-19:00)	24h (AADT)	12h (07:00-19:00)	24h (AADT)
Great Leighs Bypass / A131 Braintree Rd					
Link PAR45 - B1008 Essex Regiment Way	NDC 6a	9,263	11,491	586	727
Link PAR46 - B1008 Braintree Rd / B1008 Main Rd	Site 134	10,914	13,539	102	127
Link PAR47 - Chatham Hall Ln	Site Bell 36a	281	348	5	7
Link PAR48 - Chelmsford Rd	Site Bell 37a	2,525	3,133	102	126
Link PAR49 - A414 Three Mill Hill / A1114 London Rd	18372	20,702	25,682	771	956
	8614	26,344	32,680	671	832
Link PAR50 - A1016 Waterhouse Ln / A1016 Rainsford Ln	38697	16,980	21,064	372	461
	48678	35,219	43,690	565	700
Link PAR51 - A1060 Rainsford Rd / A1060 Roxwell Rd	77151	12,787	15,863	266	330
	56777	14,119	17,515	279	346
Link PAR52 - Vicarage Rd	NDC 7a	1,356	1,682	81	100
Link PAR53 - A414 Greenbury Way / A414 Ongar Rd	Site 137	11,654	14,457	543	674
	Site Bell 40a	11,790	14,625	464	576
Link PAR54 - B1002 Main Rd	810780	5,350	6,637	65	81
	800059	5,264	6,530	41	51
Link PAR55 - Wantz Rd	Site 138	3,633	4,507	180	223
Link PAR56 - Ivy Barns Ln	Site Bell 41a	848	1,051	47	59

Road Link ID	DfT and ATC Counter Ref.	Total Traffic movements		HGV movements	
		12h (07:00-19:00)	24h (AADT)	12h (07:00-19:00)	24h (AADT)
Link PAR57 - Church Ln	Site Bell 42a	41	51	1	1
Link PAR58 - A176 Noak Hill Rd / A176 Laindon Rd / A129 Southend Rd	77132	17,375	21,555	287	356
	27916	15,653	19,417	258	320
	77137	17,375	21,555	287	356
	Site 144	5,853	7,261	241	299
Link PAR59 - A129 Sun Street / A129 London Rd / A129 Rayleigh Rd	Site 145	9,673	12,000	111	137
	77136	11,798	14,636	127	157
	46687	10,026	12,437	191	237
	Site Bell 43a	11,241	13,945	338	419
Link PAR60 - Dunton Rd / Brentwood Rd	NDC 14A	1,153	1,430	113	140
Link PAR61 - B148 West Mayne	Site 149	15,123	18,760	480	596
Link PAR62 - Lower Dunton Rd	Site Bell 46a	3,691	4,579	147	182
Link PAR63 - A128 Brentwood Rd	NDC 25a	9,880	12,257	1,254	1,555
Link PAR64 - A1013 Stanford Rd	86011	9,998	12,403	767	952
Link PAR65 - Buckingham Hill Rd	NDC 8a	7,343	9,109	540	670
Link PAR66 - Fort Rd	Site 153	2,579	3,199	1,104	1,369
	Site 155	1,428	1,771	146	181
Link PAR67 - Port of Tilbury 2 access	Site 154	1,411	1,750	975	1,209
Link PAR68 - Cooper Shaw Rd	Site 156	370	459	125	155

## 16.4 Sensitive Receptors

16.4.1 Table A16.1.6 presents the description, location and the sensitivity level of sensitive receptors identified within the study area. The location of these sensitive receptors is identified on Figure 16.1: Primary Access Routes in Volume II.

Table A16.1.6 - Sensitive receptors on local road links forming Primary Access Routes

Link Road ID	Project Section	Sensitive Receptor	Sensitivity of Receptor		
Link PAR 8 - A1066 Victoria Rd / A1066 Park Rd / A1066 High Rd	Section A	<ul style="list-style-type: none"> <li>Roydon Primary School</li> <li>Jollytots Childminder</li> <li>Roydon Early Years Preschool</li> <li>The Old Coaching Place Playground</li> <li>Diss Park</li> <li>Roydon Playground</li> <li>De Lucy House Care Home</li> </ul>	High		
		<ul style="list-style-type: none"> <li>Diss Leisure Centre</li> <li>Diss Rugby Football Club</li> <li>Roydon Fair Green Park</li> <li>Roydon Village Hall</li> </ul>	Medium		
		<ul style="list-style-type: none"> <li>St Remigius's Church</li> <li>Diss Bus Station</li> <li>Diss Fire Station</li> <li>Bethel Chapel</li> <li>Diss Methodist Church</li> <li>Diss United Reformed Church</li> <li>Diss Golf Club / Stunton Common Golf Course</li> </ul>	Low		
		<ul style="list-style-type: none"> <li>The Peacock Montessori Nursery</li> </ul>	High		
		<ul style="list-style-type: none"> <li>Stunton Common Golf Course</li> </ul>	Low		
		<ul style="list-style-type: none"> <li>St. John's House Hospital</li> </ul>	High		
		<ul style="list-style-type: none"> <li>Church Green Playing Field</li> </ul>	High		
		<ul style="list-style-type: none"> <li>St. Mary's Church</li> </ul>	Low		
		Link PAR 9 - A143 Old Bury Rd	Section B	<ul style="list-style-type: none"> <li>The Peacock Montessori Nursery</li> </ul>	High
		Link PAR 10 - Lion Rd	Section B	<ul style="list-style-type: none"> <li>St. John's House Hospital</li> </ul>	High
Link PAR 11 - B1113 Finningham Rd / B1113	Section B	<ul style="list-style-type: none"> <li>Church Green Playing Field</li> </ul>	High		
		<ul style="list-style-type: none"> <li>St. Mary's Church</li> </ul>	Low		

<b>Link Road ID</b>	<b>Project Section</b>	<b>Sensitive Receptor</b>	<b>Sensitivity of Receptor</b>
Walsham Rd		<ul style="list-style-type: none"> <li>St Bartholomew's Church</li> </ul>	
Link PAR 12 - Wickham Rd	Section B	<ul style="list-style-type: none"> <li>Church Green Playing Field</li> </ul>	High
		<ul style="list-style-type: none"> <li>St Bartholomew's Church</li> </ul>	Low
Link PAR 15 - A1120 Church Rd / A1120 Bell's Ln	Section B	<ul style="list-style-type: none"> <li>Stowupland High School</li> <li>Freeman Community Primary School</li> <li>Stowupland Pre-School &amp; the Mighty Oaks</li> </ul>	High
		<ul style="list-style-type: none"> <li>Thorney Green Park</li> <li>Stowupland Village Hall</li> </ul>	Medium
		<ul style="list-style-type: none"> <li>Holy Trinity Church</li> <li>Stowupland United Reformed Church</li> </ul>	Low
Link PAR 16 - A1120 south of A14 J50	Section B	<ul style="list-style-type: none"> <li>Busy Bees Day Nursery</li> </ul>	High
Link PAR 19 - B1113 Bramford Rd / B1113 Loraine Way	Section B	<ul style="list-style-type: none"> <li>Bramford Golf Centre</li> </ul>	Low
Link PAR 21 - A1214 London Rd	Section C	<ul style="list-style-type: none"> <li>One Sixth Form College</li> </ul>	High
Link PAR 23 - B1070 Hadleigh Road	Section C	<ul style="list-style-type: none"> <li>St. Mary Church</li> </ul>	Low
Link PAR 35 - A1341 Via Urbis Romanae	Section D	<ul style="list-style-type: none"> <li>Camulos Academy</li> <li>Echelon Walk Playground</li> </ul>	High
		<ul style="list-style-type: none"> <li>Bowling Green</li> <li>David Lloyds Sports and Leisure Centre</li> <li>Mill Road Sports Ground</li> </ul>	Medium



Link Road ID	Project Section	Sensitive Receptor	Sensitivity of Receptor
		<ul style="list-style-type: none"> <li>Northern Gateway Sports Park</li> </ul>	
Link PAR 36 - A134 Northern Approach Rd / A134 Wildeve Avenue / A134 Nayland Rd / A134 The Causeway	Section D	<ul style="list-style-type: none"> <li>Mile End Recreation Ground</li> <li>Rainbow Preschool</li> </ul>	High
		<ul style="list-style-type: none"> <li>Mile End Methodist Church</li> <li>St. John's Church</li> </ul>	Low
Link PAR 37 - A1124 Halsted Rd	Section D	<ul style="list-style-type: none"> <li>Holy Trinity Church of England Primary School</li> </ul>	High
		<ul style="list-style-type: none"> <li>All Saints Eight Ash Green Church</li> <li>Eight Ash Green Methodist Church</li> </ul>	Low
Link PAR 41 - B1018 Braintree Rd / B1018 Witham Rd	Section E	<ul style="list-style-type: none"> <li>Cressing Primary School</li> <li>Cressing Playground and Playing Field</li> </ul>	High
		<ul style="list-style-type: none"> <li>St. Barnabas Church</li> </ul>	Low
Link PAR 42 - B1389 Hatfield Rd	Section E	<ul style="list-style-type: none"> <li>Playing Field</li> </ul>	High
		<ul style="list-style-type: none"> <li>Essex County Fire and Rescue Service</li> <li>Kingdom Hall of Jehovah's Witnesses</li> </ul>	Low
Link PAR 43 - Spinks Ln / Highfields Rd / Spa Rd / Flora Rd / Faulkbourne Rd / Church Hill	Section E	<ul style="list-style-type: none"> <li>Maltings Academy</li> <li>Acorn Academy Infant School and Nursery</li> <li>Powers Hall Junior School</li> <li>Spring Harlequin Nursery</li> <li>Bramble Road Playing Field</li> </ul>	High
		<ul style="list-style-type: none"> <li>Witham Leisure Centre</li> <li>Witham Town Football and Social Club</li> </ul>	Medium

Link Road ID	Project Section	Sensitive Receptor	Sensitivity of Receptor
		<ul style="list-style-type: none"> <li>Witham Village Hall</li> </ul>	
		<ul style="list-style-type: none"> <li>St. Germain's Church</li> </ul>	Low
Link PAR 44 - A131 Great Notley Bypass / A131 Great Leighs Bypass / A131 Braintree Rd	Sections E and F	<ul style="list-style-type: none"> <li>Shimbrooks, Playground</li> <li>Glovers Playground</li> </ul>	High
		<ul style="list-style-type: none"> <li>Great Notley Country Park</li> <li>Great Notley Parish Council</li> </ul>	Medium
		<ul style="list-style-type: none"> <li>The Church in Great Notley</li> </ul>	Low
Link PAR 46 - B1008 Braintree Rd / B1008 Main Rd	Section F	<ul style="list-style-type: none"> <li>Little Waltham Church of England Primary School</li> <li>Rainbow Little Waltham Day Care</li> </ul>	High
		<ul style="list-style-type: none"> <li>Little Waltham Cricket Club</li> </ul>	Medium
Link PAR 49 - A414 Three Mill Hill / A1114 London Rd	Section F	<ul style="list-style-type: none"> <li>Hylands Park</li> <li>Widford Lodge School Playing Fields</li> <li>Widford Village Hall</li> </ul>	Medium
		<ul style="list-style-type: none"> <li>Hylands Golf Complex and Academy</li> <li>St. Mary's Church</li> </ul>	Low
Link PAR 50 - A1016 Waterhouse Ln / A1016 Rainsford Ln	Section F	<ul style="list-style-type: none"> <li>Waterhouse Street Playground</li> <li>Admirals Park</li> <li>Central Park</li> </ul>	High
		<ul style="list-style-type: none"> <li>Chelmsford Fire Station</li> <li>Chelmsford Spiritualist Society</li> <li>Trinity Methodist Church</li> <li>West Park Golf Centre</li> </ul>	Medium
		<ul style="list-style-type: none"> <li>Chelmsford Fire Station</li> <li>Chelmsford Spiritualist Society</li> <li>Trinity Methodist Church</li> <li>West Park Golf Centre</li> </ul>	Low
Link PAR 51 - A1060 Rainsford	Section F	<ul style="list-style-type: none"> <li>Riddiford Drive Play Area</li> <li>Primrose Hill School</li> <li>Giggle Bugs Childminder</li> </ul>	High

Link Road ID	Project Section	Sensitive Receptor	Sensitivity of Receptor
Rd / A1060 Roxwell Rd		<ul style="list-style-type: none"> <li>• Old Chelmsfordians Sports Club</li> <li>• Admirals Park</li> <li>• Tower Gardens</li> </ul>	Medium
		<ul style="list-style-type: none"> <li>• Chelmsford Spiritualist Society</li> <li>• Trinity Methodist Church</li> </ul>	Low
Link PAR 53 - A414 Greenbury Way / A414 Ongar Rd	Section F	<ul style="list-style-type: none"> <li>• Hylands Park</li> </ul>	Medium
Link PAR 54 - B1002 Main Rd	Section G	<ul style="list-style-type: none"> <li>• Margaretting Church of England Primary School</li> </ul>	High
Link PAR 55 - Wantz Rd	Section G	<ul style="list-style-type: none"> <li>• Margaretting Village Hall</li> <li>• Margaretting Village Sports Ground</li> </ul>	Medium
Link PAR 56 - Ivy Barns Ln	Section G	<ul style="list-style-type: none"> <li>• Margaretting Village Sports Ground</li> </ul>	Medium
Link PAR 58 - A176 Noak Hill Rd / A176 Laindon Rd / A129 Southend Rd	Section G	<ul style="list-style-type: none"> <li>• The Billericay School</li> <li>• Quilters Infant School</li> <li>• Little Legs Preschool</li> <li>• The Treehouse Club - Forestry Nursery &amp; Preschool</li> <li>• Billericay Catholic Preschool</li> </ul>	High
		<ul style="list-style-type: none"> <li>• Billericay Library</li> <li>• Noak Bridge Sports Field</li> <li>• Billeracay Colts</li> <li>• Mill Meadows Nature Reserve</li> <li>• Queen Elisabeth II Field</li> <li>• Canon Roche Village Hall</li> </ul>	Medium
		<ul style="list-style-type: none"> <li>• Emmanuel Church of England</li> <li>• The Holy Redeemer Church</li> <li>• Billericay Fire Station</li> </ul>	Low

Link Road ID	Project Section	Sensitive Receptor	Sensitivity of Receptor
		<ul style="list-style-type: none"> <li>• Billeracay United Reformed Church</li> </ul>	
Link PAR 59 - A129 Sun Street / A129 London Rd / A129 Rayleigh Rd	Section G	<ul style="list-style-type: none"> <li>• Quilters Infant School</li> <li>• Billericay Catholic Pre-school</li> <li>• Banana Moon Day Nursery</li> <li>• Little Legs Day Nursery</li> </ul>	High
		<ul style="list-style-type: none"> <li>• Billericay Library</li> <li>• Billericay Lawn Tennis Club</li> <li>• Mill Meadows Nature Reserve</li> <li>• Queen Elisabeth II Field</li> <li>• Canon Roche Village Hall</li> </ul>	Medium
		<ul style="list-style-type: none"> <li>• Emmanuel Church of England</li> <li>• Billericay United Reformed Church</li> <li>• The Holy Redeemer Church</li> <li>• Seventh Day Adventist Church</li> <li>• Kingdom Hall of Jehovah's Witnesses</li> </ul>	Low
Link PAR 64 - A1013 Stanford Rd	Section H	<ul style="list-style-type: none"> <li>• Orsett Fire Station</li> </ul>	Low
Link PAR 65 - Buckingham Hill Rd	Section H	<ul style="list-style-type: none"> <li>• Saint Cleres Hall Golf Club</li> </ul>	Low

## 16.5 Collision Data

- 16.5.1 Table A16.1.7 presents the latest three-year personal injury collision data (2020-2022) within the study area. The location of the collisions is shown on Figure 16.2: Collision Data in Volume II.

Table A16.1.7 - Summary of total collisions by severity on road links and junctions forming Primary Access Routes

Location	Severity			
	Slight	Serious	Fatal	Total
Link PAR 1 - A140 Ipswich Rd	1	1	0	2
Link PAR 2 - Mangreen Ln	0	0	0	0
Link PAR 3 - Stansfield Rd / Wymondham Rd	2	0	0	2
Link PAR 4 - B1113	1	1	1	3
Link PAR 5 - Wymondham Rd	0	0	0	0
Link PAR 6 - Fundenhall Rd	0	0	0	0
Link PAR 7 - B1134 Station Rd / B1134 Long Row	0	0	0	0
Link PAR 8 - A1066 Victoria Rd / A1066 Park Rd / A1066 High Rd	12	3	0	15
Link PAR 9 - A143 Old Bury Rd	5	2	0	7
Link PAR 10 - Lion Rd	1	0	0	1
Link PAR 11 - B1113 Finningham Rd / B1113 Walsham Rd	2	0	1	3
Link PAR 12 - Wickham Rd	1	0	0	1
Link PAR 13 - Eastland Ln	0	0	0	0
Link PAR 14 - Thornham Rd	0	0	0	0
Link PAR 15 - A1120 Church Rd / A1120 Bell's Ln	1	3	0	4
Link PAR 16 - A1120 south of A14 J50	3	0	0	3
Link PAR 17 - Mill Ln	2	0	0	2
Link PAR 18 - B1113 Needham Rd / B1113 Stowmarket Rd	2	2	0	4
Link PAR 19 - B1113 Bramford Rd / B1113 Loraine Way	1	0	0	1
Link PAR 20 - Bullen Ln	0	0	0	0

Location	Severity			
	Slight	Serious	Fatal	Total
Link PAR 21 - A1214 London Rd	4	0	0	4
Link PAR 22 - A1071	5	1	0	6
Link PAR 23 - B1070 Hadleigh Rd	3	1	0	4
Link PAR 24 - B1070	0	0	0	0
Link PAR 25 - Acacia Rd	0	0	0	0
Link PAR 26 - Ipswich Rd	0	0	0	0
Link PAR 27 - Birchwood Rd	3	2	0	5
Link PAR 28 - Wick Rd / Grove Hill	0	0	0	0
Link PAR 29 - Perry Ln	0	0	0	0
Link PAR 30 - Bentley Rd	0	0	0	0
Link PAR 31 - Ardleigh Rd / Little Bromley Rd	0	0	0	0
Link PAR 32 - Old Ipswich Rd	1	1	0	2
Link PAR 33 - Wick Ln	0	0	0	0
Link PAR 34 - Turnpike Close	0	0	0	0
Link PAR 35 - A1341 Via Urbis Romanae	8	0	0	8
Link PAR 36 - A134 Northern Approach Rd / A134 Wildeve Avenue / A134 Nayland Rd / A134 The Causeway	7	5	0	12
Link PAR 37 - A1124 Halsted Rd	2	2	0	4
Link PAR 38 - Mill Rd	0	0	0	0
Link PAR 39 - Great Tey Rd	1	0	0	1
Link PAR 40 - A120 Colchester Rd	0	0	0	0
Link PAR 41 - B1018 Braintree Rd / B1018 Witham Rd	8	6	3	17
Link PAR 42 - B1389 Hatfield Rd	3	2	1	6

Location	Severity			
	Slight	Serious	Fatal	Total
Link PAR 43 - Spinks Ln / Highfields Rd / Spa Rd / Flora Rd / Faulkbourne Rd / Church Hill	9	5	0	14
Link PAR 44 - A131 Great Notley Bypass / A131 Great Leighs Bypass / A131 Braintree Rd	8	6	0	14
Link PAR 45 - B1008 Essex Regiment Way	1	0	0	1
Link PAR 46 - B1008 Braintree Rd / B1008 Main Rd	3	0	0	3
Link PAR 47 - Chatham Hall Ln	0	0	0	0
Link PAR 48 - Chelmsford Rd	1	0	0	1
Link PAR 49 - A414 Three Mill Hill / A1114 London Rd	5	5	0	10
Link PAR 50 - A1016 Waterhouse Ln / A1016 Rainsford Ln	21	4	0	25
Link PAR 51 - A1060 Rainsford Rd / A1060 Roxwell Rd	11	1	0	12
Link PAR 52 - Vicarage Rd	0	0	0	0
Link PAR 53 - A414 Greenbury Way / A414 Ongar Rd	7	3	0	10
Link PAR 54 - B1002 Main Rd	1	1	0	2
Link PAR 55 - Wantz Rd	1	0	0	1
Link PAR 56 - Ivy Barns Ln	1	0	0	1
Link PAR 57 - Church Ln	0	0	0	0
Link PAR 58 - A176 Noak Hill Rd / A176 Laindon Rd / A129 Southend Rd	9	3	0	12
Link PAR 59 - A129 Sun Street / A129 London Rd / A129 Rayleigh Rd	3	3	0	6
Link PAR 60 - Dunton Rd / Brentwood Rd	1	0	0	1
Link PAR 61 - B148 West Mayne	0	0	0	0

Location	Severity			
	Slight	Serious	Fatal	Total
Link PAR 62 - Lower Dunton Rd	0	0	0	0
Link PAR 63 - A128 Brentwood Rd	2	1	1	4
Link PAR 64 - A1013 Stanford Rd	4	0	0	4
Link PAR 65 - Buckingham Hill Rd	0	0	0	0
Link PAR 66 - Fort Rd	1	2	0	3
Link PAR 67 - Port of Tilbury 2 access	0	0	0	0
Link PAR 68 - Cooper Shaw Rd	0	0	0	0

16.5.2 Table A16.1.8 presents the latest three-year collision data involving pedestrian and cyclist casualties (2020-2022) The location of the collisions is shown on Figure 16.2: Collision Data in Volume II.

Table A16.1.8 - Summary of collisions involving pedestrian and cyclist casualties by severity on routes forming the Primary Access Routes

Location	Cyclists				Pedestrians			
	Slight	Serious	Fatal	Total	Slight	Serious	Fatal	Total
Link PAR 1 - A140 Ipswich Rd	0	0	0	0	0	0	0	0
Link PAR 2 - Mangreen Ln	0	0	0	0	0	0	0	0
Link PAR 3 - Stansfield Rd / Wymondham Rd	0	0	0	0	0	0	0	0
Link PAR 4 - B1113	0	0	0	0	0	0	0	0
Link PAR 5 - Wymondham Rd	0	0	0	0	0	0	0	0
Link PAR 6 - Fundenhall Rd	0	0	0	0	0	0	0	0
Link PAR 7 - B1134 Station Rd / B1134 Long Row	0	0	0	0	0	0	0	0



Location	Cyclists				Pedestrians			
	Slight	Serious	Fatal	Total	Slight	Serious	Fatal	Total
Link PAR 8 - A1066 Victoria Rd / A1066 Park Rd / A1066 High Rd	1	0	0	1	0	1	0	1
Link PAR 9 - A143 Old Bury Rd	0	0	0	0	0	0	0	0
Link PAR 10 - Lion Rd	0	0	0	0	0	0	0	0
Link PAR 11 - B1113 Finningham Rd / B1113 Walsham Rd	0	0	0	0	0	0	0	0
Link PAR 12 - Wickham Rd	0	0	0	0	0	0	0	0
Link PAR 13 - Eastland Ln	0	0	0	0	0	0	0	0
Link PAR 14 - Thornham Rd	0	0	0	0	0	0	0	0
Link PAR 15 - A1120 Church Rd / A1120 Bell's Ln	0	0	0	0	0	1	0	1
Link PAR 16 - A1120 south of A14 J50	0	0	0	0	0	0	0	0
Link PAR 17 - Mill Ln	0	0	0	0	0	0	0	0
Link PAR 18 - B1113 Needham Rd / B1113 Stowmarket Rd	0	1	0	1	0	0	0	0
Link PAR 19 - B1113 Bramford Rd / B1113 Loraine Way	0	0	0	0	0	0	0	0
Link PAR 20 - Bullen Ln	0	0	0	0	0	0	0	0
Link PAR 21 - A1214 London Rd	0	0	0	0	0	0	0	0
Link PAR 22 - A1071	1	0	0	1	0	0	0	0
Link PAR 23 - B1070 Hadleigh Rd	0	0	0	0	0	0	0	0
Link PAR 24 - B1070	0	0	0	0	0	0	0	0
Link PAR 25 - Acacia Rd	0	0	0	0	0	0	0	0
Link PAR 26 - Ipswich Rd	0	0	0	0	0	0	0	0

Location	Cyclists				Pedestrians			
	Slight	Serious	Fatal	Total	Slight	Serious	Fatal	Total
Link PAR 27 - Birchwood Rd	0	0	0	0	0	0	0	0
Link PAR 28 - Wick Rd / Grove Hill	0	0	0	0	0	0	0	0
Link PAR 29 - Perry Ln	0	0	0	0	0	0	0	0
Link PAR 30 - Bentley Rd	0	0	0	0	0	0	0	0
Link PAR 31 - Ardleigh Rd / Little Bromley Rd	0	0	0	0	0	0	0	0
Link PAR 32 - Old Ipswich Rd	0	0	0	0	0	0	0	0
Link PAR 33 - Wick Ln	0	0	0	0	0	0	0	0
Link PAR 34 - Turnpike Close	0	0	0	0	0	0	0	0
Link PAR 35 - A1341 Via Urbis Romanae	2	0	0	2	0	0	0	0
Link PAR 36 - A134 Northern Approach Rd / A134 Wildeve Avenue / A134 Nayland Rd / A134 The Causeway	1	2	0	3	2	0	0	2
Link PAR 37 - A1124 Halsted Rd	0	0	0	0	0	0	0	0
Link PAR 38 - Mill Rd	0	0	0	0	0	0	0	0
Link PAR 39 - Great Tey Rd	0	0	0	0	0	0	0	0
Link PAR 40 - A120 Colchester Rd	0	0	0	0	0	0	0	0
Link PAR 41 - B1018 Braintree Rd / B1018 Witham Rd	0	0	1	1	1	0	0	1
Link PAR 42 - B1389 Hatfield Rd	0	0	0	0	0	0	0	0
Link PAR 43 - Spinks Ln / Highfields Rd / Spa Rd / Flora Rd / Faulkbourne Rd / Church Hill	2	1	0	3	2	2	0	4

Location	Cyclists				Pedestrians			
	Slight	Serious	Fatal	Total	Slight	Serious	Fatal	Total
Link PAR 44 - A131 Great Notley Bypass / A131 Great Leighs Bypass / A131 Braintree Rd	1	0	0	1	0	0	0	0
Link PAR 45 - B1008 Essex Regiment Way	0	0	0	0	0	0	0	0
Link PAR 46 - B1008 Braintree Rd / B1008 Main Rd	1	0	0	1	0	0	0	0
Link PAR 47 - Chatham Hall Ln	0	0	0	0	0	0	0	0
Link PAR 48 - Chelmsford Rd	0	0	0	0	0	0	0	0
Link PAR 49 - A414 Three Mill Hill / A1114 London Rd	1	0	0	1	0	0	0	0
Link PAR 50 - A1016 Waterhouse Ln / A1016 Rainsford Ln	2	1	0	3	5	1	0	6
Link PAR 51 - A1060 Rainsford Rd / A1060 Roxwell Rd	3	0	0	3	1	0	0	1
Link PAR 52 - Vicarage Rd	0	0	0	0	0	0	0	0
Link PAR 53 - A414 Greenbury Way / A414 Ongar Rd	2	0	0	2	0	0	0	0
Link PAR 54 - B1002 Main Rd	0	0	0	0	0	0	0	0
Link PAR 55 - Wantz Rd	0	0	0	0	0	0	0	0
Link PAR 56 - Ivy Barns Ln	0	0	0	0	0	0	0	0
Link PAR 57 - Church Ln	0	0	0	0	0	0	0	0
Link PAR 58 - A176 Noak Hill Rd / A176 Laindon Rd / A129 Southend Rd	0	0	0	0	0	1	0	1
Link PAR 59 - A129 Sun Street / A129 London Rd / A129 Rayleigh Rd	0	2	0	2	1	0	0	1

Location	Cyclists				Pedestrians			
	Slight	Serious	Fatal	Total	Slight	Serious	Fatal	Total
Link PAR 60 - Dunton Rd / Brentwood Rd	0	0	0	0	0	0	0	0
Link PAR 61 - B148 West Mayne	0	0	0	0	0	0	0	0
Link PAR 62 - Lower Dunton Rd	0	0	0	0	0	0	0	0
Link PAR 63 - A128 Brentwood Rd	0	0	0	0	0	1	0	1
Link PAR 64 - A1013 Stanford Rd	0	0	0	0	0	0	0	0
Link PAR 65 - Buckingham Hill Rd	0	0	0	0	0	0	0	0
Link PAR 66 - Fort Rd	0	1	0	1	0	0	0	0
Link PAR 67 - Port of Tilbury 2 access	0	0	0	0	0	0	0	0
Link PAR 68 - Cooper Shaw Rd	0	0	0	0	0	0	0	0

## 16.6 Road Sensitivity

16.6.1 Table A16.1.9 presents the assigned classification of each road link identified within Table A16.1.1.

Table A16.1.9 - Road Sensitivity of Road Links

Road Link	Sensitivity	Description
Link PAR 1 - A140 Ipswich Rd	Not sensitive	N/A
Link PAR 2 - Mangreen Ln	Not sensitive	N/A
Link PAR 3 - Stansfield Rd / Wymondham Rd	Not sensitive	N/A
Link PAR 4 - B1113	Not sensitive	N/A
Link PAR 5 - Wymondham Rd	Not sensitive	N/A

Road Link	Sensitivity	Description
Link PAR 6 - Fundenhall Rd	Not sensitive	
Link PAR 7 - B1134 Station Rd / B1134 Long Row	Not sensitive	
Link PAR 8 - A1066 Victoria Rd / A1066 Park Rd / A1066 High Rd	Sensitive	High sensitive receptors. WCH: Footways and cycle lanes Collisions involving pedestrians and cyclists. Concentration of collisions at the approach to Morrison's roundabout
Link PAR 9 - A143 Old Bury Rd	Sensitive	High sensitive receptors. WCH: NCN Route 30 crosses the link on its connection between Palgrave to Thrandeston
Link PAR 10 - Lion Rd	Sensitive	High sensitive receptor
Link PAR 11 - B1113 Finningham Rd / B1113 Walsham Rd	Sensitive	High sensitive receptors WCH: Footway and several PRow connect to the link
Link PAR 12 - Wickham Rd	Sensitive	High sensitive receptors, WCH: Footway and several PRow connect to the link
Link PAR 13 - Eastland Ln	Not sensitive	N/A
Link PAR 14 - Thornham Rd	Not sensitive	N/A
Link PAR 15 - A1120 Church Rd / A1120 Bell's Ln	Sensitive	High sensitive receptors, WCH: Footway and uncontrolled crossings, and several PRow connect to the link. Collisions involving pedestrians. Collision cluster at SRN access (A14 J50 Cedars Interchange)
Link PAR 16 - A1120 south of A14 J50	Sensitive	High sensitive receptors WCH: Shared footway/cycleway on the western side. Collision cluster at SRN access (A14 J50 Cedars Interchange)
Link PAR 17 - Mill Ln	Not sensitive	N/A
Link PAR 18 - B1113 Needham Rd / B1113 Stowmarket Rd	Sensitive	WCH: Shared footway/cycleway on the northern side. NCN Route 51 is coincident with the link. Collisions involving cyclists

Road Link	Sensitivity	Description
Link PAR 19 - B1113 Bramford Rd / B1113 Lorraine Way	Sensitive	WCH: NCN Route 48 crosses the B1113 Lorraine Way between Tye Lane and The Street with an informal crossing Collision cluster at SRN access (A14 J52 Claydon Roundabout)
Link PAR 20 - Bullen Ln	Not sensitive	N/A
Link PAR 21 - A1214 London Rd	Sensitive	High sensitive receptors WCH: Shared footway/cycleway on the western side. Concentration of collisions at various junctions. Collision cluster at SRN access (A14 J55 Copdock Interchange). Capacity concerns
Link PAR 22 - A1071	Sensitive	WCH: Shared footway/cycleway, footways. Concentration of collisions at various junctions. Collisions involving cyclists Capacity concerns
Link PAR 23 - B1070 Hadleigh Rd	Not sensitive	N/A
Link PAR 24 - B1070	Not sensitive	N/A
Link PAR 25 - Acacia Rd	Not sensitive	N/A
Link PAR 26 - Ipswich Rd	Sensitive	WCH: Presence of footways
Link PAR 27 - Birchwood Rd	Not sensitive	N/A
Link PAR 28 - Wick Rd / Grove Hill	Sensitive	WCH: Presence of footways. NCN Route 1 is coincident with the section between Grove Hill and St. Margaret's Cross
Link PAR 29 - Perry Ln	Not sensitive	N/A
Link PAR 30 - Bentley Rd	Not sensitive	N/A
Link PAR 31 - Ardleigh Rd / Little Bromley Rd	Not sensitive	N/A
Link PAR 32 - Old Ipswich Rd	Sensitive	Collision cluster at SRN access (A1232 Ardleigh Crown Interchange)

Road Link	Sensitivity	Description
Link PAR 33 - Wick Ln	Not sensitive	N/A
Link PAR 34 - Turnpike Close	Not sensitive	N/A
Link PAR 35 - A1341 Via Urbis Romanae	Sensitive	High sensitive receptors WCH: Shared footway/cycleway, presence of signalised pedestrian crossings. Collisions involving cyclists Capacity concerns
Link PAR 36 - A134 Northern Approach Rd / A134 Wildeve Avenue / A134 Nayland Rd / A134 The Causeway	Sensitive	High sensitive receptors WCH: Shared footway/cycleway and footways, presence of signalised pedestrian crossings. Collisions involving pedestrians and cyclists Capacity concerns
Link PAR 37 - A1124 Halsted Rd	Sensitive	High sensitive receptors WCH: Footway and uncontrolled crossings. Collision cluster at SRN access (A12 J26 Eight Ash Green interchange) Capacity concerns
Link PAR 38 - Mill Rd	Sensitive	WCH: NCN Route 13 is coincident with Mill Road and several PRoW connect to the link
Link PAR 39 - Great Tey Rd	Not sensitive	N/A
Link PAR 40 - A120 Colchester Rd	Sensitive	Although there are no collisions in the vicinity of the site access point, there is a high number of collisions along A120 between Coggeshall and A12 J25 Marks Tey, including a collision cluster at and A12 J25 Marks Tey Interchange Capacity concerns at A12 J25 Marks Tey
Link PAR 41 - B1018 Braintree Rd / B1018 Witham Rd	Sensitive	High sensitive receptors WCH: Shared footway/cycleway and presence of uncontrolled crossings. Collisions involving pedestrians and cyclists. Collision cluster at SRN access (A120 roundabout)
Link PAR 42 - B1389 Hatfield Rd	Sensitive	High sensitive receptors WCH: Shared footway/cycleway, presence of footways and uncontrolled crossing
Link PAR 43 - Spinks Ln / Highfields Rd / Spa Rd /	Sensitive	High sensitive receptors WCH: Shared footway/cycleway, presence of footway and Footpath 71 crossing (Signalised).

Road Link	Sensitivity	Description
Flora Rd / Faulkbourne Rd / Church Hill		NCN Route 16 is coincident with the section of Spa Road between Spinks Lane and Highfield Road. Collisions involving pedestrians and cyclists
Link PAR 44 - A131 Great Notley Bypass / A131 Great Leighs Bypass / A131 Braintree Rd	Sensitive	High sensitive receptors WCH: Footways and uncontrolled crossings. Collisions involving cyclists
Link PAR 45 - B1008 Essex Regiment Way	Not sensitive	N/A
Link PAR 46 - B1008 Braintree Rd / B1008 Main Rd	Sensitive	High sensitive receptors WCH: Footways and uncontrolled crossings. Collisions involving cyclists
Link PAR 47 - Chatham Hall Ln	Not sensitive	N/A
Link PAR 48 - Chelmsford Rd	Not sensitive	N/A
Link PAR 49 - A414 Three Mill Hill / A1114 London Rd	Sensitive	Medium sensitive receptors WCH: Shared footway/cycleway, presence of footways and uncontrolled and controlled crossings. Collisions involving cyclists Capacity concerns
Link PAR 50 - A1016 Waterhouse Ln / A1016 Rainsford Ln	Sensitive	High sensitive receptors WCH: Shared footway/cycleway, presence of footways and pedestrian/cycling crossings. Collisions involving pedestrians and cyclists. Collision cluster at A1016/A1060 junction Capacity concerns
Link PAR 51 - A1060 Rainsford Rd / A1060 Roxwell Rd	Sensitive	High sensitive receptors WCH: Footways and uncontrolled and controlled crossings. Collisions involving pedestrians and cyclists. Collision cluster at A1016/A1060 junction Capacity concerns
Link PAR 52 - Vicarage Rd	Not sensitive	N/A
Link PAR 53 - A414 Greenbury Way / A414 Ongar Rd	Sensitive	Medium sensitive receptors WCH: Footways and uncontrolled pedestrian/cyclist crossing. Collisions involving cyclists. Various accidents at Margaretting Road roundabout



Road Link	Sensitivity	Description
Link PAR 54 - B1002 Main Rd	Sensitive	High sensitive receptors WCH: Footways and uncontrolled pedestrian crossing
Link PAR 55 - Wantz Rd	Sensitive	Medium sensitive receptors WCH: Footways
Link PAR 56 - Ivy Barns Ln	Sensitive	Medium sensitive receptors WCH: Footways
Link PAR 57 - Church Ln	Not sensitive	N/A
Link PAR 58 - A176 Noak Hill Rd / A176 Laindon Rd / A129 Southend Rd	Sensitive	High sensitive receptors WCH: Footways and uncontrolled and controlled crossings, NCN Route 13 is coincident with A176 Noak Hill Road in the southern section and with A176 Laindon Road southbound carriageway. Collisions involving pedestrians. Collision cluster at SRN access (A127 Southern Arterial Road) Capacity concerns
Link PAR 59 - A129 Sun Street / A129 London Rd / A129 Rayleigh Rd	Sensitive	High sensitive receptors WCH: Footways and uncontrolled pedestrian crossing. Collisions involving pedestrians and cyclists Capacity concerns
Link PAR 60 - Dunton Rd / Brentwood Rd	Not sensitive	N/A
Link PAR 61 - B148 West Mayne	Not sensitive	N/A
Link PAR 62 - Lower Dunton Rd	Not sensitive	N/A
Link PAR 63 - A128 Brentwood Rd	Sensitive	Collisions involving cyclists. Although there are no collisions in the vicinity of the site access point, there is a high number of collisions along A128 between A127 Southern Arterial Road and A128 Stanford-Le-Hope Bypass
Link PAR 64 - A1013 Stanford Rd	Sensitive	WCH: Shared footway/cycleway and presence of footways. Collision cluster at SRN access (A128 Stanford-Le-Hope Bypass)
Link PAR 65 - Buckingham Hill Rd	Not sensitive	N/A
Link PAR 66 - Fort Rd	Sensitive	WCH: Shared footway/cycleway

Road Link	Sensitivity	Description
Link PAR 67 - Port of Tilbury 2 access	Not sensitive	Collisions involving cyclists
Link PAR 68 - Cooper Shaw Rd	Not sensitive	N/A

# Appendix 16.2: Future Baseline

# Appendix 16.2 - Future Baseline

## 16.1 Introduction

- 16.1.1 This section outlines the future baseline traffic flows considered within the traffic and transport assessment, for each road link that forms the Primary Access Routes. Based on the construction programme, the peak activity along the extensive length of the Project may differ, resulting in roads links along the Primary Access Routes having a different peak construction year, as per the estimated trip generation, as presented within Chapter 16: Traffic and Transport in Volume I.
- 16.1.2 Table A16.2.1 presents the future baseline traffic flows on local road links forming the Primary Access Routes. The Primary Access Routes are presented on Figure 16.1: Primary Access Routes in Volume II.

Table A16.2.1 - Future Baseline traffic flows on local road links forming Primary Access Routes

Road Link ID	DfT and ATC Counter Ref.	Peak construction year	Total Traffic movements		HGV movements	
			12h (07:00-19:00)	24h (AADT)	12h (07:00-19:00)	24h (AADT)
Link PAR1 - A140 Ipswich Rd	Site 105	2027	19,180	23,793	792	982
Link PAR2 - Mangreen Ln	Site Bell 1a	2027	227	281	2	3
Link PAR3 - Stansfield Rd / Wymondham Rd	Site 107	2028	4,257	5,281	125	155
Link PAR4 - B1113	951640	2028	3,432	4,258	75	93
Link PAR5 - Wymondham Rd	NDC 2a	2028	984	1,221	96	119
Link PAR6 - Fundenhall Rd	Site Bell 3a	2028	1,312	1,627	36	45
Link PAR7 - B1134 Station Rd / B1134 Long Row	941723	2028	2,284	2,834	131	163
	Site Bell 4a	2028	1,923	2,385	136	168

Road Link ID	DfT and ATC Counter Ref.	Peak construction year	Total Traffic movements		HGV movements	
			12h (07:00-19:00)	24h (AADT)	12h (07:00-19:00)	24h (AADT)
Link PAR8 - A1066 Victoria Rd / A1066 Park Rd / A1066 High Rd	56521	2029	8,791	10,905	335	416
	Site 1	2029	8,064	10,003	499	619
	47530	2029	7,980	9,900	495	614
	NDC 15a	2029	6,374	7,907	957	1,187
Link PAR9 - A143 Old Bury Rd	NDC 17a	2029	6,137	7,613	1,274	1,580
Link PAR10 - Lion Rd	Site Bell 7a	2029	2,642	3,277	59	73
Link PAR11 - B1113 Finningham Rd / B1113 Walsham Rd	Site 114	2029	1,911	2,371	131	162
Link PAR12 - Wickham Rd	Site 115	2029	1,617	2,006	95	117
	NDC 10a	2029	1,593	1,976	203	252
Link PAR13 - Eastland Ln	Site Bell 10a	2029	31	38	2	2
Link PAR14 - Thornham Rd	Site Bell 9a	2029	834	1,035	32	40
Link PAR15 - A1120 Church Rd / A1120 Bell's Ln	27560	2029	7,710	9,565	249	309
	NDC 11b	2029	3,112	3,860	400	496
Link PAR16 - A1120 south of A14 J50	ID07085_70	2029	11,766	14,596	548	680
Link PAR17 - Mill Ln	Site 117	2029	797	988	71	88
Link PAR18 - B1113 Needham Rd / B1113 Stowmarket Rd	NDC 19a	2029	7,905	9,806	706	876
	ID07085_57	2029	12,829	15,914	1,202	1,491

Road Link ID	DfT and ATC Counter Ref.	Peak construction year	Total Traffic movements		HGV movements	
			12h (07:00-19:00)	24h (AADT)	12h (07:00-19:00)	24h (AADT)
Link PAR19 - B1113 Bramford Rd / B1113 Loraine Way	ID07085_56	2029	4,664	5,786	220	273
Link PAR20 - Bullen Ln	NDC 21b	2029	59	73	7	8
Link PAR21 - A1214 London Rd	57499	2029	15,609	19,364	1,004	1,246
Link PAR22 - A1071	ID07085_282	2029	12,671	15,719	640	794
	NDC 1a	2029	9,242	11,465	582	722
Link PAR23 - B1070 Hadleigh Rd	Site 111	2029	4,048	5,022	96	119
	NDC 22a	2029	4,855	6,022	309	383
Link PAR24 - B1070	Not available	2029				
Link PAR25 - Acacia Rd	Not available	2029				
Link PAR26 - Ipswich Rd	Site Bell 20a	2029	1,748	2,169	79	98
Link PAR27 - Birchwood Rd	Site Bell 22a	2027	3,294	4,086	70	86
	Site 128	2028	2,612	3,240	118	146
Link PAR28 - Wick Rd / Grove Hill	809662	2028	1,276	1,583	44	55
Link PAR29 - Perry Ln	Site Bell 21a	2028	102	127	4	5
Link PAR30 - Bentley Rd	Site Bell 54a	2028	1,196	1,484	35	43
Link PAR31 - Ardleigh Rd / Little Bromley Rd	Not available	2028				
	810677	2028	2,866	3,556	231	287

Road Link ID	DfT and ATC Counter Ref.	Peak construction year	Total Traffic movements		HGV movements	
			12h (07:00-19:00)	24h (AADT)	12h (07:00-19:00)	24h (AADT)
Link PAR32 - Old Ipswich Rd	Site Bell 24a	2028	1,784	2,214	133	165
Link PAR33 - Wick Ln	Site 69	2028	1,094	1,357	27	34
Link PAR34 - Turnpike Close	Site Bell 23a	2028	363	450	54	67
Link PAR35 - A1341 Via Urbis Romanae	Site 4	2028	13,937	17,289	434	539
Link PAR36 - A134 Northern Approach Rd / A134 Wildeve Avenue / A134 Nayland Rd / A134 The Causeway	86033	2028	11,007	13,655	409	507
	6676	2028	7,099	8,806	264	327
	Site Bell 26a	2028	8,049	9,985	282	349
Link PAR37 - A1124 Halsted Rd	37390	2028	9,280	11,512	260	322
Link PAR38 - Mill Rd	NDC 4a	2028	1,914	2,375	191	237
Link PAR39 - Great Tey Rd	NDC 13a	2028	1,806	2,241	230	285
Link PAR40 - A120 Colchester Rd	NDC 23a	2028	15,998	19,846	2,241	2,781
Link PAR41 - B1018 Braintree Rd / B1018 Witham Rd	Site 147	2028	11,347	14,076	543	674
Link PAR42 - B1389 Hatfield Rd	Site 141	2028	13,257	16,446	417	517
Link PAR43 - Spinks Ln / Highfields Rd /	Site 142	2028	8,446	10,478	153	190
	Site Bell 33a	2028	4,502	5,585	101	125

Road Link ID	DfT and ATC Counter Ref.	Peak construction year	Total Traffic movements		HGV movements	
			12h (07:00-19:00)	24h (AADT)	12h (07:00-19:00)	24h (AADT)
Spa Rd / Flora Rd / Faulkbourne Rd / Church Hill						
Link PAR44 - A131 Great Notley Bypass / A131 Great Leighs Bypass / A131 Braintree Rd	Site 132	2029	16,379	20,319	778	965
	NDC 5a	2029	18,591	23,063	1,029	1,277
Link PAR45 - B1008 Essex Regiment Way	NDC 6a	2029	9,559	11,858	605	750
Link PAR46 - B1008 Braintree Rd / B1008 Main Rd	Site 134	2029	11,262	13,971	106	131
Link PAR47 - Chatham Hall Ln	Site Bell 36a	2029	290	359	6	7
Link PAR48 - Chelmsford Rd	Site Bell 37a	2029	2,606	3,233	105	130
Link PAR49 - A414 Three Mill Hill / A1114 London Rd	18372	2029	21,363	26,502	795	987
	8614	2029	27,185	33,724	692	859
Link PAR50 - A1016 Waterhouse Ln / A1016 Rainsford Ln	38697	2029	17,522	21,736	384	476
	48678	2029	36,343	45,085	583	723
Link PAR51 - A1060 Rainsford Rd / A1060 Roxwell Rd	77151	2029	13,195	16,369	274	340
	56777	2029	14,570	18,074	288	357
Link PAR52 - Vicarage Rd	NDC 7a	2029	1,399	1,736	83	103



Road Link ID	DfT and ATC Counter Ref.	Peak construction year	Total Traffic movements		HGV movements	
			12h (07:00-19:00)	24h (AADT)	12h (07:00-19:00)	24h (AADT)
Link PAR53 - A414 Greenbury Way / A414 Ongar Rd	Site 137	2029	12,026	14,918	561	696
	Site Bell 40a	2029	12,166	15,093	479	594
Link PAR54 - B1002 Main Rd	810780	2029	5,521	6,849	67	84
	800059	2029	5,432	6,739	43	53
Link PAR55 - Wantz Rd	Site 138	2029	3,749	4,651	186	230
Link PAR56 - Ivy Barns Ln	Site Bell 41a	2029	875	1,085	49	61
Link PAR57 - Church Ln	Site Bell 42a	2029	43	53	1	1
Link PAR58 - A176 Noak Hill Rd / A176 Laindon Rd / A129 Southend Rd	77132	2029	17,930	22,243	296	368
	27916	2029	16,152	20,037	267	331
	77137	2029	17,930	22,243	296	368
	Site 144	2029	6,040	7,493	249	309
Link PAR59 - A129 Sun Street / A129 London Rd / A129 Rayleigh Rd	Site 145	2029	9,982	12,383	114	142
	77136	2029	12,175	15,104	131	162
	46687	2029	10,346	12,834	197	245
	Site Bell 43a	2029	11,600	14,390	348	432
Link PAR60 - Dunton Rd / Brentwood Rd	NDC 14A	2029	1,190	1,476	116	144
Link PAR61 - B148 West Mayne	Site 149	2027	15,484	19,209	492	610
Link PAR62 - Lower Dunton Rd	Site Bell 46a	2027	3,779	4,688	150	186
Link PAR63 - A128 Brentwood Rd	NDC 25a	2029	10,286	12,760	1,305	1,619

Road Link ID	DfT and ATC Counter Ref.	Peak construction year	Total Traffic movements		HGV movements	
			12h (07:00-19:00)	24h (AADT)	12h (07:00-19:00)	24h (AADT)
Link PAR64 - A1013 Stanford Rd	86011	2029	10,408	12,911	799	991
Link PAR65 - Buckingham Hill Rd	NDC 8a	2029	7,644	9,483	562	698
Link PAR66 - Fort Rd	Site 153	2028	2,671	3,313	1,143	1,418
	Site 155	2028	1,479	1,834	151	187
Link PAR67 - Port of Tilbury 2 access	Site 154	2027	1,454	1,804	1,004	1,246
Link PAR68 - Cooper Shaw Rd	Site 156	2028	383	475	129	160

# Appendix 16.3: Traffic and Transport Preliminary Construction Effects

# Appendix 16.3 - Preliminary Construction Effects

## 16.1 Introduction

- 16.1.1 Table A16.3.1 Preliminary Construction Effects presents the future baseline traffic flows on local road links forming the Primary Access Routes and shows the predicted increase in traffic associated with the predicted average daily construction traffic movements during the worst-case construction peak activity.
- 16.1.2 The requirement for further environmental assessment has been identified where the Project may give rise to any significant traffic and transport effects following the following IEMA criteria:
- Rule 1: Include highway links where the total traffic flows are predicted to increase by more than 30% (or where the number of HGVs is predicted to increase by more than 30%)
  - Rule 2: Include any other specifically sensitive areas where traffic flows are predicted to increase by 10% or more
- 16.1.3 The PEIR considers two design alternatives at the Waveney Valley, as detailed in Table 4.3 in Chapter 4: Project Description in Volume I, an overhead line design and an underground cable alternative. The quantitative preliminary assessment within this chapter uses traffic data, provided by the FEED, for the overhead line solution at the Waveney Valley.
- 16.1.4 For the Waveney Valley overhead line design, it is anticipated there would be a worst-case daily increase from the baseline of 6% in total vehicles and an increase of 46% in HGVs on the 12h weekday flows. For the Waveney Valley Alternative from an initial review of recent data and having applied professional judgement it is anticipated there would be a worst-case daily increase from the baseline of 8% in total vehicles and an increase of 57% in HGVs on the 12h weekday flows and together with a maximum of six daily AIL movements across a four month period along the Waveney Valley Alternative additional PAR from Thetford (along the A1066). A full assessment of the preferred option will be provided within the ES.

Table A16.3.1 - Preliminary Construction Effects

Road ID	Survey Site	Peak Construction Year	Future Baseline 12hr weekday flows (07:00-19:00)		Construction traffic flows, per day		Baseline +Dev 12h weekday flows (07:00 - 19:00)		% Increase in 12h weekday flows (07:00 - 19:00)		Road Sensitivity	Assessment Required	Rule Criteria
			HGV	Total Vehicles	HGV	Total Vehicles	HGV	Total Vehicles	HGV	Total Vehicles			
Link PAR1 - A140 Ipswich Rd	Site 105	2027	844	20,449	319	444	1,163	20,893	38%	2%	Not Sensitive	Yes	Rule 1
Link PAR2 - Mangreen Ln	Site Bell 1a	2027	3	243	319	444	321	687	12738%	182%	Not Sensitive	Yes	Rule 1
Link PAR3 - Stansfield Rd / Wymondham Rd	Site 107	2028	134	4,548	222	362	355	4,910	166%	8%	Not Sensitive	Yes	Rule 1
Link PAR4 - B1113	951640	2028	80	3,659	133	235	213	3,894	167%	6%	Not Sensitive	Yes	Rule 1
Link PAR5 - Wymondham Rd	NDC 2a	2028	102	1,057	111	181	213	1,238	109%	17%	Not Sensitive	Yes	Rule 1
Link PAR6 - Fundenhall Rd	Site Bell 3a	2028	38	1,406	133	235	171	1,641	347%	17%	Not Sensitive	Yes	Rule 1
Link PAR7 - B1134 Station Rd / B1134 Long Row	941723	2028	140	2,435	133	235	273	2,670	95%	10%	Not Sensitive	Yes	Rule 1
	Site Bell 4a	2028	144	2,054	133	235	277	2,289	92%	11%			
	56521	2029	357	9,370	268	478	625	9,847	75%	5%	Sensitive	Yes	Rule 2
Link PAR8 - A1066 Victoria Rd / A1066 Park Rd / A1066 High Rd	Site 1	2029	532	8,600	268	478	800	9,078	50%	6%	Sensitive	Yes	Rule 2
	47530	2029	527	8,506	268	478	795	8,984	51%	6%			
	NDC 15a	2029	1,020	6,800	268	478	1,288	7,278	26%	7%			
Link PAR9 - A143 Old Bury Rd	NDC 17a	2029	1,358	6,543	268	478	1,626	7,021	20%	7%	Sensitive	Yes	Rule 2
Link PAR10 - Lion Rd	Site Bell 7a	2029	63	2,820	135	243	198	3,063	215%	9%	Sensitive	Yes	Rule 2
Link PAR11 - B1113 Finningham Rd / B1113 Walsham Rd	Site 114	2029	139	2,042	129	229	268	2,271	93%	11%	Sensitive	Yes	Rule 2
Link PAR12 - Wickham Rd	Site 115	2029	101	1,730	129	229	230	1,959	128%	13%	Sensitive	Yes	Rule 2
	NDC 10a	2029	217	1,706	129	229	346	1,935	60%	13%			

Road ID	Survey Site	Peak Construction Year	Future Baseline 12hr weekday flows (07:00-19:00)		Construction traffic flows, per day		Baseline +Dev 12h weekday flows (07:00 - 19:00)		% Increase in 12h weekday flows (07:00 - 19:00)		Road Sensitivity	Assessment Required	Rule Criteria
			HGV	Total Vehicles	HGV	Total Vehicles	HGV	Total Vehicles	HGV	Total Vehicles			
Link PAR13 - Eastland Ln	Site Bell 10a	2029	2	33	127	221	129	254	6308%	673%	Not Sensitive	Yes	Rule 1
Link PAR14 - Thornham Rd	Site Bell 9a	2029	34	894	127	221	161	1,115	371%	25%	Not Sensitive	Yes	Rule 1
Link PAR15 - A1120 Church Rd / A1120 Bell's Ln	27560	2029	266	8,218	232	388	497	8,606	87%	5%	Sensitive	Yes	Rule 2
	NDC 11b	2029	426	3,321	232	388	658	3,708	54%	12%			
Link PAR16 - A1120 south of A14 J50	ID07085_70	2029	584	12,542	155	263	739	12,805	27%	2%	Sensitive	Yes	Rule 2
Link PAR17 - Mill Ln	Site 117	2029	75	856	127	221	202	1,077	168%	26%	Not sensitive	Yes	Rule 1
Link PAR18 - B1113 Needham Rd / B1113 Stowmarket Rd	NDC 19a	2029	753	8,448	155	263	908	8,711	21%	3%	Sensitive	Yes	Rule 2
Link PAR19 - B1113 Bramford Rd / B1113 Loraine Way	ID07085_57	2029	1,281	13,675	315	442	1,596	14,117	25%	3%	Sensitive	Yes	Rule 2
	ID07085_56	2029	234	4,972	315	442	549	5,414	134%	9%			
Link PAR20 - Bullen Ln	NDC 21b	2029	7	63	315	442	322	505	4471%	697%	Not sensitive	Yes	Rule 1
Link PAR21 - A1214 London Rd	57499	2029	1,070	16,638	256	450	1,326	17,088	24%	3%	Sensitive	Yes	Rule 2
Link PAR22 - A1071	ID07085_28 2	2029	682	13,507	256	450	938	13,957	37%	3%	Sensitive	Yes	Rule 2
	NDC 1a	2029	621	9,852	256	450	877	10,302	41%	5%			
Link PAR23 - B1070 Hadleigh Rd	Site 111	2029	102	4,316	189	327	291	4,643	185%	8%	Not sensitive	Yes	Rule 1
	NDC 22a	2029	329	5,186	189	327	518	5,513	57%	6%			
Link PAR24 - B1070	Not available	2029			189	327					Not sensitive		
Link PAR25 - Acacia Rd	Not available	2029			189	327					Not sensitive		

Road ID	Survey Site	Peak Construction Year	Future Baseline 12hr weekday flows (07:00-19:00)		Construction traffic flows, per day		Baseline +Dev 12h weekday flows (07:00 - 19:00)		% Increase in 12h weekday flows (07:00 - 19:00)		Road Sensitivity	Assessment Required	Rule Criteria
			HGV	Total Vehicles	HGV	Total Vehicles	HGV	Total Vehicles	HGV	Total Vehicles			
Link PAR26 - Ipswich Rd	Site Bell 20a	2029	85	1,868	180	277	265	2,145	213%	15%	Sensitive	Yes	Rule 2
Link PAR27 - Birchwood Rd	Site Bell 22a	2027	74	3,522	192	266	266	3,788	258%	8%	Not sensitive	Yes	Rule 1
	Site 128	2028	126	2,796	62	110	188	2,906	49%	4%			
Link PAR28 - Wick Rd / Grove Hill	809662	2028	47	1,360	62	110	109	1,470	131%	8%	Sensitive	Yes	Rule 2
Link PAR29 - Perry Ln	Site Bell 21a	2028	4	110	62	110	66	220	1489%	100%	Not sensitive	Yes	Rule 1
Link PAR30 - Bentley Rd	Site Bell 54a	2028	37	1,287	424	614	461	1,901	1139%	48%	Not sensitive	Yes	Rule 1
Link PAR31 - Ardleigh Rd / Little Bromley Rd	Not available	2028			424	614					Not sensitive		
Link PAR32 - Old Ipswich Rd	810677	2028	247	3,056	224	352	471	3,408	91%	12%	Sensitive	Yes	Rule 2
	Site Bell 24a	2028	142	1,914	115	182	257	2,096	81%	10%			
Link PAR33 - Wick Ln	Site 69	2028	29	1,173	115	182	144	1,355	393%	16%	Not sensitive	Yes	Rule 1
Link PAR34 - Turnpike Close	Site Bell 23a	2028	58	387	109	170	166	557	189%	44%	Not sensitive	Yes	Rule 1
Link PAR35 - A1341 Via Urbis Romanae	Site 4	2028	463	14,863	193	321	656	15,183	42%	2%	Sensitive	Yes	Rule 2
Link PAR36 - A134 Northern Approach Rd / A134 Wildeve Avenue / A134 Nayland Rd / A134 The Causeway	86033	2028	435	11,735	193	321	628	12,056	44%	3%	Sensitive	Yes	Rule 2
	6676	2028	281	7,568	193	321	474	7,889	69%	4%			
	Site Bell 26a	2028	300	8,583	193	321	493	8,904	64%	4%			
Link PAR37 - A1124 Halsted Rd	37390	2028	277	9,893	218	346	495	10,239	79%	3%	Sensitive	Yes	Rule 2
Link PAR38 - Mill Rd	NDC 4a	2028	204	2,042	135	204	339	2,246	66%	10%	Sensitive	Yes	Rule 2
Link PAR39 - Great Tey Rd	NDC 13a	2028	245	1,928	109	173	354	2,101	45%	9%	Not sensitive	Yes	Rule 1

Road ID	Survey Site	Peak Construction Year	Future Baseline 12hr weekday flows (07:00-19:00)		Construction traffic flows, per day		Baseline +Dev 12h weekday flows (07:00 - 19:00)		% Increase in 12h weekday flows (07:00 - 19:00)		Road Sensitivity	Assessment Required	Rule Criteria
			HGV	Total Vehicles	HGV	Total Vehicles	HGV	Total Vehicles	HGV	Total Vehicles			
Link PAR40 - A120 Colchester Rd	NDC 23a	2028	2,389	17,058	111	181	2,500	17,239	5%	1%	Sensitive	No	
Link PAR41 - B1018 Braintree Rd / B1018 Witham Rd	Site 147	2028	579	12,099	109	173	688	12,272	19%	1%	Sensitive	Yes	Rule 2
Link PAR42 - B1389 Hatfield Rd	Site 141	2028	445	14,142	109	173	554	14,315	25%	1%	Sensitive	Yes	Rule 2
Link PAR43 - Spinks Ln / Highfields Rd / Spa Rd / Flora Rd / Faulkbourne Rd / Church Hill	Site 142	2028	163	9,009	109	173	272	9,182	67%	2%	Sensitive	Yes	Rule 2
	Site Bell 33a	2028	108	4,802	109	173	216	4,975	101%	4%			
Link PAR44 - A131 Great Notley Bypass / A131 Great Leighs Bypass / A131 Braintree Rd	Site 132	2029	829	17,465	474	684	1,303	18,149	57%	4%	Sensitive	Yes	Rule 2
	NDC 5a	2029	1,097	19,820	474	684	1,571	20,504	43%	3%			
Link PAR45 - B1008 Essex Regiment Way	NDC 6a	2029	645	10,191	158	228	803	10,418	24%	2%	Not sensitive	No	
Link PAR46 - B1008 Braintree Rd / B1008 Main Rd	Site 134	2029	113	12,010	316	456	428	12,466	281%	4%	Sensitive	Yes	Rule 2
Link PAR47 - Chatham Hall Ln	Site Bell 36a	2029	6	309	158	228	164	537	2652%	74%	Not sensitive	Yes	Rule 1
Link PAR48 - Chelmsford Rd	Site Bell 37a	2029	112	2,799	158	228	270	3,026	141%	8%	Not sensitive	Yes	Rule 1
Link PAR49 - A414 Three Mill Hill / A1114 London Rd	18372	2029	848	22,775	646	900	1,494	23,675	76%	4%	Sensitive	Yes	Rule 2
	8614	2029	738	28,982	306	416	1,044	29,398	41%	1%			
Link PAR50 - A1016 Waterhouse Ln / A1016 Rainsford Ln	38697	2029	409	18,680	306	416	715	19,096	75%	2%	Sensitive	Yes	Rule 2
	48678	2029	621	38,745	306	416	927	39,161	49%	1%			
	77151	2029	292	14,067	306	416	598	14,483	105%	3%	Sensitive	Yes	Rule 2



Road ID	Survey Site	Peak Construction Year	Future Baseline 12hr weekday flows (07:00-19:00)		Construction traffic flows, per day		Baseline +Dev 12h weekday flows (07:00 - 19:00)		% Increase in 12h weekday flows (07:00 - 19:00)		Road Sensitivity	Assessment Required	Rule Criteria
			HGV	Total Vehicles	HGV	Total Vehicles	HGV	Total Vehicles	HGV	Total Vehicles			
Link PAR51 - A1060 Rainsford Rd / A1060 Roxwell Rd	56777	2029	307	15,533	306	416	613	15,949	100%	3%			
Link PAR52 - Vicarage Rd	NDC 7a	2029	89	1,497	170	242	259	1,739	192%	16%	Not sensitive	Yes	Rule 1
Link PAR53 - A414 Greenbury Way / A414 Ongar Rd	Site 137	2029	598	12,823	340	484	938	13,307	57%	4%	Sensitive	Yes	Rule 2
	Site Bell 40a	2029	511	12,971	340	484	850	13,455	67%	4%			
Link PAR54 - B1002 Main Rd	810780	2029	72	5,886	340	484	412	6,370	472%	8%	Sensitive	Yes	Rule 2
	800059	2029	46	5,791	153	255	198	6,046	336%	4%			
Link PAR55 - Wantz Rd	Site 138	2029	198	4,012	170	242	368	4,253	86%	6%	Sensitive	Yes	Rule 2
Link PAR56 - Ivy Barns Ln	Site Bell 41a	2029	52	942	170	242	222	1,184	326%	26%	Sensitive	Yes	Rule 2
Link PAR57 - Church Ln	Site Bell 42a	2029	1	46	153	255	154	301	15091%	553%	Not sensitive	Yes	Rule 1
	77132	2029	316	19,115	117	179	433	19,294	37%	1%			
Link PAR58 - A176 Noak Hill Rd / A176 Laindon Rd / A129 Southend Rd	27916	2029	284	17,220	117	179	401	17,399	41%	1%	Sensitive	Yes	Rule 2
	77137	2029	316	19,115	117	179	433	19,294	37%	1%			
	Site 144	2029	265	6,444	117	179	382	6,623	44%	3%			
	Site 145	2029	122	10,649	117	179	239	10,828	96%	2%	Sensitive	Yes	Rule 2
Link PAR59 - A129 Sun Street / A129 London Rd / A129 Rayleigh Rd	77136	2029	139	12,980	117	179	256	13,159	84%	1%	Sensitive	Yes	Rule 2
	46687	2029	210	11,030	117	179	327	11,209	56%	2%			
	Site Bell 43a	2029	371	12,383	117	179	488	12,562	31%	1%			
Link PAR60 - Dunton Rd / Brentwood Rd	NDC 14A	2029	124	1,279	117	179	241	1,458	94%	14%	Not sensitive	Yes	Rule 1
Link PAR61 - B148 West Mayne	Site 149	2027	524	16,518	127	172	651	16,690	24%	1%	Not sensitive	No	

Road ID	Survey Site	Peak Construction Year	Future Baseline 12hr weekday flows (07:00-19:00)		Construction traffic flows, per day		Baseline +Dev 12h weekday flows (07:00 - 19:00)		% Increase in 12h weekday flows (07:00 - 19:00)		Road Sensitivity	Assessment Required	Rule Criteria
			HGV	Total Vehicles	HGV	Total Vehicles	HGV	Total Vehicles	HGV	Total Vehicles			
Link PAR62 - Lower Dunton Rd	Site Bell 46a	2027	160	4,035	127	172	287	4,207	79%	4%	Not sensitive	Yes	Rule 1
Link PAR63 - A128 Brentwood Rd	NDC 25a	2029	1,391	10,971	155	263	1,546	11,234	11%	2%	<b>Sensitive</b>	Yes	Rule 2
Link PAR64 - A1013 Stanford Rd	86011	2029	852	11,097	193	303	1,045	11,400	23%	3%	<b>Sensitive</b>	Yes	Rule 2
Link PAR65 - Buckingham Hill Rd	NDC 8a	2029	600	8,152	193	303	792	8,455	32%	4%	Not sensitive	Yes	Rule 1
Link PAR66 - Fort Rd	Site 153	2028	1,219	2,849	262	362	1,481	3,211	22%	13%	<b>Sensitive</b>	Yes	Rule 2
	Site 155	2028	161	1,583	178	252	339	1,835	111%	16%			
Link PAR67 - Port of Tilbury 2 access	Site 154	2027	1,071	1,555	262	362	1,333	1,917	24%	23%	Not sensitive	No	
Link PAR68 - Cooper Shaw Rd	Site 156	2028	138	414	178	252	316	666	129%	61%	Not sensitive	Yes	Rule 1

# Appendix 17.1: Long List of Other Developments

# Appendix 17.1 - Long List of Other Developments

## 1.1 Introduction

- 1.1.1 This appendix has been produced to support Chapter 17: Cumulative Effects in Volume I, for the Norwich to Tilbury Project. This appendix outlines the Long List of Other Developments that has been considered as part of the assessment within the PEIR – developments are presented in Tables A17.1.1 – A17.1.14. Rows are coloured grey where they are not taken forwards to Stage 2.

Table A17.1.1 – Long List of Other Developments – NSIPs/DCOS

ID	Application Reference	Location/ LPA area	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
<b>NSIPs/DCOs</b>										
DCO1	EN010080	Hornsea Project Three Offshore Windfarm	Development of the Hornsea Project Three offshore wind farm with an approximate capacity of up to 2,400 MW off the coast of Norfolk. This is within the area known as Zone 4, under the Round 3 offshore wind licensing arrangements established by The Crown Estate,	Orsted Hornsea Project Three (UK) Ltd	Within the draft Order Limits	Approved	25/11/21	1	All topics	Yes
DCO2	EN020002	Bramford To Twinstead	Construction and operation of a new double circuit electricity transmission network reinforcement of c.29 km, consisting of overhead lines, underground cables, a grid supply point substation and associated development.	National Grid Electricity Transmission	Within the draft Order Limits	Examination completed	N/A	1	All topics	Yes
DCO3	TR010032	Lower Thames Crossing	The Lower Thames Crossing will be a new road crossing connecting Kent, Thurrock and Essex. Approximately 14.5 miles (23km) in length, it will connect to the existing road network from the A2/M2 to the M25 with two tunnels (one southbound and one northbound) running beneath the River Thames. The scheme also includes improvements to the M25, A2 and A13, where the scheme connects to the road network, new structures and changes to existing ones (including bridges, buildings, tunnel entrances, viaducts, and utilities such as electricity pylons) along the length of the new road and a free-flow charging system through the tunnel.	National Highways	Within the draft Order Limits	Examination completed	23/10/20	1	Landscape and Visual, Ecology and Biodiversity	Yes
DCO4	TR30003	Tilbury2	A new port facility acting alongside the existing Port of Tilbury. This will involve the extension of existing jetty facilities and the dredging of berth pockets in the River Thames, and land works and facilities for: a 'Roll-On / Roll-Off' (Ro-Ro) terminal for importing and exporting containers on road trailers; a facility for importing and processing bulk construction materials; and areas of external storage for a variety of goods such as imported cars. The project also involves the construction of road and rail links to the site from adjacent networks.	Port of Tilbury London Limited	0.2 km	Approved	31/10/17	1	All topics	Yes

ID	Application Reference	Location/ LPA area	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
DCO5	EN010092	Thurrock Flexible Generation Plant	The Proposed Development comprises the construction and operation of Gas Reciprocating engines with up to 600 MW electrical capacity and Battery Storage with up to 150 MW electrical capacity.	Thurrock Power Ltd	Within the draft Order Limits	Consent granted	27/05/20	1	All topics	No
DCO6	EN010138	Rivenhall IWMF and Energy Centre	The Rivenhall Integrated Waste Management Facility (IWMF) and Energy Centre development is for extension to a generating station to enable electrical generating capacity of up to 65 MW together with associated development.	Indaver Rivenhall Ltd	0.7 km	Application accepted for examination	N/A	1	Agriculture and Soils, Air Quality, Historic Environment, Landscape and Visual, Ecology and Biodiversity	Yes
DCO7	EN010109	Sheringham and Dudgeon Extension Projects	Sheringham Extension Project has a maximum installed capacity of 317 MW, while Dudgeon Extension Project has a maximum installed capacity of 402 MW. Joint export cable system, offshore and onshore, connecting to the national grid transmission network at Norwich Main Substation.	Equinor	Within the draft Order Limits	Examination closed. Secretary of State decision expected 17/04/24.	05/09/22	1	All topics	Yes
DCO8	EN010056	East Anglia THREE Offshore Wind Farm	Development of an offshore windfarm with an approximate capacity of 1200 MW off the coast of East Anglia, within the area known as Zone 5, under the Round 3 Offshore Wind Licensing Arrangements.	East Anglia THREE Limited	Within the draft Order Limits	Approved	N/A	1	Ecology and Biodiversity	Yes
DCO9	EN010115	Five Estuaries Offshore Wind Farm	Five Estuaries is an offshore wind farm to generate in excess of 300 MW. The project will be comprised of (but not limited to): • an offshore wind farm, including wind turbine generators and associated foundations and array cables; • transmission infrastructure, including offshore substations and associated foundations, offshore and onshore export cables (underground), including associated transition bays and jointing bays, an onshore substation, and connection infrastructure into the National Grid and the EACN Substation.	Five Estuaries Offshore Wind Farm Ltd	Within the draft Order Limits	Application expected in 2024	Pre-application	2	Ecology and Biodiversity	Yes
DCO10	EN010119	North Falls Offshore Wind Farm	An offshore electricity generating station approximately 24.5 km from its nearest point at the Port of Lowestoft. It is estimated to have an installed capacity	North Falls Offshore Wind Farm Ltd	Within the draft Order Limits	Application expected in 2024	Pre-application	2	Ecology and Biodiversity	Yes

ID	Application Reference	Location/ LPA area	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
			in excess of 100MW and will principally comprise offshore wind turbines together with associated infrastructure (onshore and offshore) including a connection to the electricity transmission network and the EACN Substation.							

Table A17.1.2 - Long List of Other Developments – Norfolk County Council

ID	Application Reference	Location/ LPA area	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
<b>Norfolk County Council</b>										
NCC1	FUL/2020/0078	Mangreen Quarry, Ipswich Road, Dunston, NR14 8DD	Planning application for a change of use to enable: (i) the establishment and use of a facility to import and recycle waste materials, road planings, selected construction and demolition materials and distribute recycled products off site via the existing site access, using existing ancillary facilities (weighbridge offices and messroom); (ii) the establishment and use of a highways depot to store plant, machinery, equipment and materials used in highways contracting, (including for erecting a palisade security fence, and erection and use of office and storage facilities) with access off site via the existing site access	Tarmac Trading Limited	0.85 km	Approved	20/11/20	1	All topics	Yes
NCC2	FUL/2020/0037	The Chalk Pit, Norwich Road, Caistor St Edmund, Norwich, Norfolk, NR14 8QU	Extraction of mineral without compliance with condition no. 10 (authorised operating hours) of planning permission FUL/2020/0003 to extend the hours of operation to include Sundays/Public Holidays	Mr Stephen Daw	3 km	Approved	16/07/20	1	Ecology and Biodiversity	Yes
NCC3	FUL/2020/0040	Harford Park & Ride, Ipswich Road, Norwich, Norfolk NR4 6US	Change of use of part of the existing Harford Park and Ride Site to enable creation of a new recycling centre (RC) to deal with household waste and small amounts of trade waste. RC includes change of existing hardstanding to create a split level and erection of new staff welfare office and reuse shop (with photovoltaic panels) for onsite sale of items suitable for reuse and ancillary small-scale sale of non-recycled items (Christmas trees, logs, compost bins and green waste sacks)	Director of Highways and Waste	1.4 km	Approved	14/07/20	1	Landscape and Visual; Population and Human Health	Yes
NCC4	FUL/2020/0003	The Chalk Pit, Norwich Road, Caistor St Edmund, Norwich, Norfolk, NR14 8QU	Extraction of mineral without compliance with condition no. 12 (restoration scheme for overburden/quarry waste storage) of planning permission C/7/1996/7022 to alter the restoration scheme in areas of overburden/quarry waste storage	Stephen M Daw Limited	3 km	Approved	22/01/20	1	All topics	Yes
NCC5	C/7/2016/7013	Mangreen Quarry, Ipswich Road,	Revised application to vary Conditions 2, 18 and 23 of planning permission C/7/2014/7030 to vary the approved schemes of restoration, landscape, and aftercare scheme, and vary	Tarmac Trading Limited	0.5 km	Approved	31/07/17	1	Ecology and Biodiversity; Landscape and Visual	Yes



ID	Application Reference	Location/ LPA area	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
		Norwich NR14 8DD	the approved measures to prevent deposition of mud on the highway							
NCC6	C/7/2017/7010	The Chalk Pit, Norwich Road, Caistor St Edmund, Norfolk, NR14 8QU	Variation of condition 11 of planning permission C/7/96/7022 to allow extended hours of operation.	Mr Stephen Daw	3 km	Approved	26/04/17	1	Noise and Vibration; Population and Human Health	Yes
NCC7	C/7/2017/7007	Land Northwest of Audley Cottage, Audley End, Burston, IP22 5TX	Construction of a sewage pumping station, including telemetry aerial, layby, and scopiancillary equipment.	Anglian Water Services Ltd – Angela Richardson	2.1 km	Approved	18/04/17	1	All topics	Yes
NCC8	C/7/2017/7008	Land off Gissing Road, Burston, Diss, Norfolk	Construction of a sewage pumping station, telemetry aerial, layby, and ancillary equipment	Anglian Water Services Ltd – Angela Richardson	2.15 km	Approved	13/04/17	1	All topics	Yes
NCC9	N/A	Land off Mill Road, Burston, Diss IP22 5TW	Construction of a sewage pumping station, access road, telemetry aerial and ancillary equipment	Anglian Water Services Ltd – Angela Richardson	1.5 km	Approved	13/04/17	1	All topics	Yes
NCC10	C/7/2017/7001	Burston, Norfolk	EIA Screening Request: Proposed installation of a new sewage pipeline and three pumping stations for a first-time sewerage scheme	Anglian Water Services Ltd – Angela Richardson	1.65 km	N/A	26/01/17	3	All topics	No
NCC11	SCR/2023/0003	Whitlingham WRC, Kirby Road, Kirby Bedon, Norwich, Norfolk. NR14 8TZ	EIA screening opinion request: Proposed semi-demolition of concrete ground tanks and installation of two new sludge digesters and associated apparatus.	Anglian Water Services Ltd	1 km	EIA Not Required	31/07/23	3	All topics	No
NCC12	FUL/2023/0027	Quarry, Ipswich Road, Dunston, NR14 8DD	Continued use of land for recycling and highways depot without compliance with condition 2 (timescales) of permission reference FUL/2020/0078 to enable continuation of use until 30 June 2033 and restoration by 31 December 2033.	Tarmac Trading Limited	2 km	Pending	28/07/23	1	Ecology and Biodiversity	No

ID	Application Reference	Location/ LPA area	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
NCC13	FUL/2023/0039	Quarry Ipswich Road Dunston Norfolk	Non compliance with conditions 2 and 29 of permission reference C/7/2016/7013 to extend deadline for restoration of the site until 31 December 2028	Mr Alan Everard	0 km	Pending	01/11/2023	1	All topics	Yes

Table A17.1.3 - Long List of Other Developments – South Norfolk Council

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
<b>South Norfolk Council</b>										
SN1	2021/2642	Land North Of Caistor Lane Caistor St Edmund Norfolk	Screening Opinion for a new primary school, a 24ha Country Park, up to 180 residential dwellings and supportive community uses, including new village hall and a Step 7 FA Standard football pitch, access and associated infrastructure	Glavenhill	2.6 km	Decided – EIA not required.	N/A	3	Landscape and Visual, Ecology and Biodiversity	No
SN2	2021/2784	Land South West Of Alan Avenue Newton Flotman Norfolk	Construction of 31 new dwellings (Class C3) with associated landscaping, drainage and highway works	Mr Julian Wells	1 km	Pending	22/12/22	1	Agriculture and Soils, Air Quality, Historic Environment, Landscape and Visual, Ecology and Biodiversity	Yes
SN3	2021/2495	Land North And South Of Brick Kiln Lane Swainsthorpe Norfolk	Installation of a solar farm comprising: ground mounted solar panels, access tracks; inverter/transformers, substation; storage, spare parts and welfare cabins, underground cables and conduits, perimeter fence; CCTV equipment, temporary new site entrance and access track, temporary construction compounds, and associated infrastructure and planting scheme. Application is accompanied by an environmental statement	Mr Darren Cuming	0 km	Approved	09/11/21	1	All topics	Yes
SN4	2021/2645	Land North Of Stoke Lane Dunston Norfolk	The installation and operation of a Battery Energy Storage System to provide standby emergency electricity for National Grid in times of high electricity demand or when renewable energy projects are unable to fulfil demand. This would be for the installation of 130MW of modular battery units with ancillary equipment, including power conversion units, 132kV transformer compound, metering cabinet, switchroom, DNO control room and welfare container	FPC (Electric Land) Ltd	0.7 km	Approved	02/12/21	1	Agriculture and Soils, Air Quality, Historic Environment, Landscape and Visual, Ecology and Biodiversity	Yes
SN5	2021/2083	Land West Of East Carleton Road Bracon Ash Norfolk	Screening Opinion for solar farm - installation and operation of 27 MWp ground-mounted solar photovoltaic	Mr David Bryson	2.8 km	Decided – EIA not required	13/09/21	3	Landscape and Visual,	No

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
			panels and associated infrastructure over an area of approximately 30 ha						Ecology and Biodiversity	
SN6	2021/2579	Land To East Of Norwich Road Bracon Ash Norfolk	The application seeks full planning approval for a residential development of 23 dwellings, comprising open market and affordable housing, together with associated highway access, public open space and landscaping on land to the East of Norwich Road, Bracon Ash	Ian Fox	0.7 km	Pending	25/11/21	1	Agriculture and Soils, Air Quality, Historic Environment, Landscape and Visual, Ecology and Biodiversity	Yes
SN7	2021/2782	Land East Of Shelfanger Road And West Of Heywood Road Diss Norfolk	The erection of up to 179 dwellings, 0.64ha of land for the future extension of Diss Cemetery, a new road linking Shelfanger Road and Heywood Road/Burston Road, public open space and associated infrastructure and landscaping	Martin Richard M Scott Properties LTD	0.2 km	Approved	22/10/21	1	All topics	Yes
SN8	2021/2561	Land West Of Heywood Road Diss Norfolk	Screening Opinion for up to 179 dwellings, 0.64 ha of land for the future extension of Diss Cemetery, a new road linking Shelfanger Road and Heywood Road / Burston Road, public open space, and associated infrastructure and landscaping	Scott Properties	0.2 km	Decided – EIA not required	19/11/21	3	All topics	No
SN9	2018/1121	Solar Farm White Horse Lane Trowse Norfolk	Non material amendment to permission 2014/2380 - Repositioning of substations and size difference; deletion of perimeter fence; and CCTV cameras mounted on the transformer stations instead of around perimeter fence	Mr James Richardson	3.5 km	Decided – approval with no conditions	20/09/17	1	Ecology and Biodiversity	Yes
SN10	2017/2247	Land Off Bobbins Way Swardeston Norfolk NR14 8DT	Reserved matters application for demolition of existing buildings, residential development of 38 dwellings and ancillary works following outline permission 2014/1642 for access, appearance, landscaping, layout and scale	Bennett plc	0.95 km	Approved	26/07/17	1	Agriculture and Soils, Air Quality, Historic Environment, Landscape and Visual, Ecology and Biodiversity	Yes
SN11	2020/1409	Land East Of Cranes Road Hethel Norfolk	Screening Opinion for a proposed solar farm	Mr David Bryson	2 km	Decided -EIA not required	30/07/20	3	Air Quality and Historic Environment, Landscape and Visual,	No

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
									Ecology and Biodiversity	
SN12	2019/0014	Land South Of Cuckoofield Lane Bracon Ash Norfolk	Erection of 14 residential dwellings	Mr and MRs H Berney	0.5 km	Withdrawn	02/01/19	1	Hydrology and Land Drainage, Hydrogeology, Agriculture and Soils, Air Quality, Historic Environment, Landscape and Visual, Ecology and Biodiversity	No
SN13	2018/1193	Land West Of Ipswich Road Swainsthorpe Norfolk	Screening Opinion for new headquarters for Ben Burgess, to include the provision of an agricultural, horticultural and construction vehicle and machinery repair, retail and education hub with office accommodation and areas for internal and external storage and external areas for best practice demonstration purposes	Ben Burgess	0.3 km	Decided – EIA not required	10/09/20	3	Noise and Vibration, Hydrology and Land Drainage, Hydrogeology, Agriculture and Soils, Air Quality, Historic Environment, Landscape and Visual, Ecology and Biodiversity	No
SN14	2017/1888	Land North Of Frenze Hall Lane Diss Norfolk	Discharge of Condition 20 (Off-site highway improvements) of 2016/1566 - A residential development comprising 136no. dwelling houses with associated accesses, car parking, refuse and recycling provision and landscaping	Persimmon Homes (Anglia)	1.5 km	Approved	11/08/17	1	Air Quality, Historic Environment, Landscape and Visual, Ecology and Biodiversity	Yes
SN15	2021/1072	Land Off Marsh Lane Bracon Ash Norfolk	Ground mounted solar panels and associated works	Ralos Projects Ltd	0 km	Withdrawn	07/05/21	1	All topics	No
SN16	2021/0558	Land North And South Of Brick Kiln Lane Swainsthorpe Norfolk	Environmental Impact Assessment - Scoping Opinion for an array of ground-mounted solar panels and ancillary infrastructure including centralised inverters, transformer units, electrical infrastructure, switch gear, substation and temporary construction compounds	Engena Limited	0 km	Decided – EIA Required	09/03/21	2	All topics	No

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
SN17	2017/2162	Land South Of Stoke Holy Cross Primary School Five Acres Stoke Holy Cross Norfolk	Discharge of Conditions 5, 6, 7, 8, 9, 10, 12, 13, 14 and 15 of 2016/2153 - (i) Construction of 53 dwellings (including 17 affordable units), access road, parking, garaging, footpaths and cycle paths walling and fencing, landscaping, public open space and associated infrastructure (ii) change of use of former agricultural land to provide extended primary school grounds and construction of 1.8 m high perimeter fence, pedestrian access, and associated hard and soft landscaping	Hopkins Homes Ltd	2.3 km	Approved	18/09/17	1	Landscape and Visual, Ecology and Biodiversity	Yes
SN18	2022/0867	Land East Of Main Road Swardeston Norfolk	Construction and operation of Energy Balancing Infrastructure (EBI) comprising energy storage technology, to form up to two areas of modular or containerised structures. To include containerised or modular battery array, transformers and inverter area, switchgear and control room building(s), connection of EBI plant to the Hornsea Three Onshore Converter Station (ONCS), required access and internal roads, drainage systems, perimeter and internal fences, and required external lighting and lightning pylons. Development is located within the Hornsea Three ONCS area as consented by the Hornsea Project Three Offshore Wind Farm Development Consent Order (DCO) in December 2020. The application is accompanied by an environmental statement	RSK Environment Ltd	0.5 km	Approved	26/04/22	1	All topics	Yes
SN19	2021/2145	Land East Of Main Road Swardeston Norfolk	EIA Screening Opinion for Hornsea Project Three Offshore Wind Farm Onshore HVDC Converter / HVAC Substation	Orsted Power (UK) Limited	0.5 km	Decided – EIA Required	24/09/21	3	Hydrology and Land drainage, Hydrogeology, Agriculture and Soils, Air Quality, Historic Environment, Landscape and Visual, Ecology and Biodiversity	No

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
SN20	2023/0617	Land North Of Hickling Lane Swainsthorpe Norfolk	Construction and operation of a battery storage facility, underground cabling, fencing, drainage infrastructure, landscape planting and site access road on land to the north of Hickling Lane and up towards the Norwich National Grid Substation	Mr Martin Cole	0 km	Approved	09/03/23	1	All topics	Yes
SN21	2023/0189	Mill House Mill Road Winfarthing Norfolk IP22 2DZ	Free standing building for general commercial use (Class E) (revisions and resubmission of 2013/1357/F). Site includes the existing remains of Winfarthing Mill, already in commercial use as a recording studio.	Mr Jonathan Cole-Matthews	0.5 km	Approved	15/03/23	1	All topics	Yes
SN22	2023/1095	Land North Of Hickling Lane Swainsthorpe Norfolk	Request for Screening Opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 in relation to proposed development of an Energy Storage System (ESS) and associated electrical infrastructure.	Novus Renewable Services Ltd	0 km	Decided – EIA Not Required	20/04/23	3	All topics	Yes
SN23	2023/0655	Land Rear Of For Farmers Industrial Estate Mill Road Burston Norfolk	Installation of solar PV systems	Cameron Brook	1.48 km	Pending	13/03/23	1	All topics	Yes
SN24	2023/3075	Norwich Main Substation Mangreen Hall Lane Dunston Norfolk NR14 8PG	Screening Opinion for a new national grid electricity transmission sub station	National Grid	In draft Order Limits	EIA Required	10/10/2023	3	Yes	Yes
SN25	2023/3857	Land West Of The Fields Tacolneston Norfolk	Development of 21 dwellings, garaging, open space, vehicular and pedestrian access, drainage and other associated works and infrastructure	Mr Paul Feavearyear	1.3 km	Pending	22/12/2023	1	Yes – ecology and biodiversity	Yes
SN26	2023/3858	Land at Norwich Main Substation Mangreen Hall Lane Dunston Norfolk NR14 8PH	Underground point of connection cables (for battery storage development) located beneath non operational land within the Norwich National Grid Main Substation.	Pivoted Power LLP	In draft Order Limits	Pending	22/12/2023	1	Yes – all topics	Yes

Table A17.1.4 - Long List of Other Developments – Suffolk County Council

ID	Application Reference	Location/ LPA area	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
<b>Suffolk County Council</b>										
SCC 1	SCC/0105/22 B	Brockley Wood Land off A12, Belstead, Suffolk, IP8 3JS Babergh DC	Extraction, processing and sale of sand and gravel, processing of inert waste materials and concrete batching with associated plant and related sales, associated access works, phased restoration using inert recovered materials and aftercare plan	Margaret Carter	1.6 km	Pending	27/09/22	1	All topics	Yes
SCC 2	SCC/0003/21 MS/VOC	Debrac Centre, Ipswich Road, Needham Market, Suffolk, IP6 8DJ Mid Suffolk DC	Variation of Condition 8 - Operational Hours on permission MS/13/3192	Amy Black – Sackers Ltd	1.9 km	Approved	21/01/21	1	Noise, Traffic and Transport	Yes
SCC 3	SCC/0036/21 MS	Blood Hill Quarry, Somersham Road, Bramford, Ipswich, IP8 4NN	Restoration and reprofiling of the former quarry using onsite materials and imported top soils	J T Few Plant Hire Ltd	2 km	Approved	03/01/23	1	All topics	Yes
SCC 4	SCC/0020/23 MS	Barham Quarry, Sandy Lane, Barham, Ipswich, Suffolk, IP6 0PB	Installation and use of site infrastructure and car park with landscape planting	Brett Aggregates Ltd	1.5km	Approved	29/08/23	1	All topics	Yes



Table A17.1.5 - Long List of Other Developments – Babergh District Council and Mid Suffolk District Council

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
<b>Babergh District Council and Mid Suffolk District Council</b>										
BMS1	DC/21/02867	Land North Of A143 Palgrave Suffolk IP22 1AZ	Environmental Impact Assessment Screening Opinion Request for a proposed Solar Farm	Pathfinder Clean Energy UKDev Ltd	0.9 km	EIA Not Required	14/05/21	3	Ecology and biodiversity; Landscape and Visual; Air Quality; Historic Environment; Agriculture and Soils	No
BMS2	DC/20/05751	Land To The Rear Of Willowmere Garden House Lane Rickinghall Superior Suffolk IP22 1EA	Submission of details (Reserved Matters - Access) application relating to Outline Planning Permission 2798/16 for the Access only to be considered for the erection of 10no dwellings, garages and off site highway works	Mr and Mrs C and H Arnold	2.9 km	Approved	17/12/20	1	Ecology and biodiversity; Landscape and Visual; Air Quality; Historic Environment	Yes
BMS3	DC/21/05923	Land Adjacent Greenacres Garden House Lane Rickinghall Superior Diss Suffolk IP22 1EA	Application for approval of Reserved Matters following Outline Planning Permission 3858/16, Erection of up to 42 No dwellings, supporting infrastructure and new vehicular access (highway and pedestrian) submission of details for Appearance, Landscaping, Layout and Scale for Erection of 41No dwellings (including 14 affordable and 5No self build)	Mr Martin Last	3 km	Approved	28/10/21	1	Ecology and biodiversity; Landscape and Visual	Yes
BMS4	DC/21/06825	Land To The South Of Suggenhall Farm Church Lane Rickinghall IP22 1LL	Full Planning Application - Development of a photovoltaic solar array, battery storage and ancillary infrastructure	Mr Gary Bird	2.6 km	EIA not required	06/08/21	1	Ecology and biodiversity; Landscape and Visual	No
BMS5	DC/17/06190	Green Farm Wickham Road Finningham Stowmarket Suffolk IP14 4HT	Planning Application - Erection of 14 dwellings, construction of new access and associated works following demolition of farm buildings	Mr Stephen Stroud	0.7 km	Approved	16/12/17	1	Ecology and biodiversity; Landscape and Visual; Air Quality; Historic Environment; Agriculture and Soils	Yes
BMS6	DC/17/03799	Former Bacton Community Middle School (In The Parish Of Wyverstone) Wyverstone Road Bacton Stowmarket IP14 4LH	Application for Outline Planning Permission (Access to be considered) Erection of up to 50 dwellings, construction of estate	Mr Tim Waters	3 km	Approved	24/07/17	1	Ecology and biodiversity; Landscape and Visual	Yes

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
			roads and car parking, provision of open space, including the provision of grass and 3G football pitches, landscaping, and construction of access to Wyverstone Road (following demolition of existing buildings)							
BMS7	DC/19/02542	Land Off Wyverstone Road Bacton Stowmarket Suffolk IP14 4LQ	Submission of details under Outline Planning Permission 3270/16 - Appearance, Landscaping and Scale for 64 dwellings	Mr Simon Earl	3 km	Approved	24/05/19	1	Ecology and biodiversity; Landscape and Visual	Yes
BMS8	DC/18/05514	Land South Of Pretyman Avenue Bacton Suffolk	Outline Planning Application (some matters reserved) Residential development of up to 85 dwellings and access, siting for a new community building including an independent access, and a children's play area	Ms Ros Howe	1.8 km	Approved	17/12/18	1	Ecology and biodiversity; Landscape and Visual; Air Quality; Historic Environment	Yes
BMS9	DC/21/03874	Moat Meadow Finningham Road Old Newton Suffolk	Full Planning Application - Erection of 47 no. dwellings (100% affordable), together with open space, landscaping, earthworks and drainage	James Whelan	2.8 km	Approved	08/07/21	1	Ecology and biodiversity; Landscape and Visual	Yes
BMS10	DC/19/02878	Land Off Church Road Church Road Old Newton IP14 4EF	Outline Planning Application (some matters reserved - Access and Landscaping to be considered)-Erection of up to 64 dwellings (including up to 22 affordable dwellings)	Mr North	2.4 km	Approved	14/06/19	1	Ecology and biodiversity; Landscape and Visual	Yes
BMS11	DC/21/03287	Land North West Of Stowupland Road Stowmarket Suffolk IP14 5AN	Full Planning Application - Residential Development of 258 no. dwellings (91 no. affordable) with new public open space, landscaping, access and associated infrastructure	Crest Nicholson Operations Limited & John Henry Diaper and David James Diaper (Trading as J W Diaper and Sons)	1.8 km	Approved	08/06/21	1	Ecology and biodiversity; Landscape and Visual; Air Quality; Historic Environment	Yes
BMS12	DC/20/01036	Ashes Farm Newton Road Stowmarket Suffolk IP14 5AD	Application for Outline Planning Permission (Access to be considered) - Erection of up to 300 No dwellings, new vehicular	St Philips Land Limited	2.2 km	Approved	04/03/20	1	Ecology and biodiversity; Landscape and Visual	Yes

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
			access, landscaping, open space and drainage infrastructure							
BMS13	DC/22/01530	Land At Woodlands Farm Stowmarket Road Badley Suffolk	Full Planning Application - Installation of a solar array, associated infrastructure and construction of new vehicular access	Michelle Howley	0 km	Refused	22/03/22	1	All topics	No
BMS14	DC/20/03246	Land Between The A1120 And The A14 (Known As Gateway 14) Creting St Peter Stowmarket	Request for formal Environmental Impact Assessment (EIA) Scoping Opinion	Gateway 14 Ltd	0 km	EIA required	03/08/20	2	All topics	No
BMS15	DC/22/02458	Anglia Business Park Wattisham Road Ringshall IP14 2HX	Planning Application - Erection of 20no commercial units consisting of Class E(g) (office and light industrial) and B2 (general industrial)	Mr R Eldridge	3 km	Pending	10/05/22	1	Ecology and biodiversity; Landscape and Visual	Yes
BMS16	DC/17/03568	Great Bricett Business Park The Street Great Bricett Suffolk IP7 7DZ	Outline Planning Application (all matters reserved) - Residential development of up to 51 dwellings	Mr John Cooper	1.4 km	Approved	10/07/17	1	Ecology and biodiversity; Landscape and Visual; Air Quality; Historic Environment	Yes
BMS17	DC/21/02958	Greybarn Solar Energy Farm Land At Bramford, Flowton And Burstall Suffolk	Request for formal Environmental Impact Assessment (EIA) Scoping Opinion - Proposed solar panel array and battery storage scheme	Statkraft	0 km	EIA Required	19/05/21	2	All Topics	No
BMS18	DC/22/00683	Land South Of Tye Lane Bramford (Part In The Parishes Of Flowton And Burstall)	Full Planning Application - Installation of a solar array, battery energy storage system and associated infrastructure and construction of vehicular accesses and roadways	Mr Gareth Hawkins	0 km	Pending	08/02/21	1	All topics	Yes
BMS19	DC/22/01530	Land At Woodlands Farm Stowmarket Road Badley Suffolk	Full Planning Application - Installation of a solar array, associated infrastructure and construction of new vehicular access	Michelle Howley	0 km	Refused	22/03/22	1	All topics	No
BMS20	DC/18/05621	Land Off Jacks Green Road Creting St Mary Suffolk	Outline Planning Application (all matters reserved) - Residential Development for up to 43 dwellings (14 affordable)	N/A	0.8 km	Approved	27/12/18	1	Ecology and biodiversity; Landscape and Visual; Air Quality; Historic Environment;	Yes

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
									Agriculture and Soils	
BMS21	DC/21/06605	Land To The Rear Of Ceva Logistics Norwich Road Mendlesham (In The Parish Of Wetheringsett Cum Brockford) IP14 5NA	Planning Application - Erection of three warehouse units and external storage area (use class B8), new access from Norwich Road, parking, associated drainage and landscaping	Mr A Wells	3 km	Approved	06/12/21	1	Ecology and biodiversity; Landscape and Visual	Yes
BMS22	DC/19/01690	White Oak Farm Norwich Road Mendlesham Stowmarket Suffolk IP14 5NE	Planning Application - Mixed use of land for the keeping of horses and the agricultural production of hay, erection of stable block comprising 8no. stables with associated tack and feed rooms, creation of equestrian arena, lunge ring, muck clamp and grass bund	Tracy Hall	2.7 km	Approved	23/07/21	1	Ecology and biodiversity; Landscape and Visual	Yes
BMS23	DC/21/06273	Land Off Old Station Road And Glebe Way Mendlesham Stowmarket IP14 5RT	Application for Outline Planning Permission (access to be considered) Town and Country Planning - Erection of up to 40 No. dwellings (including 14 No. affordable homes and self-build plots); and construction of 2 no. new accesses to Old Station Road and Glebe Way	Phillip Cobbold	1.5 km	Pending	18/11/21	1	Ecology and biodiversity; Landscape and Visual; Air Quality; Historic Environment	Yes
BMS24	DC/20/02941	Land Near Mill Lane Stoke Ash Suffolk	Application to determine if prior approval is required for a proposed: Erection, Extension or Alteration of a Building for Agricultural or Forestry use. The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 6 - Construction of an earth bank, clay lined, winter filled reservoir of 35,000 m volume, for summer irrigation of food crops	Frederick Vaudrey	2.6 km	Decided – formal approval not required	16/07/21	1	Ecology and biodiversity; Landscape and Visual	No
BMS25	DC/18/05606	Land Between A140 And Leys Lane Yaxley	Screening Opinion (EIA) - Creation of temporary access road between the A140 and Leys Lane, Yaxley	N/A	2.4 km	Decided – EIA not required	24/12/18	3	Ecology and biodiversity; Landscape and Visual	No
BMS26	DC/17/06058	Former Sugar Beet Factory Sproughton Road Sproughton Ipswich Suffolk IP1 5AL	Construction of infrastructure to serve the first phase of development at Sproughton	Mr Gifford	1.8 km	Approved	06/12/17	1	Ecology and biodiversity; Landscape and	Yes

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
			Enterprise Park including highways, parking, cycle and pedestrian routes, utilities and sustainable drainage systems, provision of landscaping and removal/management of existing landscaping and engineering works (including demolition of existing structures and buildings, breaking-up and recycling of hardstanding and ground remodelling and enabling works)						Visual; Air Quality; Historic Environment	
BMS27	DC/17/05687	Former Sugar Beet Factory Sproughton Road Sproughton Ipswich IP1 5AL	Outline Planning Application - Development of an Enterprise Park comprising up to 90,000sqm GIA of employment floorspace (B1/B2/B8), 9,000sqm GIA of motor vehicle sales (sui generis), a local centre (accommodating with up to 1,250 sqm NIA of retail floorspace including local retail and services (A1 and A2) restaurants, pubs and takeaways (A3, A4, A5) together with an 80-bed hotel (C1); new and improved access from Sproughton Road; together with the provision of landscaping, infrastructure (including movement (highways, parking, cycle and pedestrian routes), utilities (including gas, electricity, water, sewerage, telecommunications) and sustainable drainage systems), and engineering works (including demolition of existing structures and buildings, breaking-up and recycling of hardstanding and ground remodelling and enabling works)	Mr Gifford	1.6 km	Approved	14/11/17	1	Ecology and biodiversity; Landscape and Visual; Air Quality; Historic Environment	Yes
BMS28	DC/21/02671	Land North Of The A1071, Ipswich (Wolsey Grange)	Outline planning permission (some matters reserved, access to be considered) Town and Country Planning Act 1990 - Erection of up to 750No dwellings, and up to 3ha of primary education land, public open space, Sustainable	Taylor Wimpey UK Ltd.	1.5 km	Approved	06/05/21	1	Ecology and biodiversity; Landscape and Visual; Air Quality; Historic Environment	Yes

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
			Drainage Systems (SuDS), landscaping and highway improvements (accompanied by EIA Statement)							
BMS29	DC/21/05110	Land To The South Of Thompson And Morgan Poplar Lane Sproughton Suffolk	Hybrid Application. Outline Planning Application for Interchange 55 comprising predominantly industrial (B2 use) and warehousing (B8 use) and prospective offices, research and light industry (E(g) (i, ii, iii) uses) buildings. Full Planning Application for access to the development and associated landscaping	Poplar Holdings Ltd & Building Partnerships Ltd	1 km	Approved	15/09/22	1	Ecology and biodiversity; Landscape and Visual; Air Quality; Historic Environment, Agriculture and Soils	Yes
BMS30	DC/20/04147	Land South East Of Back Lane Copdock And Washbrook Suffolk	Screening Opinion. Outline planning permission for construction of up to 226 dwellings	Suffolk County Council	0.6 km	EIA Not Required	23/09/20	3	Ecology and biodiversity; Landscape and Visual; Air Quality; Historic Environment, Agriculture and Soils	No
BMS31	DC/20/04125	Land South Of Church Farm Somersham IP8 4PN And Land East Of The Channel IP8 4JL	Request for formal Environmental Impact Assessment (EIA) Scoping Opinion. Proposed solar farm and battery storage facility	N/A	0.2 km	EIA Required	18/09/20	1	All topics	No
BMS32	DC/21/00060	Land To The East Of The Channel, Burstall Hill	Full Planning Application - Installation of renewable led energy generating station comprising ground-mounted photovoltaic solar arrays and battery-based electricity storage containers together with substation, inverter/transformer stations, site accesses, internal access tracks, security measures, access gates, other ancillary infrastructure, landscaping and biodiversity enhancements including Nature Areas	N/A	0.2 km	Approved	05/01/21	1	All topics	Yes
BMS33	DC/21/06672	Bury To Colchester Pipeline Scheme	Request for formal Environmental Impact Assessment (EIA) Scoping Opinion - Bury St Edmunds to Colchester Water Pipeline Scheme affecting parishes as per Schedule A	Natalie Durney-Knight	0 km	EIA Required	09/12/21	2	All topics	No

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
BMS34	DC/21/04721	Land At Brockley Wood A12 Belstead Suffolk	Consultation request from Suffolk County Council Ref: SCC/0083/21B/Scoping - EIA Scoping request for sand and gravel extraction, restoration using inert materials and associated concrete batching plant	Mr Andy Rutter	1.8 km	Decided – raise no objection	24/08/21	1	Ecology and biodiversity; Landscape and Visual; Air Quality; Historic Environment	No - consultation request
BMS35	DC/21/03954	Land At Capel Grove Capel St Mary Suffolk	Application for Outline Planning Permission (Access to be considered all other matters reserved) - Residential development of up to 519 dwellings; provision of up to 5000sqm of Class E (Commercial, business and service), C2 (Residential Institutions); early learners centre; extension to existing playing field; open space, allotments and associated infrastructure	N/A	0.9 km	Decided – EIA not required	28/03/18	1	Ecology and biodiversity; Landscape and Visual; Air Quality; Historic Environment; Agriculture and Soils	No
BMS36	DC/20/05590	Holton Hall Farm Hadleigh Road Holton St Mary Suffolk CO7 6NN	Planning Application. Erection of a 28no bedroom community care, rehabilitation and respite centre following removal of existing caravan park buildings and relocation of 4no static homes.	Mr Andrew Philpot	0 km	Pending	07/12/20	1	All topics	Yes
BMS37	DC/21/06346	Land North West Of Moores Lane East Bergholt Suffolk	Application for a Lawful Development Certificate for a Proposed Use or Development. Town and Country Planning Act 1990: Section 192, as amended by Section 10 of the Planning and Compensation Act 1991. Town and Country Planning (General Management Procedure) (England) Order 2015 - Confirmation sought that following the implementation of planning application B/15/00673 (Erection of 144 dwellings including 360sqm of single storey courtyard development to contain 4 B1 (business) units, public open space, associated landscaping and infrastructure) through the laying out and construction of a	Countryside Properties PLC	0.6 km	Decided – was lawful	23/11/21	1	Ecology and biodiversity; Landscape and Visual; Air Quality; Historic Environment; Agriculture and Soils	No - lawful development confirmation

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
			part of a road and the discharge of relevant pre-commencement conditions and planning obligations for Phase 0 continuation and completion of development of Phase 0 in accordance with the approved plans will be lawful. As such, these commencement works mean that the planning permission is now extant and will not lapse or expire							
BMS38	DC/21/06805	Land East Of The Constable Country Medical Centre Heath Road East Bergholt Suffolk	Application under Section 73 of The Town and Country Planning Act 1990 - Variation of Condition 7 (Restriction On Operation Times) and Condition 8 (Restriction On Construction Times) of Reserved Matters Approval DC/20/04663 Dated: 08/12/2021 (Outline Planning Permission B/16/01092 - Mixed-use development including up to 75 dwellings, a preschool and a neighbourhood hub, comprising a swimming pool, office space and a local shop, public open space, and associated infrastructure and landscaping as amended by drawings received on 11th November 2016 (omission of school land)) to allow amendment to Operation Times and Construction Times	Mr Stephen Williams	1.7 km	Approved	16/12/21	1	Ecology and biodiversity; Landscape and Visual; Air Quality; Historic Environment	Yes
BMS39	DC/22/05600	Land North Of Lion Road Palgrave Suffolk	Request for formal Screening Opinion under Regulation 6 (1) of The Town & Country Planning (Environmental Impact Assessment) Regulations 2017- Proposed solar farm and associated infrastructure	N/A	N/A	EIA Required	N/A	3	All topics	No
BMS40	DC/22/06309	Anglian Waer services Bury to Colchester Pipeline	Cross Boundary - Hybrid Planning Application - Full Application for Bury St Edmunds to Colchester 69k Pipeline Scheme and associated above ground infrastructure at Raydon Water and Rushbrooke Water	Natalie Durney-Knight	0 km	Approved	22/12/22	1	Ecology and biodiversity; Landscape and Visual; Air Quality; Historic Environment;	Yes



ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
			Treatment Works, Raydon Tee Chemical Dosing Site and Wherstead Water Reservoir. Outline Application for above ground infrastructure at Little Saxham Water Reservoir, Little Whelnetham, Nedging Tye Water Reservoir, Hadleigh Water Reservoir and Great Horkesley with all matters reserved except for Access (accompanied by EIA Statement)						Agriculture and Soils	
BMS41	DC/19/04542	Land Lying On The South Side Of Bury Road Wortham Suffolk	Application under Section 73 of the Town and Country Planning Act for the variation or removal of a condition following grant of 2480/16 (Erection of 12No dwellings, parking and/or garages, and upgraded highway access). Town and Country Planning Act 1990 without Compliance of Condition 2 (Approved Drawings) - Substitute drawings 01B,02A and 06 with WBR/01C, 02E and 06C relating to footpath and design to Plot 1	Danny Ward Builders	0 km	Approved	30/08/19	1	All topics	No
BMS42	DC/22/06200	Land South West Of Rendall Lane Stowupland Suffolk	Full Planning Application - Erection of a Factory (B2 - General Industrial) with offices	Plain English Designs & Mr D Porc	0 km	Pending	14/12/22	1	All topics	Yes
BMS43	DC/23/04729	Bramford Solar Farm and Battery Storage Facility And On Adjoining Land, Land East Of The Channel, Burstall, (Part In The Parish Of Bramford) IP8 4JL	Cross Boundary Planning Application – Installation of underground cable	Energy Limited	On draft Order Limits	Approved	10/10/2023	1	All Topics	Yes
BMS44	DC/23/04644	Land West of Blacksmiths Lane Earl Stonham	Planning Application – Erection of a Solar Photovoltaic Farm with associated substations and other supporting infrastructure including inverters and transformers, fencing, CCTV, and landscaping.	Mr Rhys Bradshaw – DLP Planning Ltd	Adjacent to draft Order Limits	Pending	11/10/2023	1	All Topics	Yes
BMS45	DC/23/05426	Land North of Lion Road Palgrave Part In The Parishes Of Wortham And Diss	Cross Boundary Planning Application - Installation of a solar farm comprising: ground mounted fixed tilt bifacial solar panels; access tracks; string inverters;	Aura Power Developments Limited	Adjacent to draft Order Limits	Pending	21/11/2023	1	All Topics	Yes

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
			transformers; electrical connection compound; storage containers; underground cables and conduits; perimeter fence; temporary construction compound and associated infrastructure and planting scheme. (EIA Development)							

Table A17.1.6 - Long List of Other Developments – Essex County Council

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
<b>Essex County Council</b>										
ECC 1	CC/BRW/30/21	Shenfield Library, Hutton Road, Shenfield, CM15 8NJ	Demolition of existing building and the construction of a new three storey building providing a new library (Use Class F1d) and commercial unit (flexible use within Use Classes Ea, Eb, Ec, Ee, Ef, F1b, F1d, F1e, F2b) on the ground floor and 9 new residential units over alongside associated access, parking, servicing, utilities, and landscaping	Essex County Council	3 km	Approved	18/03/21	1	Ecology and Biodiversity	Yes
ECC 2	CC/BRW/48/20	Mountnessing Church Of England Primary School, Roman Road, Mountnessing, CM15 0UH	Demolition of an existing temporary class base. The construction of a single storey extension to the existing Upper School building comprising of 4no. classrooms, library, group room, staff room, head office, toilet facilities, circulation routes and other minor works to facilitate the expansion of the school from a 0.5FE to a 1FE Primary School. The provision of a new netball court. The provision of 10no. additional car parking spaces together with cycle and scooter parking facilities.	Essex County Council	1.6 km	Approved	16/04/20	1	All topics	Yes
ECC 3	ESS/43/18/BAS	Blunts Wall Farm, Blunts Wall Road, Billericay, CM12 9SA	Waste transfer facility for the recycling, storage and distribution of waste materials and aggregates; 4x aggregate storage bays; office and storage	Nicholas Littmoden	1 km	Approved	17/12/18	1	All topics	Yes
ECC 4	ESS/45/22/BTE/SO	Land at Colemans Farm, Little Braxted Lane, Rivenhall, Witham, Essex, CM8 3EX.	Screening request for a Proposed Relocation of Plant Site, Ready Mixed Concrete Plant and Ancillary Facilities, including for establishment and use of a field conveyor network with bridge over Braxted Road; along with enhancement and use of existing points of access off Braxted road at Colemans Farm Quarry, together with restoration to agricultural land and nature conservation habitats.	Brice Aggregates Limited	2.6 km	EIA required	23/05/22	3	All topics	No
ECC 5	ESS/36/21/BTE	Land at: Colemans Farm Quarry, Little Braxted Lane, Rivenhall, Witham, Essex, CM8 3EX	Proposed western extension to the current site using existing approved facilities (site access, plant site, mineral processing plant and other ancillary facilities); including for the diversion of the Burghey Brook; with restoration to arable land using imported inert restoration materials, and on-site materials in advance of the A12 road widening and improvement national infrastructure project	Brice Aggregates Limited	2.45 km	Approved	01/04/21	1	All topics	Yes
ECC 6	ESS/12/20/BTE	Bradwell Quarry, Church Road, Bradwell, CM77	Extraction of 6.5 million tonnes of sand and gravel (from Site A7 as identified in the Essex	Blackwater	1.6 km	Approved	31/01/20	1	All topics	Yes

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
		8EP, and land south of Cuthedge Lane.	Minerals Local Plan 2014) including the retention of the existing access onto the A120, the processing plant (including sand and gravel washing plant), office and weighbridge, ready mix concrete plant, bagging unit, DSM plant, water and silt management systems. In addition, extension of the internal haul road into Site A7 and access for private and support vehicles to the Site A7 contractors' compound via Woodhouse Lane and Cuthedge Lane. Restoration of Site A7 to agriculture and biodiversity (species rich grassland and wetland).	Aggregates						
ECC 7	ESS/11/20/BTE	Land at Colemans Farm Quarry, Little Braxted Lane, Witham, Essex, CM8 3EX	Proposed Erection and Use of a Ready-Mix Concrete Plant, with Ancillary Facilities using the existing site access, aggregates stocking and ancillary facilities at the existing site	Brice Aggregates Limited	2.5 km	Approved	29/01/20	1	All topics	Yes
ECC 8	CC/BTE/30/18	The area of open space east of Forest Road and north of Yew Close, Witham	Creation of a flood storage area, earth bund up to 1 m in height and associated minor works.	Mr Chapman	1.6 km	Approved	25/08/18	1	Water Environment, Landscape, Ecology and Biodiversity	Yes
ECC 9	ESS/03/18/BTE	Bradwell Quarry, Church Road, Bradwell, CM77 8EP, and land east of Sheepcotes Lane	Extraction of 2 million tonnes of sand and gravel (from Site A5 as identified in the Essex Minerals Local Plan 2014) including the retention of the existing access onto the A120, the processing plant (including sand and gravel washing plant), office and weighbridge, ready mix concrete plant, bagging unit, DSM plant, water and silt management systems and extension of the internal haul road into Site A5 with restoration to agriculture and biodiversity (species rich grassland and wetland)	Mr Patrick Wigg	1.2 km	Approved	30/01/18	1	All topics	Yes
ECC 10	ESS/39/14/BTE/10/01	Land at Colemans Farm, Colemans Farm, Little Braxted Lane, Rivenhall, Witham, CM8 3EX	Extraction of an estimated 2.5 million tonnes of sand and gravel together with the provision of a new access from Little Braxted Lane; and the installation/construction and operation of primary processing and ancillary facilities comprising washing and bagging plant, silt lagoons, weighbridge, site management office, mess room and maintenance workshop; with restoration to agriculture and water-based nature conservation habitats	Simon Brice	2.8 km	Approved	23/11/16	1	All topics	Yes
ECC 11	CC/CHL/85/21	Land between Beaulieu Park (north of Generals Lane), Boreham Parish, and Deres Bridge	Chelmsford Northeast Bypass (CNEB): A single carriageway road between Roundabout 4 of the Beaulieu Park Radial Distributor Road (RDR1) and a new roundabout on the A131 at	Mr Mark Eves	3 km	Approved	27/09/21	1	All topics	Yes

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
		Roundabout on A131, Great & Little Leighs Parish, to the northeast of Chelmsford.	Chatham Green plus dualling of the existing A131 between Chatham Green and Deres Bridge roundabout. With one intermediate roundabout, 3 road overbridges and 1 pedestrian/cycle/horse overbridge. Together with other associated works and landscaping.							
ECC 12	ESS/74/21/CHL/SO	Land at Russell Green, Boreham Road, Chelmsford, CM3 3BB	EIA SCREENING OPINION – Proposed importation of approximately 85,000 tonnes of inert waste material (excavation soils) to stabilise former quarry face and satisfactorily restore former mineral site to landscape grassland and ponds, and associated improvements to existing site access to facilitate delivery of waste material.	Tim Spicer	2.85 km	EIA not required	28/07/21	3	All topics	No
ECC 13	ESS/01/18/CHL/NMA1	Land at Sheepcotes Farm, Sheepcotes Lane, Little Waltham, CM3 3LU	Non-material amendment to planning application ref: ESS/01/18/CHL (Construction of an agricultural reservoir) seeking a revised alignment of the site access road	AW and GW Day Ltd and Taret Farms	0.3 km	Approved	11/06/21	1	Ecology & Biodiversity, agriculture & Soils, Water Environment	Yes
ECC 14	ESS/61/21/CHL	Land adjacent to Chelmsford City Racecourse, Great Leighs, Chelmsford, CM3 1QP	Pyrolysis Plant to generate electricity from imported solid recovered fuel, associated building and offices	Mr Holmes	N/A	Approved	18/05/21	1	All topics	Yes
ECC 15	ESS/77/20/CHL	Land south of A1060 (Salt's Green), Chalk End, Roxwell, Chelmsford, CM1 4NJ	Sand and gravel quarry and associated works/development including formation of new access and mobile plant area; together with the importation of inert material to facilitate site restoration	H R Philpot & Son	2.65 km	Approved	11/06/20	1	All topics	Yes
ECC 16	CC/CHL/14/20/SPO	Chelmsford Northeast Bypass – Land between Beaulieu Park (north of Generals Lane), Boreham Parish, and Deres Bridge Roundabout on A131, Great & Little Leighs Parish	Chelmsford Northeast Bypass (CNEB): A single carriageway road between Roundabout 4 of the Beaulieu Park Radial Distributor Road (RDR1) and a new roundabout on the A131 at Chatham Green plus dualling of the existing A131 between Chatham Green and Deres Bridge roundabout	N/A	0 km (runs through buffer and direct project lines)	Scoping Opinion issued	11/02/20	2	All topics	No
ECC 17	CC/CHL/02/20/SO	North of Chelmsford, Essex, along Chelmer Valley Road (A1016)	EIA Screening Opinion for Chelmer Valley Road Improvement Scheme	N/A	2.6 km	EIA not required	06/01/20	3	All topics	No
ECC 18	ESS/46/19/CHL/SPO	Land south of A1060 (Salt's Green), Chalk End, Chelmsford (northern part of MLP	EIA Scoping Opinion for a new sand and gravel quarry	HR Philpot & Sons	2.7 km	Scoping Opinion issued	04/07/19	2	All topics	No

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
		Allocation A40: Shellow Cross Farm)								
ECC 19	ESS/01/18/CHL	Land at Sheepcotes Farm, Sheepcotes Lane, Little Waltham, CM3 3LU	The construction of an agricultural reservoir involving the extraction, processing and exportation of sand and gravel and soils; the erection and use of an on-site processing plant with ancillary facilities; and highway and access improvements. Together with the construction of an associated irrigation pipeline from the proposed abstraction point (River Chelmer at Langleys, Great Waltham)	AW and GW Day Ltd and Tarslet Farms	0.4 km	Approved	19/01/18	1	Water Environment, Geology, Agriculture & Soils	Yes
ECC 20	ESS/21/12/CHL/1/1	Land to the South of Park Farm, Springfield, Chelmsford, Essex	The winning and working of sand and gravel and associated dry screen processing plant, temporary storage of minerals and soils and associated infrastructure. In addition, backfilling of the void with soils and overburden arising from the development of mixed uses (Ref. 09/01314/EIA) on land adjacent to the mineral working	Countrysid e Zest (Beaulieu Park) LLP	N/A	Approved	13/04/17	1	All topics	Yes
ECC 21	CC/CHL/07/17	Beaulieu Park Education Campus Site, Beaulieu, Chelmsford	Proposed development of the Beaulieu Park Schools Campus, consisting of a 1200 place three storey Secondary School, 420 place two storey Primary School, 56 place single storey Nursery, Sports Hall with associated community facilities, hard and soft play areas, means of enclosure, landscaping, car parking, bicycle and scooter parking and associated infrastructure on a site of approx. 11.8 ha on land to the northeast of the junction of White Hart Lane (A130) and Essex Regiment Way, with vehicular access from Armistice Avenue and pedestrian access via Beaulieu Square, Chelmsford	Essex County Council	2.85 km	Approved	23/01/17	1	All topics	Yes
ECC 22	ESS/21/12/CHL/30/2	Land to the South of Park Farm, Springfield, Chelmsford, Essex	The winning and working of sand and gravel and associated dry screen processing plant, temporary storage of minerals and soils and associated infrastructure. In addition, backfilling of the void with soils and overburden arising from the development of mixed uses (Ref. 09/01314/EIA) on land adjacent to the mineral working	Countrysid e Properties	N/A	Approved	16/06/16	1	All topics	Yes
ECC 23	ESS/30/22/COL/S O	Fairfields Farm, Fordham Road, Wormingford, Essex, CO6 3AQ	Screening Opinion: Proposed Retrospective planning permission for a composting facility to process 25,000 tonnes per annum of green waste to include the provision of weighbridge, 0.4ha of hardstanding for windrows and associated landscaping	Mr Terry Slade	1.45 km	EIA not required	28/03/22	3	All topics	No

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
ECC 24	CC/TEN/31/21	Land between the A120 and A133, to the east of Colchester and west of Elmstead Market	New link road between the existing A120 and A133 inclusive of a grade separated dumbbell junction at the A120, with new accesses to an existing petrol station (Ardleigh South Services) and Colchester Waste Transfer Station; a new roundabout at the junction with the A133; and two intermediate roundabouts along the link road. Together with other associated works and landscaping	N/A	2.4 km	Approved	23/03/21	1	All topics	Yes
ECC 25	ESS/09/18/COL	Land at Greenacres, Packards Lane, Wormingford	Erection of Clean Materials Recycling Facility at Existing Established Recycling/Recovery Facility, Relocation of Existing Staff Welfare Facility, Provision of Additional Staff Parking, Culverting Section of Existing Swale, Additional Landscaping, Rainwater Harvesting together with amendments to site operating hours and HGV movement times to permit 24 HGV Movements between 07:00- 16-30 hours on Good Friday's	CSH Environmental	0.85 km	Approved	09/04/18	1	All topics	Yes
ECC 26	ESS/42/22/TEN	Martells Quarry, Slough Lane, Ardleigh, Essex, CO7 7RU	Installation of a landfill gas fuelled electricity generating station comprising containerised spark ignition gas engines and ancillaries in a fenced compound	Mr Jon Mellor	1.3 km	Approved	09/05/22	1	All topics	Yes
ECC 27	ESS/29/20/TEN	Land at Martells Quarry, Slough Lane, Ardleigh, Essex, CO7 7RU	Proposed western extension to Martells Quarry for the extraction, processing, sale and distribution of silica sand and gravel, and subsequent restoration using inert materials along with the creation of a new access	Sewells Reservoir Construction Limited	1.1 km	Resolution made/ Awaiting Legal Agreement	26/02/20	1	All topics	Yes
ECC 28	ESS/92/19/TEN/SO	Land at: Martells Quarry, Slough Lane, Ardleigh, Essex.	Proposed Western Extension to Martells Quarry for the extraction, processing, sale and distribution of silica sand and gravel, and subsequent restoration using inert materials along with the creation of a new access.	N/A	1.15 km	EIA required	18/11/19	2	All topics	No
ECC 29	ESS/24/15/TEN/49/1	Elmstead Hall, Elmstead, Colchester, CO7 7EX	Proposed Borrow Pit at Elmstead Hall, Elmstead, Colchester, Essex	R.W. Mitchell & Sons	2.85 km	Approved	08/03/19	1	All topics	Yes
ECC 30	ESS/32/18/TEN	Land at Martells Quarry, Slough Lane, Ardleigh, Essex, CO7 7RU	Planning application seeking for the installation and use of a washing plant for the recycling of non-hazardous and inert wastes, the use of a crusher, the installation of a weighbridge office and relocation of a weighbridge together with associated access onto the highway.	Sewells Reservoir Construction Limited	1.15 km	Approved	25/09/18	1	All topics	Yes
ECC 31	ESS/04/17/TEN	A120 Ardleigh Waste Transfer Station,	Continuation of use as a Waste Transfer Station without compliance with Condition 2	Veolia ES (UK)	2.3 km	Approved	02/11/16	2	All topics	Yes

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
		Colchester Eastern Bypass, Ardleigh, CO7 7SL	(compliance with submitted details) attached to planning permission reference ESS/27/16/TEN, to allow an additional use of the site for overnight parking of associated Heavy Goods Vehicles and trailers							
ECC 32	ESS/46/14/TEN/21/1	Martells Quarry, Slough Lane, Ardleigh, Essex, CO7 7RU	Continuation of extraction of silica sand and gravel with restoration of the land to agriculture, achieved through the infilling of inert materials and commercial and industrial waste residue following mechanical biological treatment, without compliance with condition 2 (approved details) of planning permission ESS/18/07/TEN to allow changes to the cell arrangement and proposed phasing	Aggregate Industries UK Ltd	1.2 km	Approved	13/01/17	2	All topics	Yes
ECC 33	ESS/79/23/COL	Land off Ipswich Road, Langham, Essex, CO4 5LZ	Waste recycling facility solely handling, processing and storing road plannings; together with associated works and development	Vera Palmer	0.8 km	Pending	05/09/23	1	All topics	Yes
ECC 34	ESS/81/23/CHL	Land at Russell Green, Boreham Road, Chelmsford	Importation of 85,000 tonnes of inert waste material to stabilise former quarry face and restore former mineral site to a landscaped habitat mosaic and pond with associated improvements to existing site access	Robin Jones	2.8 km	Approved	13/09/23	1	All topics	Yes
ECC 35	ESS/70/17/CHL	Roxwell Quarry, Roxwell Road, Roxwell, Chelmsford, Essex, CM1 4LT	For continuation of development permitted by planning permission ESS/05/15/CHL without compliance with conditions 2, 3, 15 to allow the restoration of Area Z, the Former Plant Site and Brittons Hall Farm Landfill Site to be completed by 31 December 2019. ESS/05/15/CHL was for the following development the modification to the restoration profile and the restoration scheme for the non-hazardous landfill arising from overtipping of approx. 85,250 cubic metres (part retrospective). Enhanced restoration of a former landfilling area by the importation of inert materials and biosolids to enable agricultural after-use and restoration scheme for the former mineral processing plant site to woodland, nature conservation and agricultural after-uses (including retention of hardstanding and workshop). All to be completed by 31 December 2015	N/A	0 km	Approved	11/01/18	1	All topics	Yes

Table A17.1.7 - Long List of Other Developments – Tendring District Council



ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
<b>Tendring District Council</b>										
T1	22/00539/FUL	20 Harwich Road Ardleigh Colchester Essex CO7 7LT	Demolition of existing industrial units and erection of bespoke administration building with associated parking, landscaping and boundary treatments.	Mr Arend Van Zanten	0.2 km	Approved	24/03/22	1	All topics	Yes
T2	22/00121/FUL	DTE Scaffolding Old Ipswich Road Ardleigh Colchester Essex CO7 7QR	Proposed erection of 2 no. detached single storey buildings forming 10 no. commercial units Class E, B2 and B8 uses.	DTE Scaffolding and Safety Netting LTD	0.7 km	Approved	N/A	1	Agriculture and Soils, Air Quality, Historic Environment, Landscape and Visual, Ecology and Biodiversity	Yes
T3	21/02070/FUL	Land adjacent to Lawford Grid Substation Ardleigh Road Little Bromley Essex CO11 2QB	Construction and operation of a 50MW Battery Energy Storage System, and related infrastructure with associated access, landscaping and drainage	Mr Andy Moffat	0 km	Approved	15/12/21	1	All topics	Yes
T4	21/00688/FUL	Mulleys Farm Bentley Road Little Bromley Manningtree Essex CO11 2PL	Variation of Condition 4 (External Access to Formal Parking Area) of Planning Application ref: 18/01888/FUL, granted under Appeal ref: APP/P1560/W/20/3250989 (Change of use of agricultural and storage buildings to mixed open use (B1, B2 and B8) and the erection of an extension following the removal of a lean-to structure) to provide a more practical design solution.	Mrs M Cooper	N/A	Approved	13/04/21	1	All topics	Yes
T5	20/00704/FUL	Badley Hall Little Bromley Road Ardleigh Colchester Essex CO7 7NF	Change of use of and alterations to agricultural storage buildings to B1(a), B1(c) and B8 uses with associated parking and installation of package treatment plant.	Mr Paul Haggis	0 km	Approved	04/06/20	1	All topics	Yes
T6	22/00006/LUEX	Ardleigh Caravan and Camping Park Dead Lane Ardleigh Essex CO7 7RH	Proposed continued additional use of the land with pitches for up to 14 touring caravans for holiday and recreational purposes between 1 <sup>st</sup> March and 31 <sup>st</sup> October in any year.	Peter and Nicky Josselyn	0 km	Lawful Use Certificate Granted	23/12/21	1	All topics	No – certificate of lawfulness
T7	21/01184/LUEX	Ardleigh Caravan and Camping Park Dead Lane Ardleigh Essex CO7 7RH	Lawful development certificate for the storage only (not for occupation) of up to 250 (maximum) motorhomes/towed caravans	P Josselyn	0 km	Lawful Use Certificate Granted	02/07/21	1	All topics	No
T8	20/01582/AGRIC	Wick Farm Wick Lane Ardleigh Colchester Essex CO7 7RE	Proposed agricultural irrigation reservoir.	J. S Blyth and Sons	0.1 km	Determination prior approval not required	02/11/20	1	All topics	No

T9	20/00594/FUL	Land adjoining Ipswich Road and Wick Lane Ardleigh Essex CO7 7QL	Full planning for food storage and distribution facility and associated parking, logistics yard and offices (reconsultation: Supplementary Sequential Test Statement received 23/03/2022).	Flying Trade Group PLC	0 km	Approved subject to S.106	12/05/20	1	All topics	Yes
T10	20/01783/FUL	Systematic Business Park Old Ipswich Road Ardleigh Essex CO7 7QL	Construction of up to 30 'start-up' business units under flexible E(g), B2 and B8 use and associated development.	RVL Properties Ltd	0 km	Approved	13/01/21	1	All topics	Yes
T11	22/01340/FUL	Systematic Business Park Freight Centre Old Ipswich Road Ardleigh Essex CO7 7QL	Proposed widening of access onto Ipswich Road to serve Freight Centre Loading Dock.	Mr Richard Triolo	0 km	Approved	05/08/22	1	All topics	Yes
T12	23/00136/FUL	Crown Business Centre Old Ipswich Road Ardleigh Colchester Essex CO7 7QR	Proposed erection of B8 storage and distribution units with ancillary mezzanine office space and associated access amendments, parking and landscaping.	Evolve Business Centre (Colchester) Ltd	0.3 km	Approved	30/01/23	1	Noise and Vibration, Hydrology and Land drainage, hydrogeology, Agriculture and Soils, Air quality, Historic Environment, Landscape and Visual, Ecology and Biodiversity	Yes
T13	23/01033/DETAIL	Crown Quarry Old Ipswich Road Ardleigh Essex CO7 7QR	Reserved Matters Application for Access, Appearance, Landscaping, Layout and Scale following Outline Planning Permission 19/01939/OUT (for a business park development comprising of B1, B2 and B8 storage, the construction of a new internal access from the existing access road, relocation of the existing temporary quarry office to a new building together with associated car / cycle parking).	SRC Group and Hills Building Group	0 km	Reserved Matters Approved	01/08/23	1	All topics	Yes
T14	23/01800/AGRIC	Wick Farm Wick Lane Ardleigh Colchester Essex CO7 7RE	Prior Approval Application under Part 6, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) order 2015 (as amended) for a new general purpose agricultural store.	Mr James Blyth	0 km	Decided – Prior Approval not required	20/12/2023	1	All topics	Yes
T15	23/01763/FUL	The Pod Old Ipswich Road Ardleigh Colchester Essex CO7 7QL	New storage unit within the southwest corner of the existing workshop.	Mr Danny Robson 0 JA Brooks Mechanical Services	0.08 km	Approved	11/12/2023	1	All Topics	Yes

Table A17.1.8 - Long List of Other Developments – Colchester City Council

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
<b>Colchester City Council</b>										
CO1	L182723	Langham Oaks, School Road, Langham Colchester CO4 5PA	Full application for the erection of a new two storey school containing teaching and residential accommodation and demolition of single storey rear extensions at Langham Oaks School, School Road, Langham, Colchester, CO4 5PA	Kier Construction (Eastern)	0.7 km	Approved	19/11/18	1	Ecology and biodiversity; Landscape and Visual; Air Quality; Historic Environment; Agriculture and Soils	Yes
CO2	L212006	Fordham Place, Bergholt Road, Fordham Colchester CO6 3NU	Excavation of reservoir for agricultural irrigation purposes with access track	Mr R Strathern	0 km	Prior Approval Required (Approved)	16/07/21	1	All topics	Yes
CO3	223183	Anglian Water Pipeline, Dedham to Great Horkesley	Proposed hybrid planning application for section of the proposed Bury St Edmunds to Colchester Pipeline Scheme with full planning consent sought for a pipeline and associated above ground infrastructure; and outline consent for above ground infrastructure	N/A	N/A	Approved	01/02/23	1	All topics	Yes
CO4	231153	Land to the east of, Newbarn Road, Great Tey	Erection of 30 dwellings and 1ha of public open space and access from Newbarn Road.	N/A	2 km	Approved	11/05/23	1	All topics	Yes
CO5	231640	Land off, Hall Road, Copford Colchester	Creation of 50 no. two, three, four and five bedroom houses and associated infrastructure, plus public open space in the centre of the site and access works on Hall Road.	Michael Smith	1 km	Approved	07/07/23	1	All topics	Yes
CO6	231776	Land South of, School Road, Langham Colchester, CO4 5PA	Outline application for erection of 30 houses with a new access onto School Road, Langham. All matters reserved.	Rose Builders – Mr Will Vote	0.5 km	Partial Approval	02/08/23	1	All topics	Yes
CO7	232206	Lodge Farm, Boxted Road, Great Horkesley, Essex, CO6 4AP	Construction of Processing, Packing and Dispatch Building, with associated access, hardstanding, drainage, services and landscaping.	P.G Rix Farms Ltd	0.2 km	Approved –	18/09/23	1	All topics	Yes
CO8	232762	Tey Brook Centre Brook Road Great Tey Essex CO6 1JE	Erection of 1no. Employment Units Class E, g (ii) and (iii), B2 and B8 use.	Mr Richard Browning	0 km	Pending	04/12/2023	1	All topics	Yes

Table A17.1.9 - Long List of Other Developments – Braintree District Council

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
<b>Braintree District Council</b>										
B1	21/01783/LDO	Horizon 120 Business Park Off A131 London Road Great Notley Essex	Proposed Local Development Order for the creation of a Business and Innovation Park comprising E(g)(i) (Office); E(g)(ii) (Research and Development); E(g)(iii) (Industrial Process); B2 (General Industrial) and B8 (Storage or Distribution) uses, and within Zone A of the proposed development a C1 (Hotel) (maximum 120 bed spaces); and buildings within the Horizon Hub area where the following uses will be permitted, subject to restrictions on internal floor area: E(a) (Shop; maximum 300sq.m); E(b) (Restaurant and Cafe; maximum 200sq.m); Gymnasium within Use Class E(d) (maximum 700sq.m.); Ecafé (Medical or Health Services; maximum 150sq.m.); Early Years Childcare, Day Nursery or Preschool within Use Class E(f) (maximum 350sq.m); 250sq.m for Sui Generis Event Space (excluding such space within a building principally used as a C1 Hotel); Sui Generis Bus Depot including welfare facilities; and associated structural landscaping and infrastructure – Amendments to the Approved Local Development Order (LDO) and Proposed Horizon 120 Wayfinding Strategy	Horizon 120	3.2 km	Approved	02/06/21	1	Ecology and Biodiversity	Yes
B2	22/01062/SCR	Land To The West Of Lanhams Lanham Farm Road Crossing Essex	Town & Country Planning Act 1990 (as amended), Town & Country Planning (Environmental Impact Assessment) Regulations 2017 – Screening Request (Regulation 6) – Solar Farm	EDF Renewables	2.8 km	EIA not required	29/04/22	2	Ecology and Biodiversity; Landscape and Visual, Air Quality, Historic Environment	No
B3	21/00749/FUL	Land West Of Mill Lane Crossing Essex	Development of 80 no. age-restricted (to over-55s) bungalows; with provision of c. 4 ha of public informal open space incorporating, allotments, dog exercising area and potential land for community facility	M Scott Properties Ltd	2.5 km	Pending	05/03/21	1	Ecology and Biodiversity; Landscape and Visual, Air Quality, Historic Environment	Yes
B4	19/00739/REM	Land Adjacent To Braintree Road Crossing Essex	Development of up to 225 residential dwellings; associated access (including provision of a new roundabout on Braintree Road); public open space; play space; pedestrian and cycle links; landscaping; and provision of land for expansion of Crossing Primary School	Countryside Properties PLC	2.4 km	Approved	16/04/19	1	Ecology and Biodiversity; Landscape and Visual, Air Quality, Historic Environment	Yes
B5	19/00003/SCR	Land At Tye Green Crossing Braintree Essex	Town & Country Planning Act 1990 (as amended), Town & Country Planning (Environmental Impact Assessment)	Gladman Developments	2.7 km	EIA Required	22/05/19	1	Ecology and Biodiversity; Landscape and	Yes

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
			Regulations 2017 – Screening Request (Regulation 6) -Outline application for up to 400 residential dwellings (including 40% affordable housing), with associated infrastructure, including landscaping, public open space, sustainable drainage systems and vehicular access points from the B1018.						Visual, Air Quality, Historic Environment	
B6	21/03214/REM	Land Opposite Sandiacres Long Green Crossing Essex	Application for the approval of reserved matters (in respect of layout, scale, appearance and landscaping) pursuant to outline planning permission 18/00549/OUT granted 14.12.2020 (Allowed on appeal) for 250 dwellings, open space and associated ancillary works	Miss Harris, Persimmon Homes Essex	2.7 km	Approved	25/10/21	1	Ecology and Biodiversity; Landscape and Visual, Air Quality, Historic Environment	Yes
B7	22/00860/FUL	Crossing Farm Witham Road Crossing Essex CM77 8PD	Development of equestrian facility including 28 stables, office/store, hay store, manege, horsewalker and associated parking and change of use of land to grazing paddocks.	Mr Stuart Philpot	0.3 km	Approved	01/04/22	1	Ecology and Biodiversity; Landscape and Visual, Air Quality; Historic Environment; Agriculture and Soils; Hydrology and Land Drainage; Hydrogeology; Noise and Vibration	Yes
B8	21/03735/FUL	Land West Of Park Road Rivenhall Essex	Installation of solar farm and associated development.	Novus Renewable Services Limited	0km	Appeal Allowed	23/12/21	1	All topics	Yes
B9	21/01878/FUL	Land East Of Periwinkle Hall Links Road Perry Green Bradwell Essex	Construction and operation of a solar photovoltaic farm, with battery storage and other associated infrastructure, including inverters, security cameras, fencing, access tracks and landscaping.	Mr James Hartley-Bond	2.1 km	Approved	09/06/21	1	Ecology and Biodiversity; Landscape and Visual	Yes
B10	21/01827/ECC	Bradwell Quarry Church Road Bradwell Essex CM77 8EP	Consultation on Essex County Council application no. ESS/03/18/BTE/LA4 – Details pursuant to Schedule 2 (25 year Biodiversity Management Delivery Plan) of legal agreement associated with ESS/03/18/BTE. ESS/03/18/BT was for 'Extraction of 2 million tonnes of sand and gravel (from Site A5 as identified in the Essex Minerals Local Plan 2014) including the retention of the existing access onto the A120, the processing plant (including sand and gravel washing plant), office and weighbridge, ready mix concrete plant, bagging unit, DSM plant, water and silt	N/A	0.2 km	Approved	03/06/21	1	All topics	No

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
			management systems and extension of the internal haul road into Site A5 with restoration to agriculture and biodiversity (species rich grassland and wetland).							
B11	20/00005/SCR	Land South West Of Rivenhall Oaks Golf Course Forest Road Witham Essex	Town & Country Planning Act 1990 (as amended), Town & Country Planning (Environmental Impact Assessment) Regulations 2017 – Screening Request (Regulation 6) -Outline planning application with all matters reserved, for up to 250 dwellings (Class C3) including affordable homes, public open space including alternative natural greenspace, neighbourhood equipped area for play and sports pitches, sustainable drainage systems, landscaping and all associated infrastructure and development.	N/A	0.8 km	EIA not required.	07/10/20	3	All	No
B12	17/01979/OUT	Land Cranes Lane Kelvedon Essex	Outline planning permission for up to 125 dwellings and up to 2000m2 of employment floorspace (Class B1).	Mr Phillip McIntosh	1.4 km	Pending	03/11/17	1	Ecology and Biodiversity; Landscape and Visual; Air Quality; Historic Environment	Yes
B12	21/03579/OUT	Land South West Of Coggeshall Road Kelvedon Essex	Outline planning application (with all matters reserved apart from access) for up to 600 dwellings, including up to 75 units sheltered housing accommodation, the proposed provision of a primary school, and provision of public open space including associated landscape planting with associated infrastructure, drainage measures, earthworks and provision of new footpath/cycleway route towards Coggeshall.	N/A	0 km	Pending	07/12/21	1	All topics	Yes
B14	20/00267/ECC	Bradwell Quarry Church Road Bradwell Essex CM77 8EP	Consultation on Essex County Council application no.ESS/12/20/BTE -Extraction of 6.5 million tonnes of sand and gravel (from Site A7 as identified in the Essex Minerals Local Plan 2014) including the retention of the existing access onto the A120, the processing plant (including sand and gravel washing plant), office and weighbridge, ready mix concrete plant, bagging unit, DSM plant, water and silt management systems. In addition, extension of the internal haul road into Site A7 and access for private and support vehicles to the Site A7 contractors' compound via Woodhouse Lane and Cuthedge Lane. Restoration of Site A7 to agriculture and	N/A	0 km	Objections raised	13/02/20	1	All topics	No

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
			biodiversity (species rich grassland and wetland).							
B15	19/01025/FUL	Land West Of Kelvedon Station Station Road Kelvedon Essex	Proposed new residential development comprising the construction of 238 new dwellings (including both houses and apartments) with associated garden and parking provision dedicated improved access from Coggeshall Road new public open space a Sustainable Urban Drainage System and associated development	Mr Phillip Wright	0.2 km	Approved	08/06/19	1	All topics	Yes
B16	22/01530/VAR	Land North Of Colchester Road Coggeshall Essex	Variation of Condition 7 (Prior to first occupation) following grant of planning permission 19/02072/VAR Approved 16/019/2020 to vary planning permission 17/02246/OUT for: Outline application for the construction of up to 300 dwellings (including up to 40% affordable) nursery/community facilities (420m2) and provision of access, roads, drainage infrastructure, open space and strategic landscaping. Demolition of existing garage/ workshop building. Variation would allow condition to read: - 'Prior to the occupation of the 100 <sup>th</sup> dwelling, the improvement work shown in outline on WSP Drawing Number 26359-SK-04 P01 Colchester Road Coggeshall Off Site Highways Works dated October 2018 shall be completed in accordance with a detailed scheme submitted for approval by the Local Planning Authority in consultation with Highways England.'	Virsty Home Ltd	0.5 km	Pending	06/06/22	1	Ecology and Biodiversity; Landscape and Visual; Air Quality; Historic Environment; Agriculture and soils; Hydrology and Land Drainage; Hydrogeology.	Yes
B17	23/00038/HH	8 Halfway Cottages Coggeshall Road Kelvedon Essex CO5 9PL	Erection of single-storey rear extension.	N/A	0 km	Approved	05/01/23	1	Ecology and biodiversity	Yes
B18	19/02226/FUL	Cressing Farm Witham Road Cressing Essex CM77 8PD	Retrospective application for the Change of Use of land from redundant gravel pit to Equestrian Facility together with the retention of 2 stable buildings, storage containers, manege; with associated parking and grazing.	Mr S Philpot	0 km	Approved	09/12/19	1	All topics	Yes
B19	23/00859/HH	Ford Farmhouse Church Road Rivenhall Essex CM8 3PG	Single-storey four bay cartlodge	Mrs Wendy Lampshire	0 km	Approved	30/03/23	1	Ecology and biodiversity	Yes
B20	23/00803/FUL	Coggeshall Hall Farm Yard Coggeshall Road Kelvedon Essex CO5 9PH	Installation of ground-mounted solar panel array.	G & S Coode-Adams	0 km	Approved	23/03/23	1	All topics	Yes

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
B21	23/01276/FUL	Land Adjacent Stanfield Meadow Vicarage Avenue White Notley Essex	Demolition of existing barn and erection of 2 x 3 bedroomed semi-detached dwellinghouses with associated parking and amenity space, forming of turning head and alteration of track and site access off Church Hill.	Miss E. Naylor	0 km	Approved	01/06/23	1	All topics	Yes



Table A17.1.10 - Long List of Other Developments – Chelmsford City Council

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
<b>Chelmsford City Council</b>										
CH1	18/00278/FUL	Barn 37, Little Boyton Hall Farm, Boyton Hall Lane, Roxwell, Chelmsford	Construction of a new warehouse building for the purposes of Storage/Distribution and Business uses (Use classes B1, B2, and B8)	N/A	0.5 km	Approved	08/02/18	1	Ecology and Biodiversity; Landscape and Visual; Air Quality; Historic Environment; Agriculture and Soils; Hydrology and Land Drainage; Hydrogeology	Yes
CH2	20/00001/MAS	Strategic Growth Site North Of Woodhouse Lane, Broomfield, Chelmsford, Essex	Masterplan for around 450 new homes, neighbourhood centre, early years and childcare facility, local open space and associated access and highway infrastructure including a new access into Broomfield Hospital	N/A	0.5 km	Approved	07/01/20	1	Ecology and Biodiversity; Landscape and Visual; Air Quality; Historic Environment; Agriculture and Soils; Hydrology and Land Drainage; Hydrogeology	Yes
CH3	20/02064/OUT	Strategic Growth Site North Of Woodhouse Lane, Broomfield, Chelmsford, Essex	Outline application for residential development for up to 512 dwellings including affordable housing and custom build homes (Use Class C3), Local Centre (Use Classes E, F.1 and F.2), formal and informal open space, and associated infrastructure. All matters reserved except for primary access	N/A	0.5 km	Pending	15/12/20	1	Ecology and Biodiversity; Landscape and Visual; Air Quality; Historic Environment; Agriculture and Soils; Hydrology and Land Drainage; Hydrogeology	Yes
CH4	22/01324/EIASO	Zone 3, Chelmsford Garden Community, Beaulieu Parkway, Chelmsford	Chelmsford Garden Community – Zone 3 (Halley Developments) – Request for an Environmental Impact Assessment Scoping Opinion for an outline planning application with all matters reserved, for a mixed-use garden community comprising up to 1,500 dwellings and up to 100 units of retirement accommodation, public open space including the Channels Discovery Park, formal sports pitch provision and pavilion, new roadways,	N/A	0 km	EIA Development	11/07/22	2	All topics	No

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
			pedestrian and cycle routes, access roads, transport infrastructure including buses, bus gates and connections to mobility hubs, diversion of some existing Public Rights of Way and the stopping up of some lengths of public highway							
CH5	22/01113/SCOPE	Land At Moulsham Hall, Moulsham Hall Lane, Great Leighs, Chelmsford, Essex	Scoping opinion for the proposed development at Strategic Growth Site 7a: Great Leighs – Land at Moulsham Hill	N/A	1 km	Pending	01/06/22	1	Ecology and biodiversity; Landscape and Visual; Air Quality; Historic Environment; Agriculture and Soils	No
CH6	22/00284/CM	Quarry And Premises, Moulsham Hall Lane, Great Leighs, Chelmsford, Essex	Continuation of development without compliance with condition 3 (applications details) and condition 74 (restoration timescale for original quarry area) of planning permission ESS/42/17/CHL to allow provision of a larger mineral and waste processing area and delay in the removal of the existing processing plant and restoration of the original quarry; and installation of additional mineral and waste processing facilities and provision of a new portal framed workshop. ESS/42/17/CHL is the extant planning permission for 'Extraction of an estimated reserve of 2.8 million tonnes of sand and gravel (from sites A38 and A39 as identified in the Minerals Local Plan 2014) and retention of existing access onto the A131, retention of existing sand and gravel processing plant (to be relocated within site A38), progressive restoration to agriculture using inert fill, installation of inert recycling facility, including screening and crushing to recover secondary aggregate'	N/A	1 km	Pending	11/02/22	1	Ecology and biodiversity; Landscape and Visual; Air Quality; Historic Environment; Agriculture and Soils	Yes
CH7	23/01041/EIASO	Land At Former St Peters College Fox Crescent Chelmsford Essex	St Peters College EIA Screening Request for outline planning application on 8.4 hectares of land comprising the former St Peters College Site on Fox Crescent in Chelmsford City. The application	N/A	2 km	Not EIA Development	22/06/23	1	All topics	Yes

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
			seeks permission for up to 185 dwellings 7,500 sqm of non-residential uses including extra care/independent living accommodation and community use including flexible together open space and associated infrastructure.							
CH8	23/01583/FUL	Strategic Growth Site 7A Moulsham Hall Lane Great L Fights Chelmsford Essex	Hybrid planning application for EIA (Environmental Impact Assessment) development to include: 1. Outline application with all matters reserved for residential development of up to 800 homes (Use Class C3), including affordable and self/custom-build homes; a Neighbourhood Centre comprising commercial, business and service (Use Class E) of which the anchor retail store is not more than 500sqm (GIA); medical services (Use Class E café), a children's nursery (Use Class E(f)) and a residential care home (Use Class C2) of up to 80 beds; a new primary school (Use Class F1); landscaping works, provision of strategic and local open space; biodiversity enhancements, all associated highways infrastructure, pedestrian, cycle, PRow and bridleway routes; drainage infrastructure and all associated ancillary works including services and utilities. 2. Full application for the principal means of vehicular access to the site, on site highways works, surface water attenuation basins and associated ancillary works including services and utilities.	C/o Savills, Bellway Homes Limited (Essex)	1.4 km	Pending	12/10/2023	1	All topics	Yes

Table A17.1.11 - Long List of Other Developments – Basildon Borough Council

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
<b>Basildon Borough Council</b>										
BA1	21/01765/FULL	Highways Land, Dunton Road, Dunton, Basildon, Essex	Installation of underground cables and associated works between Crouch Solar Farm and Lower Dunton Road Substation (inclusive only of the area falling within Basildon administrative area) (Dunton Road and Lower Dunton Road)	Mr James Hartley Bond	1 km	Decided	06/12/21	1	All topics	Yes
BA2	20/00911/FULL	Land South Of Dunton Road, Dunton, Basildon, Essex	Residential development of 269 dwellings (Use Class C3), 2 x vehicular access points off Dunton Road, formal and informal open space, hard and soft landscaping including acoustic barrier and associated infrastructure	Guy Cope	1.5 km	Refused	28/07/20	1	Ecology and Biodiversity; Landscape and Visual; Air Quality; Historic Environment	No
BA3	21/00455/LBBAS	Botney Hill Farm Botney Hill Road Billericay Essex CM12 9SJ	Proposed site redevelopment to create four bedroomed and three bedroomed barn conversions including partial demolition of non-historic elements, full conversion, building remodelling and construction of cart lodge garaging together with associated landscaping works	Mrs Shirley Smith	0.08 km	Approved	19/03/21	1	All topics	Yes
BA4	24/00004/OUT	Land South of London Road Billericay	Hybrid planning application comprising detailed planning permission for a new food store (Use Class E) with access, car parking, landscaping and other associated works; and outline planning permission (all matters reserved except means of access) for the erection of up to 130 dwellings (Use Class C3) (including market, affordable and self-build custom build dwellings) with access, parking, public open space and associated landscaping and infrastructure works.	M Scott Properties Ltd and Lidl GB Ltd	0.43 km	Pending	24/01/2024	1	All topics	Yes

Table A17.1.12 - Long List of Other Developments – Brentwood Borough Council

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
<b>Brentwood Borough Council</b>										
BR1	19/00782/EIASO	Horndon Industrial Park Station Road West Horndon Essex	Environmental Impact Assessment – Screening Opinion – Development of the site to include a mixed-use, residential led scheme including the provision of up to 750 new residential units (comprising a mixture of houses and apartments) with approximately 2700m2 of retail/A1/A2/A3/A4/A5/D1/D2 and B class employment within existing buildings (Clocktower House and Systems House) that will be retained and refurbished	N/A	2.2 km	Decided – not EIA development	22/05/19	2	Ecology and Biodiversity; Landscape and Visual	No
BR2	21/01525/OUT	Entire Land East Of A128 South Of A127 Tilbury Road West Horndon Essex	Additional submission following EIA Regulation 25 information request: (Shortened description). Please refer to the application form for full description) Outline application with all matters reserved apart from Access, for: the construction of a Garden Community which includes up to 3,700 dwellings, 3 care homes, 5 gypsy/travellers pitches, secondary and primary schools, children’s nurseries and creches. Employment hub, village centre and neighbourhood hubs, mobility hub, community sports hub, football, hub, cricket ground, green and blue infrastructure, sustainable drainage system, accesses to A128 Tilbury Road, footpath and cycle link to the A127 and	CEG Land Promotions Ltd and Mr P S Dunne and Mrs E A Dunne	0 km	Pending (resolution by Council to approve application, subject to agreement of planning obligations (29/11/23)	13/09/21	1	All topics	Yes

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
			other associated infrastructure and works including noise barrier, demolition of structures and undergrounding of the overhead lines							
BR3	22/00667/FUL	Park Farm Dunton Road Herongate Brentwood Essex CM13 3SG	Variation of condition 7 of application 21/00834/FUL (Construction and operation of a solar farm together with all associated works, equipment and necessary infrastructure) for the re-wording of condition 7	Low Carbon	0.2 km	Approved	11/05/22	1	All topics	Yes
BR4	21/00834/FUL	Park Farm Dunton Road Herongate Brentwood Essex CM13 3SG	Construction and operation of a solar farm together with all associated works, equipment and necessary infrastructure	Mr James Nicol	0.2 km	Approved	07/05/21	1	All topics	Yes
BR5	21/01939/EIASO	Officers Meadow Chelmsford Road Shenfield Essex	Environmental Impact Assessment – Screening development for a proposed development comprising up to 825 residential dwellings, a residential care home, co-located primary school and early years and childcare nursery and employment land	Croudace Homes, Stonebond Properties Ltd, Redrow Homes Ltd, Countrysie Properties Ltd	1.6 km	Not EIA Development	12/11/21	2	Ecology and Biodiversity; Landscape and Visual; Air Quality; Historic Environment	No
BR6	19/01017/FUL	Oakwood Little Hyde Lane Ingatestone Essex CM4 0HJ	Enlarge an existing drainage pond to 15m diameter to contain flooding due to climate changes/rainfall and re-use in dry periods. Managing retained water in an eco friendly manner. Assisting wildlife and plants (Retrospective)	Mr Alan Austin	0.5 km	Approved	30/07/19	1	Ecology and Biodiversity; Landscape and Visual; Air Quality; Historic Environment; Agriculture and Soils; Hydrology and Land Drainage; Hydrogeology	Yes
BR7	22/00047/FUL	Havering Grove Farm 552A Rayleigh Road Hutton Brentwood	Demolition of existing commercial buildings and hardstanding and cessation of outside storage uses and replacement with construction of four	Argent Developers Ltd	0.05 km	Approved	14/01/22	1	All topics	Yes

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
		Essex CM13 1SG	residential dwellings together with associated landscaping and access.							
BR8	23/00654/S192	Hunts Farm Old Church Lane Mountnessing Brentwood Essex CM13 1UR	Application for a Lawful Development for a Proposed Use or Development for the construction of detached storage outbuilding.	Mr & Mrs S Richardson	0 km	Pending	06/06/23	1	All topics	Yes
BR9	23/01393/EIASO	Land to the South of West Horndon Railway Station Approach West Horndon Brentwood Essex CM13 3TZ	EIA Scoping Opinion for the proposed development at land within and south of West Horndon Station	James Jaulim	1.6 km	Pending	09.11.23	2	All topics	Yes
BR10	23/01541/OUT	Long plantation rear of Hernshore Herongate Essex	Outline application for the development of environmentally sustainable 15 private dwellings, 14 affordable dwellings, one replacement dwelling and refurbishment of 5 existing run down dwellings (Appearance, Landscape and Scale reserved matters)	Mr and Mrs Peter Thompson	1.77 km	Pending	17/01/2024	1	Ecology and Biodiversity	Yes

Table A17.1.13 - Long List of Other Developments – Thurrock Council

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
<b>Thurrock Council</b>										
TH1	22/00461/NMA	Thameside Nature Park Mucking Wharf Road Stanford Le Hope Thurrock SS17 0RN	Application for a non-material amendment to current approved car parking and picnic area as approved under 18/00571/CV (Application for the removal or variation of a condition following a grant of planning permission: proposed amendment to condition no. 2 (to allow for the extension of restoration operations until 30 <sup>th</sup> June 2023), no. 20 (to allow for revised water drainage), no. 26 (to allow for revised restoration and aftercare arrangements) and no. 32 (details of remedial measures due to differential settlement etc.) on planning permission ref. 12/00691/CV (Restoration of the former Mucking landfill site))	Mr Jimmy Allen	2 km	Approved	07/04/22	1	All topics	Yes
TH2	19/01524/SCR	Langdon Hills Golf And Country Club Lower Dunton Road Bulphan Essex RM14 3TY	Hybrid application for the redevelopment of Langdon Hills Golf and Country Club. Detailed approval sought for: a new golf academy (with driving range, tuition space and function space for 150 guests) a redesigned club house (with wellness mindfulness centre, reception space, restaurant space, bar space, function space (for 250 guests), shop, storage space, gym, swimming pool and spa, changing rooms, office space; kitchens and food preparation areas and other ancillary space). The creation of a new health led community to include, 85 no. bungalows for the over 55s (Use Class C2) 36 no. apartments for the over 55s (use Class C2) 42 no. extra care apartments and a 64 bed care home (Use Class C2), and 4 no. key worker apartments.	N/A	0 km	Approved	07/10/19	1	All topics	Yes



ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
			Demolition of existing buildings (clubhouse, hotel and green keepers building) and supporting infrastructure to include, a reconfigured main car park, a new car park for the golf academy, new vehicular access from Lower Dunton Road, landscaping, new bowling green, new walkways, a new bus stop to serve Langdon Hills Golf Club St Lukes Hospice, erection of a security gatehouse and surveillance. Outline approval sought for, a new quick play golf course, up to 12 no. apartments (Use Class C3) and a new redesigned green keepers building							
TH3	23/00020/FUL	Thameside Nature Park Mucking Wharf Road Stanford Le Hope Thurrock SS17 ORN	Public access improvements at Thameside Nature Park as part of South Essex Estuary Park (SEEPARK) Pathfinder project: installation of disabled kissing gates and fencing; benches; and wildlife hides	Sharon Bayliss	0 km	Approved	10/01/23	1	All topics	Yes
TH4	23/00046/nma	Land Adjacent Fen Farm Judds Farm And Part Of Bulphan Fen Harrow Lane Bulphan Essex	Application for Non Material Amendment of planning permission 22/00552/CV (Application for the variation of condition no. 3 (time period and decommissioning) to extend the time period from 35 years to 40 years of planning permission ref. 21/00077/FUL (Installation of renewable led energy generating station comprising ground-mounted photovoltaic solar arrays and battery-based electricity storage containers together with substation, inverter/transformer stations, site accesses, grid connection cable, internal access tracks, security measures, access gates, other ancillary infrastructure, landscaping and biodiversity enhancements)) for	R Jacobson	1.9 km	Approved	16/01/23	1	All topics	Yes

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
			revised layout of solar farm equipment, reduced size of ancillary buildings, changes to the fence 47eparas track alignment, and changes to perimeter fence type							
TH5	10/50235/TTGOUT	Land West Of Butts Lane Stanford Le Hope Essex	Redevelopment of 15ha area comprising part of existing golf course and agricultural land for up to 350 residential dwellings together with associated infrastructure including: new vehicular accesses onto Butts Lane, on-site vehicular, cycle and footway network, amenity space, landscaping, a community building (Use Class D2- Assembly and Leisure) and Doctors Surgery (Use Class D1 – Non-Residential Institution). Landscaping, including limited re-profiling of land on parts of the 15ha development site, 51.5ha of strategic open space, including formal and informal recreation uses. Change of use of existing golf clubhouse as cafe and/or information centre in connection with the strategic open space. Outline application with all matters reserved for the means of access to the site	Mr D Banfield	0 km	Appeal allowed. Deed of variation pending	19/10/10	1	All topics	Yes
TH6	21/00249/DVOB	Land West Of Butts Lane Stanford Le Hope Essex	Application for a Deed of Modification to the S106 legal agreement for planning permission ref: 10/50235/TTGOUT (Redevelopment of 15ha area comprising part of existing golf course and agricultural land for up to 350 residential dwellings together with associated infrastructure including: new vehicular accesses onto Butts Lane, on-site vehicular, cycle and footway network, amenity space, landscaping, a community building (Use Class	Carlos Fernandes	0 km	Pending	12/02/21	1	All topics	Yes

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
			D2- Assembly and Leisure) and Doctors Surgery (Use Class D1 – Non-Residential Institution). Landscaping, including limited re-profiling of land on parts of the 15ha development site, 51.5ha of strategic open space, including formal and informal recreation uses. Change of use of existing golf clubhouse as cafe and/or information centre in connection with the strategic open space. Outline application with all matters reserved for the means of access to the site) to amend the clause 6.1.1 and 6.3 (mortgagee exclusion)							
TH7	22/01327/NMA	Land At Mucking Marshes Mucking Wharf Road Stanford Le Hope Thurrock SS17 ORN	Application for a Non-Material Amendment Following a Grant of Planning Permission: proposed amendment to the approved Afteruses Masterplan (plan ref. Drawing 2 Rev.C, dated 18/04/18) to allow for the creation of additional habitat for the translocation of reptiles of planning permission ref: 18/00571/CV (Application for the removal or variation of a condition following a grant of planning permission: proposed amendment to condition no. 2 (to allow for the extension of restoration operations until 30 <sup>th</sup> June 2023), no. 20 (to allow for revised water drainage), no. 26 (to allow for revised restoration and aftercare arrangements) and no. 32 (details of remedial measures due to differential settlement etc.) on planning permission ref. 12/00691/CV (Restoration of the former Mucking landfill site))	Mrs Sarah Holland	0 km	Pending	28/09/22	1	All topics	Yes
TH8	18/00571/CV	EDL Operations Mucking Wharf Road Stanford Le	Application for the removal or variation of a condition following a grant of planning permission: proposed amendment to	Mrs Sarah Holland	0 km	Approved	21/04/18	1	All topics	Yes

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
		Hope Essex SS17 ORN	condition no. 2 (to allow for the extension of restoration operations until 30 <sup>th</sup> June 2023), no. 20 (to allow for revised water drainage), no. 26 (to allow for revised restoration and aftercare arrangements) and no. 32 (details of remedial measures due to differential settlement etc.) on planning permission ref. 12/00691/CV (Restoration of the former Mucking landfill site)							
TH9	12/00691/CV	Cory Waste Management Mucking Wharf Road Stanford Le Hope Essex SS17 ORN	Variation of conditions 2, 4, 7 and 14 to enable the site to be restored to the approved after uses within an extended period of time	Cory Environmental Ltd	0 km	Approved	25/07/12	1	All topics	Yes
TH10	06/00663/TTGCND	Cory Waste Management Mucking Wharf Road Stanford Le Hope Essex SS17 ORN	Proposals for the restoration of the former sand and gravel working site without complying with conditions 2, 4,14,42 and 43 of planning permission APP/M1595/A/00/1035822 granted by the Secretary of State on appeal on 20 September 2001(which in turn was a planning permission to develop the site without complying with conditions 1, 6, 7, 8 and 9 of planning permission THU/806/85 dated 9 June 1986). It is proposed that modified conditions should be submitted for the above conditions	Cory Environmental Ltd	0 km	Approved	27/06/06	1	All topics	Yes
TH11	22/01604/NMA	Essex Wildlife Trust Thameside Nature Park Mucking Wharf Road Stanford Le Hope Essex SS17 ORN	Application for a non-material amendment to the approved Afteruses Masterplan (plan ref. Drawing 2 Rev.C, dated 18/04/18) of planning permission ref: 18/00571/CV (Application for the removal or variation of a condition following a grant of planning permission: proposed amendment to	Ms Sharon Bayliss	0 km	Approved	30/11/22	1	All topics	Yes

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
			condition no. 2, no. 20, no. 26 and no. 32 on planning permission ref. 12/00691/CV (Restoration of the former Mucking landfill site)) to allow public access improvements at Thameside Nature Discovery Park as part of the SEEPARK Pathfinder including: new pathway; soft landscaping; installation of new and replacement fencing; and, installation of disabled kissing gates							
TH12	21/00781/SCR	Gothards Field Rear Of The George And Dragon East Tilbury Road Linford Essex SS17 0QT	Request for an Environmental Impact Assessment (EIA) screening opinion: Residential-led development of the 9.5 hectare site to provide up to 230 dwellings, with associated access, landscaping and open space provision	N/A	0 km	EIA not required	10/05/21	3	All topics	No
TH13	21/01812/FUL	Land Adjacent And To The Rear Of The George And Dragon East Tilbury Road Linford Essex	Detailed planning application for the construction of 230 affordable dwellings with associated parking, access, landscaping, open space and infrastructure	Estates And Agency Strategic Land LLP	0 km	Approved	21/10/21	1	All topics	Yes
TH14	22/00948/FUL	Pipeline Borough Boundary To Horndon On The Hill Dennis Road South Ockendon Essex	Decommissioning of underground gas pipeline with filling and associated temporary construction compounds	City of London Corporation	0 km	Approved	06/07/22	1	All topics	Yes
TH15	21/00519/CV	Land Adjacent Sub Station (Major) Lower Dunton Road Bulphan Essex	Application for the variation of condition no.2 (plans) of planning permission ref 18/01502/FUL (Installation of three gas fuelled generators, a DNO building, HV building, transformers, gas kiosk, client building, CCTV cameras, waste oil tank, clean oil tank, access track and associated infrastructure for the generation	Catherine Martin	0.25 km	Approved	30/03/21	1	All topics	Yes

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
			of electricity) to amend the layout and increase the height							
TH16	18/01502/FUL	Land Adjacent Sub Station (Major) Lower Dunton Road Bulphan Essex	Installation of three gas fuelled generators, a DNO building, HV building, transformers, gas kiosk, client building, CCTV cameras, waste oil tank, clean oil tank, access track and associated infrastructure for the generation of electricity	Catherine Martin	0.25 km	Approved	15/10/18	1	All topics	Yes
TH17	22/00371/CONDC	Pumping Station Lower Dunton Road Bulphan Essex	Application for the approval of details reserved by condition nos. 4 (external materials) 6 (soft landscaping) and 7 (arboricultural method statement) of planning application ref: 20/01491/FUL (Battery energy storage facility with associated access road, security fence and infrastructure)	Mr Lee Jose	0.5 km	Approved	22/03/22	1	All topics	Yes
TH18	20/01491/FUL	Sub Station Lower Dunton Road Bulphan Essex	Battery energy storage facility with associated access road, security fence and infrastructure	Mr Lee Jose	0.5 km	Approved	30/10/20	1	All topics	Yes
TH19	18/00549/SCO	Tilbury Energy Centre Fort Road Tilbury Essex	Planning Inspectorate Consultation to the Local Planning Authority for an EIA Scoping opinion for a future Development Consent Order to develop a new Combined Cycle Gas Power Station with a generating capacity up to 2500 megawatts (MW), Open Cycle Gas Turbines with a generating capacity up to 300MW and an energy storage facility, all on the Tilbury Power Station site	Emma Cottam	0 km	EIA required	16/04/18	2	All topics	No
TH20	20/01297/CV	Clearserve Ltd Rainbow Shaw Quarry Hoford Road West Tilbury Essex SS17 0PJ	Application for the variation of condition no 1 of application 19/01276/CV to continue the importation of material for recycling or infilling void spaces until 31 March 2025, and for the restoration, landscaping and after use of the site to be completed in accordance with	Mr Andy Courtney	0 km	Approved	30/09/20	1	All topics	Yes

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
			agreed details on or before 31 March 2026							
TH21	19/01276/CV	Rainbow Shaw Quarry Hoford Road West Tilbury SS17 0PJ	Variation of Condition 1 – In order to achieve restoration of the Rainbow Shaw site in accordance with approved details it will be necessary to continue with the import of inert infill until 30 September 2021, which is beyond those times set out at Condition 1 of 16/00937/CV (Variation of Condition 1 of planning permission reference 09/50062/TTGCND to extend the life of permission until 30th September 2018 and complete restoration and landscaping by 30 September 2019)	Mr Andy Courtney	0 km	Approved	20/08/19	1	All topics	Yes
TH22	20/01622/CLEUD	Walton Hall Waltons Hall Road Linford SS17 0RH	Certificate of Lawfulness for an Existing Use or Development relating to the mixed use of the site (sui generis) for uses consisting of: (1) the siting of no more than 22 caravans (positioned within the squares marked blue only on plan 1635-0005-08), and the use of the area marked pink on plan 1635-0005-08 for purposes ancillary to the siting of those caravans; (2) indoor play and craft centre use (limited to the maroon coloured buildings only on plan 1635-0005-08); (3) retail and cafe use (limited to the building coloured light blue on plan 1635-0005-08 only), with the remainder of the site being used for purposes that are ancillary to the uses specifically stated above only	Kirsty Ireland	0 km	Approved	20/11/20	1	All topics	Yes
TH23	19/01709/FUL	Ingrebourne Valley Ltd Orsett Quarry Buckingham Hill	Mineral extraction and processing at Orsett Quarry and extension into adjoining land at Walton's Hall Farm, erection of a processing plant and ancillary	Ingrebourne Valley Ltd	0 km	Pending	19/11/19	1	All topics	Yes

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
		Road Linford Essex SS17 0PP	activities, importation and treatment of reclamation material with progressive restoration to farmland with landscape planting [Revised plans and documents]							
TH24	23/00220/SCR	Tilbury Leisure Centre Brennan Road Tilbury Essex RM18 8AD	Request for Environmental Impact Assessment (EIA) Screening Opinion: Proposed Youth Zone development	Gareth Piatt	1.2 km	EIA Not required.	23/02/23	2	All topics	No
TH25	19/00052/CV	National Power PLC Tilbury Power Station Fort Road Tilbury Essex RM18 8UJ	Application for the variation of conditions No. 3 (Restoration Date) to allow extension of time to complete works, 4 (Phasing Strategy Area A2) and 5 (Phasing Strategy Area B) of Application Reference Number: 13/00497/FUL (Recovery for beneficial use of pulverised fuel ash deposited on Tilbury Power Station ash disposal site areas A2, A3 and B)	Mr Andy Clark	0 km	Pending	11/01/19	1	All topics	Yes
TH26	22/00812/SCR	Thurrock Flexible Generation Plant Fort Road Tilbury Essex	Request for EIA Screening Opinion with regard to the proposed development of Thurrock Hydrogen Plant, a facility for the production of hydrogen by electrolysis, on land southwest of Station Road in Tilbury, Thurrock	Mr Tom Dearing	0 km	No EIA required	07/06/22	3	All topics	No
TH27	23/00254/CONDC	Units 1 To 4 Coward Industrial Estate St Johns Road Chadwell St Mary Essex	Application for the approval of details reserved by condition no. 5 (CEMP) of planning permission ref. 22/00321/FUL (Alteration to units 1-4 to form 5 units within the existing footprint of the building by reconfiguring the separating party walls. New roof cladding and wall cladding to the front elevation. Existing wall cladding at the side and rear elevations to be repaired and redecorated. New windows and fire doors, with accessible toilets. Creation of 25 additional parking spaces.) Units 1 To 4 Coward Industrial Estate St	Mr Richard Evans	1.3 km	Pending	03/03/23	1	All topics	Yes



ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
			Johns Road Chadwell St Mary Essex							
TH28	23/00257/NMA	Land Adjacent Blackshots Stadium and Stanford Road Grays Essex	Application for Non-Material Amendments relating to the installation of additional plant, minor landscaping and boundary revisions and minor elevational changes of planning permission 21/01309/FUL [Development of a new secondary school with associated sports facilities, access, parking, highway improvements, landscaping and ancillary works]	N/A	2 km	Approved	03/03/23	1	All topics	Yes
TH29	23/00296/FUL	Linsteads Orsett Road Horndon On The Hill Essex SS17 8PW	Demolition of storage building/yard, stable, mobile home, containers and construction of 2 x chalet bungalows with associated parking and amenity areas (resubmission of 21/01126/FUL)	Mr and Mrs Ian McKellar	0 km	Approved	14/03/23	1	All topics	Yes
TH30	23/00354/NMA	Land Adjacent Fen Farm Judds Farm and Part of Bulphan Fen Harrow Lane Buppha Essex	Application for a non-material amendment to planning application 22/01145/CV (Application for the variation of condition nos. 5 (construction period) and 9 (HGV booking system) of planning permission ref 22/00552/CV (Application for the variation of condition no. 3 (time period and decommissioning) to extend the time period from 35 years to 40 years of planning permission ref. 21/00077/FUL (Installation of renewable led energy generating station comprising ground-mounted photovoltaic solar arrays and battery-based electricity storage containers together with substation, inverter/transformer stations, site accesses, grid connection cable, internal access tracks, security measures, access gates, other ancillary infrastructure, landscaping and	Ms Rachel Jacobson	2 km	Approved	25/03/23	1	All topics	Yes

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
			biodiversity enhancements)) for detailed layout and configuration plans for the Battery Energy Storage System (BESS) facility and the substation area							
TH31	23/00360/CLEUD	Sleepy Hollow Chadwell Road Grays Essex RM17 5TG	Mobile home for Class C3 residential use, barn for agriculture and livestock use with Class C3 residential unit on the first floor, stables for agricultural and livestock use.	Mr Jeff Earey	3 km	Approved	27/03/23	1	All topics	Yes
TH32	23/00897/SCO	Land Adjacent Sandown Road Collingwood Farm Quarry And East Quarry Stanford Road Orsett Essex	Request for a Scoping Opinion pursuant to Part 4(15) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017: Proposed residential-led mixed-use development comprising of approximately 775 residential dwellings (Class C3), with a new village centre and public square; land for a junior school; sports pitches; external amenity spaces; eco-parkland for informal recreation and nature conservation; new pedestrian routes and cycleway connections; landscaping; and associated works	Alan Hannify	0 km	EIA Required	12/07/23	3	All topics	Yes
TH33	23/00554/FUL	Berth 40A Tilbury Freeport Tilbury Essex RM18 7EH	Construction and operation of a cementitious products importation, manufacture and distribution facility	Mr Tim Fry	2.8 km	Approved	05/05/23	1	All topics	Yes
TH34	23/00529/OUT	Land Part Of The Gables Pump Street Horndon On The Hill Essex	Outline planning permission with the matter of access for consideration is sought for the erection of 16 dwellings (8 x market dwellings, 5 x affordable dwellings, 3 x self-build plots and the closing up of the existing access and creation of new means of access.	N/A	0.1 km	Refused	02/05/23	1	All topics	No
TH35	23/01321/SCO	Land South Of Borough Boundary And East Of Dunnings Lane	Request for a Scoping Opinion pursuant to Part 4(15) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017:	James Jaulim	1.6 km	EIA Required	08/11/23	2	Yes	Yes

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
		West Horndon Essex	Proposed development of up to 2,000 homes; up to 1,500 sqm of commercial/retail floorspace; a primary and secondary school; open space, including landscaping and greenspace; and enabling infrastructure to accommodate the proposed development comprising the access and road from the A128, along with associated infrastructure and amenities; highway works; together with all associated works, including temporary meanwhile uses.							
TH36	23/01255/OUT	Land Adjacent Bulgenen House And Wick Place Cottage Brentwood Road Bulphan Essex	Outline planning application (with all matters reserved) for the erection of a Crematorium including a wetland sequestration area.	David Martin	0.3 km	Pending	10/11/2023	1	Yes – all topics	Yes
TH37	23/01503/OUT	Land Adjacent Aquatic Lodge Robinson Road Horndon On The Hill Essex	Outline planning permission (all matters reserved) for the erection of two residential dwellings including parking, landscaping, drainage and associated infrastructure.	Mr Ford	0.13 km	Refused	22/12/2023	1	Yes – all topics	No
TH38	23/01502/FUL	Land To The South Of National Grids Electrical Substation For New Cable Tunnel Fort Road Tilbury Essex	Proposed construction a new cable tunnel beneath the River Thames between Tilbury and Gravesend to provide additional transmission capacity. Above-ground infrastructure in the form of a new Cable Sealing End compound and a new head house building along with associated electricity infrastructure, access, parking, boundary treatment and two overhead gantry structures for future overhead lines. Temporary compound for the duration of the project to provide parking, staff welfare facilities, delivery vehicle parking, and equipment and	Kate McGregor	Intercepts draft Order Limits	Pending	24/01/2024	1	Yes – all topics	Yes

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
			machinery storage, including boundary treatment and lighting.							

Table A17.1.14 - Long List of Other Developments – Local Plan Allocations

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
<b>Local Plan Allocations</b>										
South Norfolk Council										
A1	N/A	Land West of Tharston Industrial Estate	The Long Stratton Area Action Plan (May 2016) Policy LNGS2. 2.5 hectares of employment land.	N/A	3 km	N/A	N/A	3	N/A	No
Babergh Council and Mid Suffolk Councils										
There are no Local Plan Allocations within the Zol										
Essex County Council										
A2	N/A	Site A47 Bradwell Monks Farm	Replacement Essex Minerals Local Plan 2025 to 2040. Regulation 18 consultation.	N/A	0 km	N/A	N/A	3	N/A	No
A3	N/A	Site A59 Lowleys Farm	Replacement Essex Minerals Local Plan 2025 to 2040. Regulation 18 consultation.	N/A	0 km	N/A	N/A	3	N/A	No
A4	N/A	Site A79 Crown Quarry – North of Wick Lane	Replacement Essex Minerals Local Plan 2025 to 2040. Regulation 18 consultation.	N/A	0 km	N/A	N/A	3	N/A	No
A5	N/A	Site A80 Crown Quarry – south of Wick Lane	Replacement Essex Minerals Local Plan 2025 to 2040. Regulation 18 consultation.	N/A	0 km	N/A	N/A	3	N/A	No
A6	N/A	A85 Martells, North of Frating Road (East)	Replacement Essex Minerals Local Plan 2025 to 2040. Regulation 18 consultation.	N/A	0 km	N/A	N/A	3	N/A	No
A7	N/A	A86 Martells, North of Frating Road (West)	Replacement Essex Minerals Local Plan 2025 to 2040. Regulation 18 consultation.	N/A	0 km	N/A	N/A	3	N/A	No
A8	N/A	A6 Bradwell Quarry	Replacement Essex Minerals Local Plan 2025 to 2040. Regulation 18 consultation.	N/A	0.7 km	N/A	N/A	3	N/A	No
A9	N/A	A54 Whiteheads	Replacement Essex Minerals Local Plan 2025 to 2040. Regulation 18 consultation.	N/A	0.6 km	N/A	N/A	3	N/A	No
A10	N/A	A55 Sheepcotes Southern	Replacement Essex Minerals Local Plan 2025 to 2040. Regulation 18 consultation.	N/A	0.7 km	N/A	N/A	3	N/A	No
A11	N/A	A56 Sheepcotes Western	Replacement Essex Minerals Local Plan 2025 to 2040. Regulation 18 consultation.	N/A	0.55 km	N/A	N/A	3	N/A	No

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
A12	N/A	A57 Chalk End	Replacement Essex Minerals Local Plan 2025 to 2040. Regulation 18 consultation.	N/A	2.85 km	N/A	N/A	3	N/A	No
A13	N/A	A60a Shellow Cross Farm	Replacement Essex Minerals Local Plan 2025 to 2040. Regulation 18 consultation.	N/A	2.5 km	N/A	N/A	3	N/A	No
A14	N/A	A60b Shellow Cross Farm	Replacement Essex Minerals Local Plan 2025 to 2040. Regulation 18 consultation.	N/A	2.5 km	N/A	N/A	3	N/A	No
A15	N/A	A91 Land at Chignal St James	Replacement Essex Minerals Local Plan 2025 to 2040. Regulation 18 consultation.	N/A	0.8 km	N/A	N/A	3	N/A	No
A16	N/A	A73 Martells West	Replacement Essex Minerals Local Plan 2025 to 2040. Regulation 18 consultation.	N/A	1.20 km	N/A	N/A	3	N/A	No
A17	N/A	A72 Martells Southern Extension	Replacement Essex Minerals Local Plan 2025 to 2040. Regulation 18 consultation.	N/A	1.0 km	N/A	N/A	3	N/A	No
A18	N/A	A87 Martells, East of Slough Lane	Replacement Essex Minerals Local Plan 2025 to 2040. Regulation 18 consultation.	N/A	1 km	N/A	N/A	3	N/A	No
A19	N/A	A48 Bradwell Quarry	Replacement Essex Minerals Local Plan 2025 to 2040. Regulation 18 consultation.	N/A	0.9 km	N/A	N/A	3	N/A	No

There are no Local Plan Allocations within the Zol

Colchester City Council

A20	N/A	Dedham Depot	Colchester Local Plan Part 2 2017-2033. Policy SG3 and SS9 Dedham Depot. Local Economic Area	N/A	0.1 km	N/A	N/A	3	N/A	No
A21	N/A	School Lane (east site), Langham	Colchester Local Plan Part 2 2017-2033. Policy SG1, SG2, SS8. Residential Allocation (13 new dwellings)	N/A	0.1 km	N/A	N/A	3	N/A	No
A22	N/A	North Colchester and Severalls Strategic Economic Area	Colchester Local Plan Part 2 2017-2033. Policy NC1. Zones 1 and 2 (south of A12 comprise existing and proposed employment) Zone 3 (north of A12) land to be safeguarded primarily for a range of sport and recreation uses.	N/A	0.8 km	N/A	N/A	3	N/A	No

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
A23	N/A	Chappel and Wakes Colne	Colchester Local Plan Part 2 2017-2033. Swan Grove, upto 30 new dwellings.	N/A	3 km	N/A	N/A	3	N/A	No
A24	N/A	Land East of Queensberry Avenue, Copford.	Colchester Local Plan Part 2 2017-2033. Land east of Queensberry Avenue, Copford. Residential allocation for up to 70 dwellings.	N/A	1.4 km	N/A	N/A	3	N/A	No
A25	N/A	School Road, Great Horkesley	Colchester Local Plan Part 2 2017-2033. School Road, Great Horkesley. Residential Allocation for 13 new dwellings.	N/A	2.8 km	N/A	N/A	3	N/A	No
Tendring District Council										
A26	N/A	Tendring and Colchester Garden Community	Tendring and Colchester Borders Garden Community. Deliver between 2,200 and 2,500 homes in the plan period. 7,000 to 9,000 homes and 26 hectares of employment land beyond 2033.	N/A	2.8 km	N/A	N/A	3	N/A	No
Braintree District Council										
A27	N/A	Feering Strategic Allocation	Braintree District Council Local Plan 2033. Feering Strategic Growth Area FEER232 and FEER233B delivering upto 755 dwellings.	N/A	1.7 km	N/A	N/A	3	N/A	No
Chelmsford City Council										
A28	N/A	Great Leighs – Land North and South of Banters Lane	Chelmsford Local Plan SGS7c – Land North and South of Banters Lane. Growth Area for 100 new homes.	N/A	1.7 km	N/A	N/A	3	N/A	No
A29	N/A	West Chelmsford	Chelmsford Local Plan: Strategic Growth Policy 2 – West Chelmsford. Creation of new sustainable neighbourhood providing around 800 new homes and 5 serviced plots for travelling showpeople. Site subject to application 21/01545/OUT.	N/A	1.1 km	N/A	N/A	3	N/A	No
Basildon Borough Council										
There are no allocations without an associated planning application in the ZOI.										

ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Within Zone of Influence	Progress to Stage 2?
Brentwood Borough Council										
A30	N/A	Priests Lane Shenfield	Brentwood Local Plan (2016 – 2033). Land at Priests Lane Policy R19. Allocation for around 75 new homes.	N/A	3 km	N/A	N/A	3	N/A	No
A31	N/A	Land adjacent to A12 and Slip Road, Ingatestone	Brentwood Local Plan (2016 – 2033). Policy E08: Land adjacent to A12 and Slip Road, Ingatestone. Allocation for 2.06a of land for employment.	N/A	2.5 km	N/A	N/A	3	N/A	No
Thurrock Council										
A32	N/A	Tilbury	Thurrock Council Core Strategy. Policy CSSP2: Key Strategic Economic Hubs.	N/A	0	N/A	N/A	3	N/A	No
A33	N/A	Chadwell St. Mary	Thurrock Local Plan Initial Proposals Document: Reg 18. Initial proposals for provision of 3,400 to 4,000 new dwellings.	N/A	0	N/A	N/A	3	N/A	No
A34	N/A	East Tilbury and Linford	Thurrock Local Plan Initial Proposals Document: Reg 18. Proposals to deliver up to 1,200 new dwellings.	N/A	0.5 km	N/A	N/A	3	N/A	No
A35	N/A	Southfields	Thurrock Local Plan Initial Proposals Document: Reg 18. Initial proposals to deliver between 1,250 and 1,750 new homes.	N/A	0	N/A	N/A	3	N/A	No
A36	N/A	Tilbury	Thurrock Local Plan Initial Proposals Document: Reg 18. Tier 1 Employment Site.	N/A	0	N/A	N/A	3	N/A	No
A37	N/A	Lower Langdon New Place Opportunity Area	Thurrock Local Plan Initial Proposals Document: Reg 18. Potential for new settlement providing between 4,000 and 5,000 new homes.	N/A	0	N/A	N/A	3	N/A	No
A38	N/A	West Horndon	Thurrock Local Plan Initial Proposals Document: Reg 18. Opportunity to provide up to 7,000 new dwellings in Thurrock and 3,000 within Brentwood. Site subject to EIA Screening 23/01393/EIASO	N/A	1.6 km	N/A	N/A	3	N/A	No



# Appendix 17.2: Short List of Other Developments

# Appendix 17.2 - Short List of Other Developments

## 1.1 Introduction

- 1.1.1 This appendix has been produced to support to Chapter 17: Cumulative Effects in Volume I, for the Norwich to Tilbury Project. This appendix outlines the Short List of Other Developments which has been developed from the Long List of Other Developments (refer to Appendix 17.2: Long List of Other Developments in Volume III) by screening against temporal / sensitivity thresholds - developments are presented in Tables A17.2.1 – A17.2.13. Rows are coloured grey where they would not be taken forwards to Stage 3 within the ES. These tables will be reviewed and updated as part of the ES.

Table A17.2.1 - Short List of Other Developments – NSIPs/DCOs

‘Other development’ details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
<b>NSIPs/DCOs</b>												
DCO1	EN010080	Hornsea Project Three Offshore Windfarm	Development of the Hornsea Project Three offshore wind farm with an approximate capacity of up to 2,400 MW off the coast of Norfolk. This is within the area known as Zone 4, under the Round 3 offshore wind licensing arrangements established by The Crown Estate,	Orsted Hornsea Project Three (UK) Ltd	Within the draft Order Limits	Approved	25/11/21	1	No – due for completion 2025	Yes	No	No
DCO2	EN020002	Bramford To Twinstead	Construction and operation of a new double circuit electricity transmission network reinforcement of c.29 km, consisting of overhead lines, underground cables, a grid supply point substation and associated development.	National Grid Electricity Transmission	Within the draft Order Limits	Examination completed	N/A	1	Yes	Yes	No	Yes
DCO3	TR010032	Lower Thames Crossing	The Lower Thames Crossing will be a new road crossing connecting Kent, Thurrock and Essex. Approximately 14.5 miles (23km) in length, it will connect to the existing road network from the A2/M2 to the M25 with two tunnels (one southbound and one northbound) running beneath the River Thames. The scheme also includes improvements to the M25, A2 and A13, where the scheme connects to the road network, new structures and changes to existing ones (including bridges, buildings, tunnel entrances, viaducts, and utilities such as electricity pylons) along the length of the new road and a free-flow charging system through the tunnel.	National Highways	Within the draft Order Limits	Examination completed	23/10/20	1	Yes	Yes	No	Yes

'Other development' details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
E same DCO4	TR30003	Tilbury2	A new port facility acting alongside the existing Port of Tilbury. This will involve the extension of existing jetty facilities and the dredging of berth pockets in the River Thames, and land works and facilities for: a "Roll-On / Roll-Off" (Ro-Ro) terminal for importing and exporting containers on road trailers; a facility for importing and processing bulk construction materials; and areas of external storage for a variety of goods such as imported cars. The project also involves the construction of road and rail links to the site from adjacent networks.	Port of Tilbury London Limited	0.2 km	Approved	31/10/17	1	No	Yes	No	No
DCO6	EN010138	Rivenhall IWMF and Energy Centre	The Rivenhall Integrated Waste Management Facility (IWMF) and Energy Centre development is for extension to a generating station to enable electrical generating capacity of up to 65MW together with associated development.	Indaver Rivenhall Ltd	0.7 km	Application accepted for examination.	N/A	1	Yes	Yes	N/A	Yes
DCO7	EN010109	Sheringham and Dudgeon Extension Projects	Sheringham Extension Project has a maximum installed capacity of 317 MW, while Dudgeon Extension Project has a maximum installed capacity of 402 MW. Joint export cable system, offshore and onshore, connecting to the national grid transmission network at Norwich Main Substation.	Equinor	Within the draft Order Limits	Examination closed. Secretary of State decision expected 17/04/24.	05/09/22	1	Yes	Yes	No	Yes

'Other development' details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
DCO8	EN010056	East Anglia THREE Offshore Wind Farm	Development of an offshore windfarm with an approximate capacity of 1200 MW off the coast of East Anglia, within the area known as Zone 5, under the Round 3 Offshore Wind Licensing Arrangements.	East Anglia THREE Limited	Within the draft Order Limits	Approved	N/A	1	No	Yes	No	No
DCO9	EN010115	Five Estuaries Offshore Wind Farm	Five Estuaries is an offshore wind farm to generate in excess of 300MW. The project will be comprised of (but not limited to): • an offshore wind farm, including wind turbine generators and associated foundations and array cables; • transmission infrastructure, including offshore substations and associated foundations, offshore and onshore export cables (underground), including associated transition bays and jointing bays, an onshore substation, and connection infrastructure into the National Grid and the EACN Substation.	Five Estuaries Offshore Wind Farm Ltd	Within the draft Order Limits	Application expected in 2024	Pre-application	2	Yes	Yes	No	Yes
DCO10	EN010119	North Falls Offshore Wind Farm	An offshore electricity generating station approximately 24.5km from its nearest point at the Port of Lowestoft. It is estimated to have an installed capacity in excess of 100MW and will principally comprise offshore wind turbines together with associated infrastructure (onshore and offshore) including a connection to the electricity transmission network and the EACN Substation.	North Falls Offshore Wind Farm Ltd	Within the draft Order Limits	Application expected in 2024	Pre-application	2	Yes	Yes	No	Yes

Table A17.2.2 - Short List of Other Developments – Norfolk County Council

'Other development' details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
<b>Norfolk County Council</b>												
NC C1	FUL/2020/0078	Mangreen Quarry, Ipswich Road, Dunston, NR14 8DD	Planning application for a change of use to enable: (i) the establishment and use of a facility to import and recycle waste materials, road plannings, selected construction and demolition materials and distribute recycled products off site via the existing site access, using existing ancillary facilities (weighbridge offices and messroom); (ii) the establishment and use of a highways depot to store plant, machinery, equipment and materials used in highways contracting, (including for erecting a palisade security fence, and erection and use of office and storage facilities) with access off site via the existing site access	Tarmac Trading Limited	0.85 km	Approved	20/11/20	1	Yes	Yes	No	Yes
NC C2	FUL/2020/0037	The Chalk Pit, Norwich Road, Caistor St Edmund, Norwich, Norfolk, NR14 8QU	Extraction of mineral without compliance with condition no. 10 (authorised operating hours) of planning permission FUL/2020/0003 to extend the hours of operation to include Sundays/Public Holidays	Mr Stephen Daw	3 km	Approved	16/07/20	1	Yes	No	No	No
NC C3	FUL/2020/0040	Harford Park & Ride, Ipswich Road, Norwich, Norfolk NR4 6US	Change of use of part of the existing Harford Park and Ride Site to enable creation of a new recycling centre (RC) to deal with household waste and small amounts of trade waste. RC includes change of existing hardstanding to create a split level and erection of new staff welfare office and reuse shop (with photovoltaic panels) for onsite sale of items suitable for reuse and ancillary small-scale sale of non-recycled items (Christmas trees, logs, compost bins and green waste sacks)	Director of Highways and Waste	1.4 km	Approved	14/07/20	1	No	No	No	No
NC C4	FUL/2020/0003	The Chalk Pit, Norwich Road, Caistor St Edmund, Norwich, Norfolk, NR14 8QU	Extraction of mineral without compliance with condition no. 12 (restoration scheme for overburden/quarry waste storage) of planning permission C/7/1996/7022 to alter the restoration scheme in areas of overburden/quarry waste storage	Stephen M Daw Limited	3 km	Approved	22/01/20	1	No	No	No	No
NC C5	C/7/2016/7013	Mangreen Quarry, Ipswich Road,	Revised application to vary Conditions 2, 18 and 23 of planning permission C/7/2014/7030 to vary the approved schemes of restoration, landscape, and	Tarmac Trading Limited	0.5 km	Approved	31/07/17	1	No	No	No	No

'Other development' details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
		Norwich NR14 8DD	aftercare scheme, and vary the approved measures to prevent deposition of mud on the highway									
NC C6	C/7/2017/7010	The Chalk Pit, Norwich Road, Caistor St Edmund, Norfolk, NR14 8QU	Variation of condition 11 of planning permission C/7/96/7022 to allow extended hours of operation.	Mr Stephen Daw	3 km	Approved	26/04/17	1	No	No	No	No
NC C7	C/7/2017/7007	Land Northwest of Audley Cottage, Audley End, Burston, IP22 5TX	Construction of a sewage pumping station, including telemetry aerial, layby, and ancillary equipment.	Anglian Water Services Ltd – Angela Richardson	2.1 km	Approved	18/04/17	1	No	No	No	No
NC C8	C/7/2017/7008	Land off Gissing Road, Burston, Diss, Norfolk	Construction of a sewage pumping station, telemetry aerial, layby, and ancillary equipment	Anglian Water Services Ltd – Angela Richardson	2.15 km	Approved	13/04/17	1	No	No	No	No
NC C9	N/A	Land off Mill Road, Burston, Diss IP22 5TW	Construction of a sewage pumping station, access road, telemetry aerial and ancillary equipment	Anglian Water Services Ltd – Angela Richardson	1.5 km	Approved	13/04/17	1	No	No	No	No
NC C13	FUL/2023/0039	Quarry Ipswich Road Dunston Norfolk	Non compliance with conditions 2 and 29 of permission reference C/7/2016/7013 to extend deadline for restoration of the site until 31 December 2028	Mr Alan Everard	0 km	Pending	01/11/2023	1	Yes	No	No	Yes

Table A17.2.3 - Short List of Other Developments – South Norfolk Council

‘Other Development Details’									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
<b>South Norfolk Council</b>												
SN2	2021/2784	Land South West Of Alan Avenue Newton Flotman Norfolk	Construction of 31 new dwellings (Class C3) with associated landscaping, drainage and highway works.	Mr Julian Wells	1 km	Pending	22/12/22	1	No	No	No	No
SN3	2021/2495	Land North And South Of Brick Kiln Lane Swainsthorpe Norfolk	Installation of a solar farm comprising: ground mounted solar panels, access tracks; inverter/transformers, substation; storage, spare parts and welfare cabins, underground cables and conduits, perimeter fence; CCTV equipment, temporary new site entrance and access track, temporary construction compounds, and associated infrastructure and planting scheme. Application is accompanied by an environmental statement.	Mr Darren Cuming	0 km	Approved	09/11/21	1	No	No	No	No
SN4	2021/2645	Land North Of Stoke Lane Dunston Norfolk	The installation and operation of a Battery Energy Storage System to provide standby emergency electricity for National Grid in times of high electricity demand or when renewable energy projects are unable to fulfil demand. This would be for the installation of 130MW of modular battery units with ancillary equipment, including power conversion units, 132kV transformer compound, metering cabinet, switchroom, DNO control room and welfare container	FPC (Electric Land) Ltd	0.7 km	Approved	02/12/21	1	No	No	No	No
SN6	2021/2579	Land To East Of Norwich Road Bracon Ash Norfolk	The application seeks full planning approval for a residential development of 23 dwellings, comprising open market and affordable housing, together with associated highway access, public open space and landscaping on land to the East of Norwich Road, Bracon Ash	Ian Fox	0.7 km	Pending	25/11/21	1	No	No	No	No
SN7	2021/2782	Land East Of Shelfanger	The erection of up to 179 dwellings, 0.64ha of land for the future extension	Martin Richard	0.2 km	Approved	22/10/21	1	No	No	No	Yes



'Other Development Details'									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
		Road And West Of Heywood Road Diss Norfolk	of Diss Cemetery, a new road linking Shelfanger Road and Heywood Road/Burston Road, public open space and associated infrastructure and landscaping	M Scott Properties LTD								
SN9	2018/1121	Solar Farm White Horse Lane Trowse Norfolk	Non material amendment to permission 2014/2380 - Repositioning of substations and size difference; deletion of perimeter fence; and CCTV cameras mounted on the transformer stations instead of around perimeter fence	Mr James Richardson	3.5 km	Approved	20/09/17	1	No	No	No	No
SN10	2017/2247	Land Off Bobbins Way Swardeston Norfolk NR14 8DT	Reserved matters application for demolition of existing buildings, residential development of 38 dwellings and ancillary works following outline permission 2014/1642 for access, appearance, landscaping, layout and scale.	Bennett plc	0.95 km	Approved	26/07/17	1	No	No	No	No
SN14	2017/1888	Land North Of Frenze Hall Lane Diss Norfolk	Discharge of Condition 20 (Off-site highway improvements) of 2016/1566 - A residential development comprising 136no. dwelling houses with associated accesses, car parking, refuse and recycling provision and landscaping	Persimmon Homes (Anglia)	1.5 km	Approved	11/08/17	1	No	No	No	No
SN17	2017/2162	Land South Of Stoke Holy Cross Primary School Five Acres Stoke Holy Cross Norfolk	Discharge of Conditions 5, 6, 7, 8, 9, 10, 12, 13, 14 and 15 of 2016/2153 (i) Construction of 53 dwellings (including 17 affordable units), access road, parking, garaging, footpaths and cycle paths walling and fencing, landscaping, public open space and associated infrastructure (ii) change of use of former agricultural land to provide extended primary school grounds and construction of 1.8 m high perimeter fence, pedestrian access, and associated hard and soft landscaping	Hopkins Homes Ltd	2.3 km	Approved	18/09/17	1	No	No	No	No

‘Other Development Details’									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
SN18	2022/0867	Land East Of Main Road Swardeston Norfolk	Construction and operation of Energy Balancing Infrastructure (EBI) comprising energy storage technology, to form up to two areas of modular or containerised structures. To include containerised or modular battery array, transformers and inverter area, switchgear and control room building(s), connection of EBI plant to the Hornsea Three Onshore Converter Station (ONCS), required access and internal roads, drainage systems, perimeter and internal fences, and required external lighting and lightning pylons. Development is located within the Hornsea Three ONCS area as consented by the Hornsea Project Three Offshore Wind Farm Development Consent Order (DCO) in December 2020. The application is accompanied by an environmental statement	RSK Environment Ltd	0.5 km	Approved	26/04/22	2	No	Yes	No	Yes
SN20	2023/0617	Land North Of Hickling Lane Swainsthorpe Norfolk	Construction and operation of a battery storage facility, underground cabling, fencing, drainage infrastructure, landscape planting and site access road on land to the north of Hickling Lane and up towards the Norwich National Grid Substation.	Mr Martin Cole	0 km	Approved	09/03/23	1	Yes	Yes	No	Yes
SN21	2023/0189	Mill House Mill Road Winfarthing Norfolk IP22 2DZ	Free standing building for general commercial use (Class E) (revisions and resubmission of 2013/1357/F). Site includes the existing remains of Winfarthing Mill, already in commercial use as a recording studio.	Mr Jonathan Cole-Matthews	0.5km	Approved	15/03/23	1		No	No	No
SN22	2023/1095	Land North Of Hickling Lane Swainsthorpe Norfolk	Request for Screening Opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 in relation to proposed development of an Energy Storage System (ESS) and associated electrical infrastructure.	Novus Renewable Services Ltd	0 km	Decided – EIA Not Required	20/04/23	1		Yes	No	No

'Other Development Details'									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
SN23	2023/0655	Land Rear Of ForFarmers Industrial Estate Mill Road Burston Norfolk	Installation of solar PV systems	Cameron Brook	1.48 km	Pending	13/03/23	1		No	No	No
SN24	2023/3075	Norwich Main Substation Mangreen Hall Lane Dunston Norfolk NR14 8PG	Screening Opinion for a new national grid electricity transmission sub station	National Grid	In draft order limits	EIA Required	10/10/2023	3	No	No	No	No
SN25	2023/3857	Land West Of The Fields Tacolneston Norfolk	Development of 21 dwellings, garaging, open space, vehicular and pedestrian access, drainage and other associated works and infrastructure	Mr Paul Feavearyear	1.3 km	Pending	22/12/2023	1	No	No	No	No
SN26	2023/3858	Land at Norwich Main Substation Mangreen Hall Lane Dunston Norfolk NR14 8PH	Underground point of connection cables (for battery storage development) located beneath non operational land within the Norwich National Grid Main Substation.	Pivoted Power LLP	In boundary	Pending	22/12/2023	1	Yes	Yes	Yes	Yes

Table A17.2.4 - Short List of Other Developments – Suffolk County Council

'Other development' details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to Stage 3/4?
<b>Suffolk County Council</b>												
SC C1	SCC/0105/22 B	Brockley Wood Land off A12, Belstead, Suffolk, IP8 3JS Babergh DC	Extraction, processing and sale of sand and gravel, processing of inert waste materials and concrete batching with associated plant and related sales, associated access works, phased restoration using inert recovered materials and aftercare plan	Margaret Carter	1.6 km	Pending	27/09/22	1	Yes	Yes	No	Yes
SC C2	SCC/0003/21 MS/VOC	Debtrac Centre, Ipswich Road, Needham Market, Suffolk, IP6 8DJ Mid Suffolk DC	Variation of Condition 8 - Operational Hours on permission MS/13/3192	Amy Black – Sackers Ltd	1.9 km	Approved	21/01/21	1	No	No	No	No
SC C3	SCC/0036/21 MS	Blood Hill Quarry, Somersham Road, Bramford, Ipswich, IP8 4NN	Restoration and reprofiling of the former quarry using onsite materials and imported top soils	J T Few Plant Hire Ltd	2 km	Approved	03/01/23	1	No	No	No	No
SC C4	SCC/0020/23 MS	Barham Quarry, Sandy Lane, Barham, Ipswich, Suffolk, IP6 0PB	Installation and use of site infrastructure and car park with landscape planting	Brett Aggregates Ltd	1.5 km	Pending a Approved	29/08/23	1	Yes	No	No	No

Table A17.2.5 - Short List of Other Developments – Babergh District Council and Mid Suffolk District Council

‘Other development’ details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
<b>Babergh District Council and Mid Suffolk District Council</b>												
BM S2	DC/20/05751	Land To The Rear Of Willowmere Garden House Lane Rickinghall Superior Suffolk IP22 1EA	Submission of details (Reserved Matters - Access) application relating to Outline Planning Permission 2798/16 for the Access only to be considered for the erection of 10no dwellings, garages and off site highway works	Mr and Mrs C and H Arnold	2.9 km	Approved	17/12/20	1	No	No	No	No
BM S3	DC/21/05923	Land Adjacent Greenacres Garden House Lane Rickinghall Superior Diss Suffolk IP22 1EA	Application for approval of Reserved Matters following Outline Planning Permission 3858/16, Erection of up to 42 No dwellings, supporting infrastructure and new vehicular access (highway and pedestrian) submission of details for Appearance, Landscaping, Layout and Scale for Erection of 41No dwellings (including 14 affordable and 5No self build)	Mr Martin Last	3 km	Approved	28/10/21	1	No	No	No	No
BM S5	DC/17/06190	Green Farm Wickham Road Finningham Stowmarket Suffolk IP14 4HT	Planning Application - Erection of 14 dwellings, construction of new access and associated works following demolition of farm buildings	Mr Stephen Stroud	0.7 km	Approved	16/12/17	1	No	No	No	No
BM S6	DC/17/03799	Former Bacton Community Middle School (In The Parish Of Wyverstone) Wyverstone Road Bacton Stowmarket IP14 4LH	Application for Outline Planning Permission (Access to be considered) Erection of up to 50 dwellings, construction of estate roads and car parking, provision of open space, including the provision of grass and 3G football pitches, landscaping, and construction of access to Wyverstone Road (following demolition of existing buildings)	Mr Tim Waters	3 km	Approved	24/07/17	1	No	No	No	No
BM S7	DC/19/02542	Land Off Wyverstone	Submission of details under Outline Planning Permission 3270/16 -	Mr Simon Earl	3 km	Approved	24/05/19	1	No	No	No	No

‘Other development’ details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
		Road Bacton Stowmarket Suffolk IP14 4LQ	Appearance, Landscaping and Scale for 64 dwellings									
BM S8	DC/18/05514	Land South Of Pretyman Avenue Bacton Suffolk	Outline Planning Application (some matters reserved) Residential development of up to 85 dwellings and access, siting for a new community building including an independent access, and a children's play area	Ms Ros Howe	1.8 km	Approved	17/12/18	1	No	No	No	No
BM S9	DC/21/03874	Moat Meadow Finningham Road Old Newton Suffolk	Full Planning Application - Erection of 47No. dwellings (100% affordable), together with open space, landscaping, earthworks and drainage	James Whelan	2.8 km	Approved	08/07/21	1	No	No	No	No
BM S10	DC/19/02878	Land Off Church Road Church Road Old Newton IP14 4EF	Outline Planning Application(some matters reserved - Access and Landscaping to be considered)-Erection of up to 64 dwellings (including up to 22 affordable dwellings)	Mr North	2.4 km	Approved	14/06/19	1	No	No	No	No
BM S11	DC/21/03287	Land North West Of Stowupland Road Stowmarket Suffolk IP14 5AN	Full Planning Application - Residential Development of 258no. dwellings (91no. affordable) with new public open space, landscaping, access and associated infrastructure	Crest Nicholson Operations Limited & John Henry Diaper and David James Diaper (Trading as J W Diaper and Sons)	1.8 km	Approved	08/06/21	1	No	No	No	No
BM S12	DC/20/01036	Ashes Farm Newton Road Stowmarket Suffolk IP14 5AD	Application for Outline Planning Permission (Access to be considered) - Erection of up to 300 No dwellings, new vehicular access, landscaping, open space and drainage infrastructure	St Philips Land Limited	2.2 km	Approved	04/03/20	1	No	No	No	No
BM S15	DC/22/02458	Anglia Business Park Wattisham Road Ringshall IP14 2HX	Planning Application - Erection of 20no commercial units consisting of Class E(g) (office and light industrial) and B2 (general industrial)	Mr R Eldridge	3 km	Pending	10/05/22	1	No	No	No	No

‘Other development’ details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
BM S16	DC/17/03568	Great Bricett Business Park The Street Great Bricett Suffolk IP7 7DZ	Outline Planning Application (all matters reserved) - Residential development of up to 51 dwellings	Mr John Cooper	1.4 km	Approved	10/07/17	1	No	No	No	No
BM S18	DC/22/00683	Land South Of Tye Lane Bramford (Part In The Parishes Of Flowton And Burstall)	Full Planning Application - Installation of a solar array, battery energy storage system and associated infrastructure and construction of vehicular accesses and roadways	Mr Gareth Hawkins	0 km	Pending	08/02/21	1	No	No	No	No
BM S20	DC/18/05621	Land Off Jacks Green Road Creting St Mary Suffolk	Outline Planning Application (all matters reserved) - Residential Development for up to 43 dwellings (14 affordable)	N/A	0.8 km	Approved	27/12/18	1	No	No	No	No
BM S21	DC/21/06605	Land To The Rear Of Ceva Logistics Norwich Road Mendlesham (In The Parish Of Wetheringsett Cum Brockford) IP14 5NA	Planning Application - Erection of three warehouse units and external storage area (use class B8), new access from Norwich Road, parking, associated drainage and landscaping	Mr A Wells	3 km	Approved	06/12/21	1	No	No	No	No
BM S22	DC/19/01690	White Oak Farm Norwich Road Mendlesham Stowmarket Suffolk IP14 5NE	Planning Application - Mixed use of land for the keeping of horses and the agricultural production of hay, erection of stable block comprising 8no. stables with associated tack and feed rooms, creation of equestrian arena, lunge ring, muck clamp and grass bund	Tracy Hall	2.7 km	Approved	23/07/21	1	No	No	No	No
BM S23	DC/21/06273	Land Off Old Station Road	Application for Outline Planning Permission (access to be considered)	Phillip Cobbold	1.5 km	Pending	18/11/21	1	No	No	No	No

‘Other development’ details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
		And Glebe Way Mendlesham Stowmarket IP14 5RT	Town and Country Planning - Erection of up to 40 No. dwellings (including 14 No. affordable homes and self-build plots); and construction of 2 no. new accesses to Old Station Road and Glebe Way									
BM S26	DC/17/06058	Former Sugar Beet Factory Sproughton Road Sproughton Ipswich Suffolk IP1 5AL	Construction of infrastructure to serve the first phase of development at Sproughton Enterprise Park including highways, parking, cycle and pedestrian routes, utilities and sustainable drainage systems, provision of landscaping and removal/management of existing landscaping and engineering works (including demolition of existing structures and buildings, breaking-up and recycling of hardstanding and ground remodelling and enabling works).	Mr Gifford	1.8 km	Approved	06/12/17	1	No	No	No	No
BM S27	DC/17/05687	Former Sugar Beet Factory Sproughton Road Sproughton Ipswich IP1 5AL	Outline Planning Application - Development of an Enterprise Park comprising up to 90,000sqm GIA of employment floorspace (B1/B2/B8), 9,000sqm GIA of motor vehicle sales (sui generis), a local centre (accommodating with up to 1,250 sqm NIA of retail floorspace including local retail and services (A1 and A2) restaurants, pubs and takeaways (A3, A4, A5) together with an 80-bed hotel (C1); new and improved access from Sproughton Road; together with the provision of landscaping, infrastructure (including movement (highways, parking, cycle and pedestrian routes), utilities (including gas, electricity, water, sewerage, telecommunications) and sustainable drainage systems), and engineering works (including demolition of existing structures and buildings, breaking-up and recycling of hardstanding and ground remodelling and enabling works)	Mr Gifford	1.6 km	Approved	14/11/17	1	No	Yes	No	No
BM S28	DC/21/02671	Land North Of The A1071, Ipswich	Outline planning permission (some matters reserved, access to be considered) Town and Country Planning Act 1990 - Erection of up to 750No	Taylor Wimpey UK Ltd.	1.5 km	Approved	06/05/21	1	Yes potentially	Yes	No	Yes



‘Other development’ details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
		(Wolsey Grange)	dwelling, and up to 3ha of primary education land, public open space, Sustainable Drainage Systems (SuDS), landscaping and highway improvements (accompanied by EIA Statement)									
BM S29	DC/21/05110	Land To The South Of Thompson And Morgan Poplar Lane Sroughton Suffolk	Hybrid Application. Outline Planning Application for Interchange 55 comprising predominantly industrial (B2 use) and warehousing (B8 use) and prospective offices, research and light industry (E(g) (i, ii, iii) uses) buildings. Full Planning Application for access to the development and associated landscaping	Poplar Holdings Ltd & Building Partnerships Ltd	1 km	Approved	15/09/22	1	No	No	No	No
BM S32	DC/21/00060	Land To The East Of The Channel, Burstall Hill	Full Planning Application - Installation of renewable led energy generating station comprising ground-mounted photovoltaic solar arrays and battery-based electricity storage containers together with substation, inverter/transformer stations, site accesses, internal access tracks, security measures, access gates, other ancillary infrastructure, landscaping and biodiversity enhancements including Nature Areas	Not Available	0.2 km	Approved	05/01/21	1	No	No	No	No
BM S36	DC/20/05590	Holton Hall Farm Hadleigh Road Holton St Mary Suffolk CO7 6NN	Planning Application. Erection of a 28no bedroom community care, rehabilitation and respite centre following removal of existing caravan park buildings and relocation of 4no static homes	Mr Andrew Philpot	0 km	Pending	07/12/20	1	No	No	No	No
BM S38	DC/21/06805	Land East Of The Constable Country Medical Centre Heath Road East Bergholt Suffolk	Application under Section 73 of The Town and Country Planning Act 1990 - Variation of Condition 7 (Restriction On Operation Times) and Condition 8 (Restriction On Construction Times) of Reserved Matters Approval DC/20/04663 Dated: 08/12/2021 (Outline Planning Permission B/16/01092 - Mixed-use development including up to 75 dwellings, a preschool and a neighbourhood hub, comprising a swimming pool, office space and a local	Mr Stephen Williams	1.7 km	Approved	16/12/21	1	No	No	No	No

‘Other development’ details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
			shop, public open space, and associated infrastructure and landscaping as amended by drawings received on 11th November 2016 (omission of school land)) to allow amendment to Operation Times and Construction Times									
BM S40	DC/22/06309	Anglian Water services Bury to Colchester Pipeline	Cross Boundary - Hybrid Planning Application - Full Application for Bury St Edmunds to Colchester 69k Pipeline Scheme and associated above ground infrastructure at Raydon Water and Rushbrooke Water Treatment Works, Raydon Tee Chemical Dosing Site and Wherstead Water Reservoir. Outline Application for above ground infrastructure at Little Saxham Water Reservoir, Little Whelnetham, Nedging Tye Water Reservoir, Hadleigh Water Reservoir and Great Horkesley with all matters reserved except for Access (accompanied by EIA Statement)	Natalie Durney-Knight	0 km	Approved	22/12/22	1	Yes	Yes	No	Yes
BM S42	DC/22/06200	Land South West Of Rendall Lane Stowupland Suffolk	Full Planning Application - Erection of a Factory (B2 - General Industrial) with offices	Plain English Designs & Mr D Porc	0 km	Awaiting Decision	14/12/22	1	No	No	No	No
BM S49	DC/23/04729	Bramford Solar Farm and Battery Storage Facility And On Adjoining Land, Land East Of The Channel, Burstall, (Part In The Parish Of Bramford) IP8 4JL	Cross Boundary Planning Application – Installation of underground cable	Energy Limited	On draft Order Limits	Approved	10/10/2023	1	Yes	Yes	Yes	Yes

‘Other development’ details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
BM S44	DC/23/04644	Land West of Blacksmiths Lane Earl Stonham	Planning Application – Erection of a Solar Photovoltaic Farm with associated substations and other supporting infrastructure including inverters and transformers, fencing, CCTV, and landscaping.	Mr Rhys Bradshaw – DLP Planning Ltd	Adjacent to draft Order Limits	Pending	11/10/2023	1	Yes	Yes	Yes	Yes
BM S45	DC/23/05426	Land North of Lion Road Palgrave Part In The Parishes Of Wortham And Diss	Cross Boundary Planning Application - Installation of a solar farm comprising: ground mounted fixed tilt bifacial solar panels; access tracks; string inverters; transformers; electrical connection compound; storage containers; underground cables and conduits; perimeter fence; temporary construction compound and associated infrastructure and planting scheme. (EIA Development)	Aura Power Developments Limited	Adjacent draft Order Limits	Pending	21/11/2023	1	Yes	Yes	Yes	Yes

Table A17.2.6 - Short List of Other Developments – Essex County Council

‘Other development’ details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
<b>Essex County Council</b>												
ECC 1	CC/BRW/30/21	Shenfield Library, Hutton Road, Shenfield, CM15 8NJ	Demolition of existing building and the construction of a new three storey building providing a new library (Use Class F1d) and commercial unit (flexible use within Use Classes Ea, Eb, Ec, Ee, Ef, F1b, F1d, F1e, F2b) on the ground floor and 9 new residential units over alongside associated access, parking, servicing, utilities, and landscaping	Essex County Council	3 km	Approved	18/03/21	1	No	No	No	No
ECC 2	CC/BRW/48/20	Mountnessing Church Of England Primary School, Roman Road, Mountnessing, CM15 0UH	Demolition of an existing temporary class base. The construction of a single storey extension to the existing Upper School building comprising of 4no. classrooms, library, group room, staff room, head office, toilet facilities, circulation routes and other minor works to facilitate the expansion of the school from a 0.5FE to a 1FE Primary School. The provision of a new netball court. The provision of 10no. additional car parking spaces together with cycle and scooter parking facilities.	Essex County Council	1.6 km	Approved	16/04/20	1	No	No	No	No
ECC 3	ESS/43/18/BAS	Blunts Wall Farm, Blunts Wall Road, Billericay, CM12 9SA	Waste transfer facility for the recycling, storage and distribution of waste materials and aggregates; 4x aggregate storage bays; office and storage	Nicholas Littmoden	1 km	Approved	17/12/18	1	No	No	No	No
ECC 5	ESS/36/21/BTE	Land at: Colemans Farm Quarry, Little Braxted Lane, Rivenhall, Witham, Essex, CM8 3EX	Proposed western extension to the current site using existing approved facilities (site access, plant site, mineral processing plant and other ancillary facilities); including for the diversion of the Burghey Brook; with restoration to arable land using imported inert restoration materials, and on-site materials in advance of the A12 road widening and improvement national infrastructure project	Brice Aggregates Limited	2.45 km	Approved	01/04/21	1	Yes	Yes	No	Yes

‘Other development’ details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
ECC 6	ESS/12/20/BTE	Bradwell Quarry, Church Road, Bradwell, CM77 8EP, and land south of Cuthedge Lane	Extraction of 6.5 million tonnes of sand and gravel (from Site A7 as identified in the Essex Minerals Local Plan 2014) including the retention of the existing access onto the A120, the processing plant (including sand and gravel washing plant), office and weighbridge, ready mix concrete plant, bagging unit, DSM plant, water and silt management systems. In addition, extension of the internal haul road into Site A7 and access for private and support vehicles to the Site A7 contractors' compound via Woodhouse Lane and Cuthedge Lane. Restoration of Site A7 to agriculture and biodiversity (species rich grassland and wetland)	Blackwater Aggregates	1.6 km	Approved	31/01/20	1	Yes	Yes	Yes	Yes
ECC 7	ESS/11/20/BTE	Land at Colemans Farm Quarry, Little Braxted Lane, Witham, Essex, CM8 3EX	Proposed Erection and Use of a Ready-Mix Concrete Plant, with Ancillary Facilities using the existing site access, aggregates stocking and ancillary facilities at the existing site	Brice Aggregates Limited	2.5 km	Approved	29/01/20	1	No	No	No	No
ECC 8	CC/BTE/30/18	The area of open space east of Forest Road and north of Yew Close, Witham	Creation of a flood storage area, earth bund up to 1m in height and associated minor works.	Mr Chapman	1.6 km	Approved	25/08/18	1	No	No	No	No
ECC 9	ESS/03/18/BTE	Bradwell Quarry, Church Road, Bradwell, CM77 8EP, and land east of Sheepcotes Lane	Extraction of 2 million tonnes of sand and gravel (from Site A5 as identified in the Essex Minerals Local Plan 2014) including the retention of the existing access onto the A120, the processing plant (including sand and gravel washing plant), office and weighbridge, ready mix concrete plant, bagging unit, DSM plant, water and silt management systems and extension of the internal haul road into Site A5 with restoration to	Mr Patrick Wigg	1.2 km	Approved	30/01/18	1	No	Yes	No	No

‘Other development’ details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
			agriculture and biodiversity (species rich grassland and wetland)									
ECC 10	ESS/39/14/BTE/10/01	Land at Colemans Farm, Colemans Farm, Little Braxted Lane, Rivenhall, Witham, CM8 3EX	Extraction of an estimated 2.5 million tonnes of sand and gravel together with the provision of a new access from Little Braxted Lane; and the installation/construction and operation of primary processing and ancillary facilities comprising washing and bagging plant, silt lagoons, weighbridge, site management office, mess room and maintenance workshop; with restoration to agriculture and water-based nature conservation habitats	Simon Brice	2.8 km	Approved	23/11/16	1	No	Yes	No	No
ECC 11	CC/CHL/85/21	Land between Beaulieu Park (north of Generals Lane), Boreham Parish, and Deres Bridge Roundabout on A131, Great & Little Leighs Parish, to the northeast of Chelmsford.	Chelmsford Northeast Bypass (CNEB): A single carriageway road between Roundabout 4 of the Beaulieu Park Radial Distributor Road (RDR1) and a new roundabout on the A131 at Chatham Green plus dualling of the existing A131 between Chatham Green and Deres Bridge roundabout. With one intermediate roundabout, 3 road overbridges and 1 pedestrian/cycle/horse overbridge. Together with other associated works and landscaping.	Mr Mark Eves	3 km	Approved	27/09/21	1	No	Yes	No	Yes
ECC 13	ESS/01/18/CHL/N MA1	Land at Sheepcotes Farm, Sheepcotes Lane, Little Waltham, CM3 3LU	Non-material amendment to planning application ref: ESS/01/18/CHL (Construction of an agricultural reservoir) seeking a revised alignment of the site access road	AW and GW Day Ltd and Target Farms	0.3 km	Approved	11/06/21	1	No	No	No	No
ECC 14	ESS/61/21/CHL	Land adjacent to Chelmsford City Racecourse, Great Leighs, Chelmsford, CM3 1QP	Pyrolysis Plant to generate electricity from imported solid recovered fuel, associated building and offices	Mr Holmes	2 km	Approved	18/05/21	1	Yes	Yes	No	Yes

‘Other development’ details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
ECC 15	ESS/77/20/CHL	Land south of A1060 (Salt’s Green), Chalk End, Roxwell, Chelmsford, CM1 4NJ	Sand and gravel quarry and associated works/development including formation of new access and mobile plant area; together with the importation of inert material to facilitate site restoration	H R Philpot & Son	2.65 km	Approved	11/06/20	1	Yes	Yes	No	Yes
ECC 19	ESS/01/18/CHL	Land at Sheepcotes Farm, Sheepcotes Lane, Little Waltham, CM3 3LU	The construction of an agricultural reservoir involving the extraction, processing and exportation of sand and gravel and soils; the erection and use of an on-site processing plant with ancillary facilities; and highway and access improvements. Together with the construction of an associated irrigation pipeline from the proposed abstraction point (River Chelmer at Langleys, Great Waltham)	AW and GW Day Ltd and Tarsset Farms	0.4 km	Approved	19/01/18	1	No	Yes	No	No
ECC 20	ESS/21/12/CHL/1/1	Land to the South of Park Farm, Springfield, Chelmsford, Essex	The winning and working of sand and gravel and associated dry screen processing plant, temporary storage of minerals and soils and associated infrastructure. In addition, backfilling of the void with soils and overburden arising from the development of mixed uses (Ref. 09/01314/EIA) on land adjacent to the mineral working	Countryside Zest (Beaulieu Park) LLP	3 km	Approved	13/04/17	1	Yes	Yes	No	Yes
ECC 21	CC/CHL/07/17	Beaulieu Park Education Campus Site, Beaulieu, Chelmsford	Proposed development of the Beaulieu Park Schools Campus, consisting of a 1200 place three storey Secondary School, 420 place two storey Primary School, 56 place single storey Nursery, Sports Hall with associated community facilities, hard and soft play areas, means of enclosure, landscaping, car parking, bicycle and scooter parking and associated infrastructure on a site of aprox. 11.8ha on land to the northeast of the junction of White Hart Lane (A130) and Essex Regiment Way, with vehicular access from Armistice Avenue and	Essex County Council	2.85 km	Approved	23/01/17	1	No	No	No	No

‘Other development’ details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
			pedestrian access via Beaulieu Square, Chelmsford									
ECC 22	ESS/21/12/CHL/30/2	Land to the South of Park Farm, Springfield, Chelmsford, Essex	The winning and working of sand and gravel and associated dry screen processing plant, temporary storage of minerals and soils and associated infrastructure. In addition, backfilling of the void with soils and overburden arising from the development of mixed uses (Ref. 09/01314/EIA) on land adjacent to the mineral working	Countryside Properties	3 km	Approved	16/06/16	1	No	Yes	No	No
ECC 24	CC/TEN/31/21	Land between the A120 and A133, to the east of Colchester and west of Elmstead Market	New link road between the existing A120 and A133 inclusive of a grade separated dumbbell junction at the A120, with new accesses to an existing petrol station (Ardleigh South Services) and Colchester Waste Transfer Station; a new roundabout at the junction with the A133; and two intermediate roundabouts along the link road. Together with other associated works and landscaping	N/A	2.4 km	Approved	23/03/21	1	No	Yes	No	No
ECC 25	ESS/09/18/COL	Land at Greenacres, Packards Lane, Wormingford	Erection of Clean Materials Recycling Facility at Existing Established Recycling/Recovery Facility, Relocation of Existing Staff Welfare Facility, Provision of Additional Staff Parking, Culverting Section of Existing Swale, Additional Landscaping, Rainwater Harvesting together with amendments to site operating hours and HGV movement times to permit 24 HGV Movements between 07:00- 16-30 hours on Good Friday's	CSH Environmental	0.85 km	Approved	09/04/18	1	No	No	No	No
ECC 26	ESS/42/22/TEN	Martells Quarry, Slough Lane, Ardleigh, Essex, CO7 7RU	Installation of a landfill gas fuelled electricity generating station comprising containerised spark ignition gas engines and ancillaries in a fenced compound	Mr Jon Mellor	1.3 km	Approved	09/05/22	1	No	Yes	No	No
ECC 27	ESS/29/20/TEN	Land at Martells	Proposed western extension to Martells Quarry for the extraction,	Sewells Reservoir	1.1 km	Resolution made/	26/02/20	1	Yes	Yes	No	Yes



‘Other development’ details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
		Quarry, Slough Lane, Ardleigh, Essex, CO7 7RU	processing, sale and distribution of silica sand and gravel, and subsequent restoration using inert materials along with the creation of a new access	Construction Limited		Awaiting Legal Agreement						
ECC 29	ESS/24/15/TE N/49 /1	Elmstead Hall, Elmstead, Colchester, CO7 7EX	Proposed Borrow Pit at Elmstead Hall, Elmstead, Colchester, Essex	R.W. Mitchell & Sons	2.85 km	Approved	08/03/19	1	No	No	No	No
ECC 30	ESS/32/18/TE N	Land at Martells Quarry, Slough Lane, Ardleigh, Essex, CO7 7RU	Planning application seeking for the installation and use of a washing plant for the recycling of non-hazardous and inert wastes, the use of a crusher, the installation of a weighbridge office and relocation of a weighbridge together with associated access onto the highway.	Sewells Reservoir Construction Limited	1.15 km	Approved	25/09/18	1	No	No	No	No
ECC 31	ESS/04/17/TE N	A120 Ardleigh Waste Transfer Station, Colchester Eastern Bypass, Ardleigh, CO7 7SL	Continuation of use as a Waste Transfer Station without compliance with Condition 2 (compliance with submitted details) attached to planning permission reference ESS/27/16/TEN, to allow an additional use of the site for overnight parking of associated Heavy Goods Vehicles and trailers	Veolia ES (UK)	2.3 km	Approved	02/11/16	2	No	No	No	No
ECC 32	ESS/46/14/TE N/21 /1	Martells Quarry, Slough Lane, Ardleigh, Essex, CO7 7RU	Continuation of extraction of silica sand and gravel with restoration of the land to agriculture, achieved through the infilling of inert materials and commercial and industrial waste residue following mechanical biological treatment, without compliance with condition 2 (approved details) of planning permission ESS/18/07/TEN to allow changes to the cell arrangement and proposed phasing	Aggregate Industries UK Ltd	1.2 km	Approved	13/01/17	2	No	Yes	No	No
ECC 33	ESS/79/23/COL	Land off Ipswich Road, Langham, Essex, CO4 5LZ	Waste recycling facility solely handling, processing and storing road plannings; together with associated works and development	Vera Palmer	0.8 km	Pending	05/09/23	1	Yes	Yes	No	Yes

'Other development' details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
ECC 34	ESS/81/23/CHL	Land at Russell Green, Boreham Road, Chelmsford	Importation of 85,000 tonnes of inert waste material to stabilise former quarry face and restore former mineral site to a landscaped habitat mosaic and pond with associated improvements to existing site access	Robin Jones	2.8 km	Approved	13/09/23	1	No	No	No	No
ECC 35	ESS/70/17/CHL	Roxwell Quarry, Roxwell Road, Roxwell, Chelmsford, Essex, CM1 4LT	For continuation of development permitted by planning permission ESS/05/15/CHL without compliance with conditions 2, 3, 15 to allow the restoration of Area Z, the Former Plant Site and Brittons Hall Farm Landfill Site to be completed by 31 December 2019. ESS/05/15/CHL was for the following development the modification to the restoration profile and the restoration scheme for the non-hazardous landfill arising from overtipping of approx. 85,250 cubic metres (part retrospective). Enhanced restoration of a former landfilling area by the importation of inert materials and biosolids to enable agricultural after-use and restoration scheme for the former mineral processing plant site to woodland, nature conservation and agricultural after-uses (including retention of hardstanding and workshop). All to be completed by 31 December 2015	N/A	0 km	Approved	11/01/18	1	Yes	Yes	No	Yes

Table A17.2.7 - Short List of Other Developments – Tendring District Council

Other Development Details'									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
<b>Tendring District Council</b>												
T1	22/00539/FUL	20 Harwich Road Ardleigh Colchester Essex CO7 7LT	Demolition of existing industrial units and erection of bespoke administration building with associated parking, landscaping and boundary treatments	Mr Arend Van Zanten	0.2 km	Approved	24/03/22	1	No	No	No	No
T2	22/00121/FUL	DTE Scaffolding Old Ipswich Road Ardleigh Colchester Essex CO7 7QR	Proposed erection of 2 no. detached single storey buildings forming 10 no. commercial units Class E, B2 and B8 uses	DTE Scaffolding and Safety Netting LTD	0.7 km	Approved	N/A	1	No	No	No	No
T3	21/02070/FUL	Land adjacent to Lawford Grid Substation Ardleigh Road Little Bromley Essex CO11 2QB	Construction and operation of a 50MW Battery Energy Storage System, and related infrastructure with associated access, landscaping and drainage	Mr Andy Moffat	0 km	Approved	15/12/21	1	No	No	No	No
T4	21/00688/FUL	Mulleys Farm Bentley Road Little Bromley Manningtree Essex CO11 2PL	Variation of Condition 4 (External Access to Formal Parking Area) of Planning Application ref: 18/01888/FUL, granted under Appeal ref: APP/P1560/W/20/3250989 (Change of use of agricultural and storage buildings to mixed open use (B1, B2 and B8) and the erection of an extension following the removal of a lean-to structure) to provide a more practical design solution	Mrs M Cooper	N/A	Approved	13/04/21	1	No	No	No	No
T5	20/00704/FUL	Badley Hall Little Bromley Road Ardleigh Colchester Essex CO7 7NF	Change of use of and alterations to agricultural storage buildings to B1(a), B1(c) and B8 uses with associated parking and installation of package treatment plant	Mr Paul Haggis	0 km	Approved	04/06/20	1	No	No	No	No
T9	20/00594/FUL	Land adjoining Ipswich Road and Wick Lane Ardleigh Essex CO7 7QL	Full planning for food storage and distribution facility and associated parking, logistics yard and offices (reconsultation: Supplementary Sequential Test Statement received 23/03/2022)	Flying Trade Group PLC	0 km	Awaiting decision – approved subject to S.106	12/05/20	1	No	No	Close proximity to project but timescales not expect	No

Other Development Details'									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
											ed to overlap	
T10	20/01783/FUL	Systematic Business Park Old Ipswich Road Ardleigh Essex CO7 7QL	Construction of up to 30 'start-up' business units under flexible E(g), B2 and B8 use and associated development.	RVL Properties Ltd	0 km	Approved	13/01/21	1	No	No	Close proximity	No
T11	22/01340/FUL	Systematic Business Park Freight Centre Old Ipswich Road Ardleigh Essex CO7 7QL	Proposed widening of access onto Ipswich Road to serve Freight Centre Loading Dock.	Mr Richard Triolo	0 km	Decided – Full Approval	05/08/22	1	No	No	Close proximity	No
T12	23/00136/FUL	Crown Business Centre Old Ipswich Road Ardleigh Colchester Essex CO7 7QR	Proposed erection of B8 storage and distribution units with ancillary mezzanine office space and associated access amendments, parking and landscaping	Evolve Business Centre (Colchester) Ltd	0.3 km	Approved	30/01/23	1	Possible overlap	No	No	No
T13	23/01033/D/ETAIL	Crown Quarry Old Ipswich Road Ardleigh Essex CO7 7QR	Reserved Matters Application for Access, Appearance, Landscaping, Layout and Scale following Outline Planning Permission 19/01939/OUT (for a business park development comprising of B1, B2 and B8 storage, the construction of a new internal access from the existing access road, relocation of the existing temporary quarry office to a new building together with associated car / cycle parking).	SRC Group and Hills Building Group	0 km	Approved	01/08/23	1	Possible Overlap	Yes	No	Yes
T14	23/01800/AGRIC	Wick Farm Wick Lane Ardleigh Colchester Essex CO7 7RE	Prior Approval Application under Part 6, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) order 2015 (as amended) for a new general purpose agricultural store.	Mr James Blyth	0 km	Decided – Prior Approval not required	20/12/2023	1	No	No	No	No
T15	23/01763/FUL	The Pod Old Ipswich Road Ardleigh	New storage unit within the southwest corner of the existing workshop.	Mr Danny Robson 0 JA Brooks Mechanical Services	0.08 km	Approved	11/12/2023	1	No	No	No	No

Other Development Details'									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
		Colchester Essex CO7 7QL										

Table A17.2.8 - Short List of Other Developments – Colchester City Council

'Other development' details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
<b>Colchester City Council</b>												
CO1	L182723	Langham Oaks, School Road, Langham Colchester CO4 5PA	Full application for the erection of a new two storey school containing teaching and residential accommodation and demolition of single storey rear extensions at Langham Oaks School, School Road, Langham, Colchester, CO4 5PA	Kier Construction (Eastern)	0.7 km	Approved	19/11/18	1	No	No	No	No
CO2	L212006	Fordham Place, Bergholt Road, Fordham Colchester CO6 3NU	Excavation of reservoir for agricultural irrigation purposes with access track	Mr R Strathern	0 km	Prior Approval Required (Approved)	16/07/21	1	No	No	No	No
CO3	223183	Anglian Water Pipeline, Dedham to Great Horkesley	Proposed hybrid planning application for section of the proposed Bury St Edmunds to Colchester Pipeline Scheme with full planning consent sought for a pipeline and associated above ground infrastructure; and outline consent for above ground infrastructure	N/A	N/A	Approved	01/02/23	1	Yes	Yes	No	Yes
CO4	231153	Land to the east of, Newbarn Road, Great Tey	Erection of 30 dwellings and 1ha of public open space and access from Newbarn Road.	N/A	Approx within 2 km	Approved	11/05/23	1	No	No	No	No
CO5	231640	Land off, Hall Road, Copford Colchester	Creation of 50 no. two, three, four and five bedroom houses and associated infrastructure, plus public open space in the centre of the site and access works on Hall Road.	Michael Smith	1 km	Approved	07/07/23	1	No	No	No	No
CO6	231776	Land South of, School Road, Langham	Outline application for erection of 30 houses with a new access onto	Rose Builders – Mr Will Vote	0.5 km	Partial Approval	02/08/23	1	No	Yes	No	Yes

'Other development' details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
		Colchester, CO4 5PA	School Road, Langham. All matters reserved.									
CO7	232206	Lodge Farm, Boxted Road, Great Horkesley, Essex, CO6 4AP	Construction of Processing, Packing and Dispatch Building, with associated access, hardstanding, drainage, services and landscaping.	P.G Rix Farms Ltd	0.2 km	Approved	18/09/23	1	No	Yes	No	Yes
CO8	232762	Tey Brook Centre Brook Road Great Tay Essex CO6 1JE	Erection of 1no. Employment Units Class E, g (ii) and (iii), B2 and B8 use.	Mr Richard Browning	0 km	Pending	04/12/2023	1	Yes	Yes	Yes	Yes

Table A17.2.9 - Short List of Other Developments – Braintree District Council

'Other development' details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have significant effect?	Other factors	Progress to stage 3/4?
<b>Braintree District Council</b>												
B1	21/01783/LDO	Horizon 120 Business Park Off A131 London Road Great Notley Essex	Proposed Local Development Order for the creation of a Business and Innovation Park comprising E(g)(i) (Office); E(g)(ii) (Research and Development); E(g)(iii) (Industrial Process); B2 (General Industrial) and B8 (Storage or Distribution) uses, and within Zone A of the proposed development a C1 (Hotel) (maximum 120 bed spaces); and buildings within the Horizon Hub area where the following uses will be permitted, subject to restrictions on internal floor area: E(a) (Shop; maximum 300sq.m); E(b) (Restaurant and Cafe; maximum 200sq.m); Gymnasium within Use Class E(d) (maximum 700sq.m.); E(e) (Medical or Health Services; maximum 150sq.m.); Early Years Childcare, Day Nursery or Preschool within Use Class E(f) (maximum 350sq.m); 250sq.m for Sui Generis Event Space (excluding such space within a building principally used as a C1 Hotel); Sui Generis Bus Depot including welfare facilities; and associated structural landscaping and infrastructure - Amendments to the Approved Local Development Order (LDO) and Proposed Horizon 120 Wayfinding Strategy	Horizon 120	3.2 km	Approved	02/06/21	1	Yes potentially	Yes	No	Yes
B3	21/00749/FUL	Land West Of Mill Lane Cressing Essex	Development of 80 no. age-restricted (to over-55s) bungalows; with provision of c. 4 ha of public informal open space incorporating, allotments, dog exercising area and potential land for community facility.	M Scott Properties Ltd	2.5 km	Pending	05/03/21	1	No	No	No	No



'Other development' details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have significant effect?	Other factors	Progress to stage 3/4?
B4	19/00739/RE M	Land Adjacent To Braintree Road Crossing Essex	Development of up to 225 residential dwellings; associated access (including provision of a new roundabout on Braintree Road); public open space; play space; pedestrian and cycle links; landscaping; and provision of land for expansion of Crossing Primary School	Countryside Properties PLC	2.4 km	Approved	16/04/19	1	No	Yes	No	No
B5	19/00003/SCR	Land At Tye Green Crossing Braintree Essex	Town & Country Planning Act 1990 (as amended), Town & Country Planning (Environmental Impact Assessment) Regulations 2017 - Screening Request (Regulation 6) - Outline application for up to 400 residential dwellings) including 40% affordable housing), with associated infrastructure, including landscaping, public open space, sustainable drainage systems and vehicular access points from the B1018.	Gladman Developments	2.7 km	EIA Required	22/05/19	1	No	Yes	No	No
B6	21/03214/RE M	Land Opposite Sandiacres Long Green Crossing Essex	Application for the approval of reserved matters (in respect of layout, scale, appearance and landscaping) pursuant to outline planning permission 18/00549/OUT granted 14.12.2020 (Allowed on appeal) for 250 dwellings, open space and associated ancillary works	Miss Harris, Persimmon Homes Essex	2.7 km	Approved	25/10/21	1	No	No	No	No
B7	22/00860/FUL	Crossing Farm Witham Road Crossing Essex CM77 8PD	Development of equestrian facility including 28 stables, office/store, hay store, manege, horsewalker and associated parking and change of use of land to grazing paddocks.	Mr Stuart Philpot	0.3 km	Approved	01/04/22	1	No	No	No	No
B8	21/03735/FUL	Land West Of Park Road Rivenhall Essex	Installation of solar farm and associated development.	Novus Renewable Services Limited	0 km	Appeal Allowed	23/12/21	1	No	No	No	No
B9	21/01878/FUL	Land East Of Periwinkle Hall Links Road	Construction and operation of a solar photovoltaic farm, with battery storage and other associated	Mr James Hartley-Bond	2.1 km	Approved	09/06/21	1	No	No	No	No

'Other development' details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have significant effect?	Other factors	Progress to stage 3/4?
		Perry Green Bradwell Essex	infrastructure, including inverters, security cameras, fencing, access tracks and landscaping.									
B12	17/01979/OUT	Land Cranes Lane Kelvedon Essex	Outline planning permission for up to 125 dwellings and up to 2000m2 of employment floorspace (Class B1).	Mr Phillip McIntosh	1.4 km	Pending	03/11/17	1	No	Yes	No	No
B13	21/03579/OUT	Land South West Of Coggeshall Road Kelvedon Essex	Outline planning application (with all matters reserved apart from access) for up to 600 dwellings, including up to 75 units sheltered housing accommodation, the proposed provision of a primary school, and provision of public open space including associated landscape planting with associated infrastructure, drainage measures, earthworks and provision of new footpath/cycleway route towards Coggeshall.	N/A	0 km	Pending	07/12/21	1	Yes potentially	Yes	No	Yes
B15	19/01025/FUL	Land West Of Kelvedon Station Station Road Kelvedon Essex	Proposed new residential development comprising the construction of 238 new dwellings (including both houses and apartments) with associated garden and parking provision dedicated improved access from Coggeshall Road new public open space a Sustainable Urban Drainage System and associated development	Mr Phillip Wright	0.2 km	Approved	08/06/19	1	No	Yes	No	No
B16	22/01530/VAR	Land North Of Colchester Road Coggeshall Essex	Variation of Condition 7 (Prior to first occupation) following grant of planning permission 19/02072/VAR granted 16/019/2020 to vary planning permission 17/02246/OUT for: Outline application for the construction of up to 300 dwellings (including up to 40% affordable) nursery/community facilities (420m2) and provision of access, roads, drainage infrastructure, open space and strategic landscaping. Demolition	Virsty Home Ltd	0.5 km	Pending	06/06/22	1	No	No	No	No

'Other development' details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have significant effect?	Other factors	Progress to stage 3/4?
			of existing garage/ workshop building. Variation would allow condition to read: - 'Prior to the occupation of the 100th dwelling, the improvement work shown in outline on WSP Drawing Number 26359-SK-04 P01 Colchester Road Coggeshall Off Site Highways Works dated October 2018 shall be completed in accordance with a detailed scheme submitted for approval by the Local Planning Authority in consultation with Highways England.'									
B17	23/00038/HH	8 Halfway Cottages Coggeshall Road Kelvedon Essex CO5 9PL	Erection of single-storey rear extension.	N/A	0 km	Approved	05/01/23	1	No	No	No	No
B18	19/02226/FUL	Crossing Farm Witham Road Crossing Essex CM77 8PD	Retrospective application for the Change of Use of land from redundant gravel pit to Equestrian Facility together with the retention of 2 stable buildings, storage containers, manege; with associated parking and grazing.	Mr S Philpot	0 km	Approved	09/12/19	1	No	No	No	No
B19	23/00859/HH	Ford Farmhouse Church Road Rivenhall Essex CM8 3PG	Single-storey four bay cartlodge	Mrs Wendy Lampshire	0 km	Approved	30/03/23	1	No	No	No	No
B20	23/00803/FUL	Coggeshall Hall Farm Yard Coggeshall Road Kelvedon Essex CO5 9PH	Installation of ground-mounted solar panel array.	G & S Coode-Adams	0 km	Approved	23/03/23	1	Yes	Yes	No	Yes

'Other development' details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have significant effect?	Other factors	Progress to stage 3/4?
B21	23/01276/FUL	Land Adjacent Stanfield Meadow Vicarage Avenue White Notley Essex	Demolition of existing barn and erection of 2 x 3 bedroomed semi-detached dwellinghouses with associated parking and amenity space, forming of turning head and alteration of track and site access off Church Hill.	Miss E. Naylor	0 km	Approved	01/06/23	1	No	No	No	No

Table A17.2.10 - Short List of Other Developments – Chelmsford City Council

‘Other development’ details									Stage 2			
ID	Applicati on Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect	Other factors	Progress to stage 3/4?
<b>Chelmsford</b>												
CH1	18/00278 /FUL	Barn 37, Little Boyton Hall Farm, Boyton Hall Lane, Roxwell, Chelmsford	Construction of a new warehouse building for the purposes of Storage/Distribution and Business uses (Use classes B1, B2, and B8).	N/A	0.5 km	Permitted	08/02/18	1	No	No	No	No
CH2	20/00001 /MAS	Strategic Growth Site North Of Woodhouse Lane, Broomfield, Chelmsford, Essex	Masterplan for around 450 new homes, neighbourhood centre, early years and childcare facility, local open space and associated access and highway infrastructure including a new access into Broomfield Hospital	N/A	0.5 km	Approved	07/01/20	1	No	Yes	No	No
CH3	20/02064 /OUT	Strategic Growth Site North Of Woodhouse Lane, Broomfield, Chelmsford, Essex	Outline application for residential development for up to 512 dwellings including affordable housing and custom build homes (Use Class C3), Local Centre (Use Classes E, F.1 and F.2), formal and informal open space, and associated infrastructure. All matters reserved except for primary access	N/A	0.5 km	Pending	15/12/20	1	No	Yes	No	No
CH6	22/00284 /CM	Quarry And Premises, Moulsham Hall Lane, Great Leighs, Chelmsford, Essex	Continuation of development without compliance with condition 3 (applications details) and condition 74 (restoration timescale for original quarry area) of planning permission ESS/42/17/CHL to allow provision of a larger mineral and waste processing area and delay in the removal of the existing processing plant and restoration of the original quarry; and installation of additional mineral and waste processing facilities and provision of a new portal framed workshop. ESS/42/17/CHL is the extant planning permission for "Extraction of an estimated reserve of 2.8 million tonnes of sand and gravel (from sites A38 and A39 as identified in the Minerals Local Plan 2014) and retention of existing access onto the A131, retention of existing sand and gravel processing plant (to be relocated within site A38), progressive restoration to agriculture using	N/A	1 km	Pending	11/02/22	1	Yes	Yes	No	Yes

‘Other development’ details									Stage 2			
ID	Applicati on Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect	Other factors	Progress to stage 3/4?
			inert fill, installation of inert recycling facility, including screening and crushing to recover secondary aggregate.									
CH7	23/01041/EIA/ SO	Land At Former St Peters College Fox Crescent Chelmsford Essex	St Peters College EIA Screening Request for outline planning application on 8.4 hectares of land comprising the former St Peters College Site on Fox Crescent in Chelmsford City. The application seeks permission for up to 185 dwellings 7,500 sqm of non-residential uses including extra care/independent living accommodation and community use including flexible together open space and associated infrastructure.	N/A	2 km	Not EIA Development	22/06/23	1	Yes	Yes	No	Yes
CH8	23/01583/FUL	Strategic Growth Site 7A Moulsham Hall Lane Great L Fights Chelmsford Essex	Hybrid planning application for EIA (Environmental Impact Assessment) development to include: 1. outline application with all matters reserved for residential development of up to 800 homes (Use Class C3) including affordable and self/custom-build homes; a Neighbourhood Centre comprising commercial, business and service (Use Class E) of which the anchor retail store is not more than 500sqm (GIA); medical services (Use Class E (e)), a children’s nursery (Use Class E(f)) and a residential care home (Use Class C2) of up to 80 beds; a new primary school (Use Class F1); landscaping works, provision of strategic and local open space; biodiversity enhancements, all associated highways infrastructure, pedestrian, cycle, PRow and bridleway routes; drainage infrastructure and all associated ancillary works including services and utilities. 2. Full application for the principal means of vehicular access to the site, on site highways works, surface water attenuation basins and associated ancillary works including services and utilities.	C/o Savills , Bellway Homes Limited (Essex )	1.4 km	Pending	12/10/2023	1	Yes	Yes	No	Yes

Table A17.2.11 - Short List of Other Developments – Basildon Borough Council

‘Other development’ details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have significant effect	Other factors	Progress to stage 3/4?
<b>Basildon Borough Council</b>												
BA 1	21/01765/FULL	Highways Land, Dunton Road, Dunton, Basildon, Essex	Installation of underground cables and associated works between Crouch Solar Farm and Lower Dunton Road Substation (inclusive only of the area falling within Basildon administrative area) (Dunton Road and Lower Dunton Road).	Mr James Hartley Bond	1 km	Decided	06/12/21	1	No	No	No	No
BA 3	21/00455/LBBAS	Botney Hill Farm Botney Hill Road Billericay Essex CM12 9SJ	Proposed site redevelopment to create four bedroomed and three bedroomed barn conversions including partial demolition of non-historic elements, full conversion, building remodelling and construction of cart lodge garaging together with associated landscaping works	Mrs Shirley Smith	0.08 km	Approved	19/03/21	1	No	No	No	No
BA 4	24/00004/OUT	Land South of London Road Billericay	Hybrid planning application comprising detailed planning permission for a new food store (Use Class E) with access, car parking, landscaping and other associated works; and outline planning permission (all matters reserved except means of access) for the erection of up to 130 dwellings (Use Class C3) (including market, affordable and self-build custom build dwellings) with access, parking, public open space and associated landscaping and infrastructure works.	M Scott Properties Ltd and Lidl GB Ltd	0.43km	Pending	24/01/2024	1	Yes	Yes	No	Yes

Table A17.2.12 - Short List of Other Developments – Brentwood Borough Council

‘Other development’ details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have significant effect	Other factors	Progress to stage 3/4?
<b>Brentwood Borough Council</b>												
BR2	21/01525/OUT	Entire Land East Of A128 South Of A127 Tilbury Road West Horndon Essex	Additional submission following EIA Regulation 25 information request: (Shortened description). Please refer to the application form for full description) Outline application with all matters reserved apart from Access, for: the construction of a Garden Community which includes up to 3,700 dwellings, 3 care homes, 5 gypsy/travellers pitches, secondary and primary schools, children's nurseries and creches. Employment hub, village centre and neighbourhood hubs, mobility hub, community sports hub, football, hub, cricket ground, green and blue infrastructure, sustainable drainage system, accesses to A128 Tilbury Road, footpath and cycle link to the A127 and other associated infrastructure and works including noise barrier, demolition of structures and undergrounding of the overhead lines	CEG Land Promotions Ltd and Mr P S Dunne and Mrs E A Dunne	0.2 km	Pending (resolution by Council to approve application, subject to agreement of planning obligations (29/11/23))	13/09/21	1	Yes	Yes	No	Yes
BR3	22/00667/FUL	Park Farm Dunton Road Herongate Brentwood Essex CM13 3SG	Variation of condition 7 of application 21/00834/FUL (Construction and operation of a solar farm together with all associated works, equipment and necessary infrastructure) for the re-wording of condition 7	Low Carbon	0.2 km	Approved	11/05/22	1	No	No	No	No
BR4	21/00834/FUL	Park Farm Dunton Road Herongate Brentwood Essex CM13 3SG	Construction and operation of a solar farm together with all associated works, equipment and necessary infrastructure	Mr James Nicol	0.2 km	Approved	07/05/21	1	No	No	No	No
BR6	19/01017/FUL	Oakwood Little Hyde Lane Ingatestone Essex CM4 0HJ	Enlarge an existing drainage pond to 15m diameter to contain flooding due to climate changes/rainfall and re-use in dry periods. Managing retained water in an eco friendly manner. Assisting wildlife and plants. (Retrospective)	Mr Alan Austin	0.5 km	Approved	30/07/19	1	No - retrospective	No	No	No
BR7	22/00047/FUL	Havering Grove Farm 552A Rayleigh Road Hutton	Demolition of existing commercial buildings and hardstanding and cessation of outside storage uses and replacement with construction of four residential dwellings	Argent Developers Ltd	0.05 km	Approved	14/01/22	1	No	No	No	No



'Other development' details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have significant effect	Other factors	Progress to stage 3/4?
		Brentwood Essex CM13 1SG	together with associated landscaping and access.									
BR8	23/00654/S192	Hunts Farm Old Church Lane Mountnessing Brentwood Essex CM13 1UR	Application for a Lawful Development for a Proposed Use or Development for the construction of detached storage outbuilding.	Mr & Mrs S Richardson	0 km	Pending	06/06/23	1	No	No	No	No
BR9	23/01393/EIASO	Land to the South of West Horndon Railway Station Station Approach West Horndon Brentwood Essex CM13 3TZ	EIA Scoping Opinion for the proposed development at land within and south of West Horndon Station	James Jaulim	1.6 km	Pending	09.11.23	2	Yes	No	No	Yes
BR10	23/01541/OUT	Long plantation rear of Hernshore Herongate Essex	Outline application for the development of environmentally sustainable 15 private dwellings, 14 affordable dwellings, one replacement dwelling and refurbishment of 5 existing run down dwellings (Appearance, Landscape and Scale reserved matters)	Mr and Mrs Peter Thompson	1.77 km	Pending	17/01/2024	1	Yes	No	No	No

Table A17.2.13 - Short List of Other Developments – Thurrock Council

‘Other development’ details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
<b>Thurrock Council</b>												
TH1	22/00461/NMA	Thameside Nature Park Mucking Wharf Road Stanford Le Hope Thurrock SS17 0RN	Application for a non-material amendment to current approved car parking and picnic area as approved under 18/00571/CV (Application for the removal or variation of a condition following a grant of planning permission: proposed amendment to condition no. 2 (to allow for the extension of restoration operations until 30th June 2023), no. 20 (to allow for revised water drainage), no. 26 (to allow for revised restoration and aftercare arrangements) and no. 32 (details of remedial measures due to differential settlement etc.) on planning permission ref. 12/00691/CV (Restoration of the former Mucking landfill site))	Mr Jimmy Allen	2 km	Approved	07/04/22	1	No – currently under construction	No	N/A	No
TH2	19/01524/SCR	Langdon Hills Golf And Country Club Lower Dunton Road Bulphan Essex RM14 3TY	Hybrid application for the redevelopment of Langdon Hills Golf and Country Club. Detailed approval sought for: a new golf academy (with driving range, tuition space and function space for 150 guests) a redesigned club house (with wellness mindfulness centre, reception space, restaurant space, bar space, function space (for 250 guests), shop, storage space, gym, swimming pool and spa, changing rooms, office space; kitchens and food preparation areas and other ancillary space). The creation of a new health led community to include, 85 no. bungalows for the over 55s (Use Class C2) 36 no. apartments for the over 55s (use Class C2) 42 no. extra care apartments and a 64 bed care home (Use Class C2), and 4 no. key worker apartments. Demolition of existing buildings (clubhouse, hotel and green keepers building) and supporting infrastructure to include, a	N/A	0 km	Approved	07/10/19	1	No – currently under construction	No	N/A	No

'Other development' details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
			reconfigured main car park, a new car park for the golf academy, new vehicular access from Lower Dunton Road, landscaping, new bowling green, new walkways, a new bus stop to serve Langdon Hills Golf Club St Lukes Hospice, erection of a security gatehouse and surveillance. Outline approval sought for, a new quick play golf course, up to 12 no. apartments (Use Class C3) and a new redesigned green keeper building									
TH3	23/00020/FUL	Thameside Nature Park Mucking Wharf Road Stanford Le Hope Thurrock SS17 0RN	Public access improvements at Thameside Nature Park as part of South Essex Estuary Park (SEEPARK) Pathfinder project: installation of disabled kissing gates and fencing; benches; and wildlife hides	Sharon Bayliss	0 km	Pending	10/01/23	1	No	No	N/A	No
TH4	23/00046/nma	Land Adjacent Fen Farm Judds Farm And Part Of Bulphan Fen Harrow Lane Bulphan Essex	Application for Non Material Amendment of planning permission 22/00552/CV (Application for the variation of condition no. 3 (time period and decommissioning) to extend the time period from 35 years to 40 years of planning permission ref. 21/00077/FUL (Installation of renewable led energy generating station comprising ground-mounted photovoltaic solar arrays and battery-based electricity storage containers together with substation, inverter/transformer stations, site accesses, grid connection cable, internal access tracks, security measures, access gates, other ancillary infrastructure, landscaping and biodiversity enhancements)) for revised layout of solar farm equipment, reduced size of ancillary buildings, changes to the fence and access track alignment, and changes to perimeter fence type	R Jacobson	1.9 km	Approved	16/01/23	1	No	No	No	No

'Other development' details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
TH5	10/50235/TTGO UT	Land West Of Butts Lane Stanford Le Hope Essex	Redevelopment of 15ha area comprising part of existing golf course and agricultural land for up to 350 residential dwellings together with associated infrastructure including: new vehicular accesses onto Butts Lane, on-site vehicular, cycle and footway network, amenity space, landscaping, a community building (Use Class D2- Assembly and Leisure) and Doctors Surgery (Use Class D1 - Non-Residential Institution). Landscaping, including limited re-profiling of land on parts of the 15ha development site, 51.5ha of strategic open space, including formal and informal recreation uses. Change of use of existing golf clubhouse as cafe and/or information centre in connection with the strategic open space. Outline application with all matters reserved for the means of access to the site	Mr D Banfield	0 km	Appeal allowed. Deed of variation pending	19/10/10	1	No	Yes	No	No
TH6	21/00249/DVOB	Land West Of Butts Lane Stanford Le Hope Essex	Application for a Deed of Modification to the S106 legal agreement for planning permission ref: 10/50235/TTGOUT (Redevelopment of 15ha area comprising part of existing golf course and agricultural land for up to 350 residential dwellings together with associated infrastructure including: new vehicular accesses onto Butts Lane, on-site vehicular, cycle and footway network, amenity space, landscaping, a community building (Use Class D2- Assembly and Leisure) and Doctors Surgery (Use Class D1 - Non-Residential Institution). Landscaping, including limited re-profiling of land on parts of the 15ha development site, 51.5ha of strategic open space, including formal and informal recreation uses. Change of use of existing golf clubhouse as cafe and/or information centre in connection with the	Carlos Fernandes	0 km	Pending	12/02/21	1	Yes, possible overlap	Yes	No	Yes

‘Other development’ details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
			strategic open space. Outline application with all matters reserved for the means of access to the site) to amend the clause 6.1.1 and 6.3 (mortgagee exclusion)									
TH7	22/01327/NMA	Land At Mucking Marshes Mucking Wharf Road Stanford Le Hope Thurrock SS17 0RN	Application for a Non-Material Amendment Following a Grant of Planning Permission: proposed amendment to the approved Afteruses Masterplan (plan ref. Drawing 2 Rev.C, dated 18/04/18) to allow for the creation of additional habitat for the translocation of reptiles of planning permission ref: 18/00571/CV (Application for the removal or variation of a condition following a grant of planning permission: proposed amendment to condition no. 2 (to allow for the extension of restoration operations until 30th June 2023), no. 20 (to allow for revised water drainage), no. 26 (to allow for revised restoration and aftercare arrangements) and no. 32 (details of remedial measures due to differential settlement etc.) on planning permission ref. 12/00691/CV (Restoration of the former Mucking landfill site))	Mrs Sarah Holland	0 km	Pending	28/09/22	1	Yes, possible overlap	Yes	No	Yes
TH8	18/00571/CV	EDL Operations Mucking Wharf Road Stanford Le Hope Essex SS17 0RN	Application for the removal or variation of a condition following a grant of planning permission: proposed amendment to condition no. 2 (to allow for the extension of restoration operations until 30th June 2023), no. 20 (to allow for revised water drainage), no. 26 (to allow for revised restoration and aftercare arrangements) and no. 32 (details of remedial measures due to differential settlement etc.) on planning permission ref. 12/00691/CV (Restoration of the former Mucking landfill site)	Mrs Sarah Holland	0 km	Approved	21/04/18	1	Possible overlap	Yes	No	Yes

‘Other development’ details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
TH9	12/00691/CV	Cory Waste Management Mucking Wharf Road Stanford Le Hope Essex SS17 0RN	Variation of conditions 2, 4, 7 and 14 to enable the site to be restored to the approved after uses within an extended period of time	Cory Environmental Ltd	0 km	Approved	25/07/12	1	Possible	Yes	No	Yes
TH10	06/00663/TTGC ND	Cory Waste Management Mucking Wharf Road Stanford Le Hope Essex SS17 0RN	Proposals for the restoration of the former sand and gravel working site without complying with conditions 2, 4,14,42 and 43 of planning permission APP/M1595/A/00/1035822 granted by the Secretary of State on appeal on 20 September 2001(which in turn was a planning permission to develop the site without complying with conditions 1, 6, 7, 8 and 9 of planning permission THU/806/85 dated 9 June 1986). It is proposed that modified conditions should be submitted for the above conditions	Cory Environmental Ltd	0 km	Approved	27/06/06	1	No	Yes	No	No
TH11	22/01604/NMA	Essex Wildlife Trust Thameside Nature Park Mucking Wharf Road Stanford Le Hope Essex SS17 0RN	Application for a non-material amendment to the approved Afteruses Masterplan (plan ref. Drawing 2 Rev.C, dated 18/04/18) of planning permission ref: 18/00571/CV (Application for the removal or variation of a condition following a grant of planning permission: proposed amendment to condition no. 2, no. 20, no. 26 and no. 32 on planning permission ref. 12/00691/CV (Restoration of the former Mucking landfill site)) to allow public access improvements at Thameside Nature Discovery Park as part of the SEEPARK Pathfinder including: new pathway; soft landscaping; installation of new and replacement fencing; and, installation of disabled kissing gates	Ms Sharon Bayliss	0 km	Approved	30/11/22	1	Possible	No	No	No
TH13	21/01812/FUL	Land Adjacent And To The Rear Of The George And Dragon East	Detailed planning application for the construction of 230 affordable dwellings with associated parking,	Estates And Agency Strategic Land LLP	0 km	Approved	21/10/21	1	No	No	No	No

‘Other development’ details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
		Tilbury Road Linford Essex	access, landscaping, open space and infrastructure									
TH14	22/00948/FUL	Pipeline Borough Boundary To Horndon On The Hill Dennis Road South Ockendon Essex	Decommissioning of underground gas pipeline with filling and associated temporary construction compounds	City of London Corporation	0 km	Approved	06/07/22	1	No	Yes	No	Yes
TH15	21/00519/CV	Land Adjacent Sub Station (Major) Lower Dunton Road Bulphan Essex	Application for the variation of condition no.2 (plans) of planning permission ref 18/01502/FUL (Installation of three gas fuelled generators, a DNO building, HV building, transformers, gas kiosk, client building, CCTV cameras, waste oil tank, clean oil tank, access track and associated infrastructure for the generation of electricity) to amend the layout and increase the height	Catherine Martin	0.25 km	Approved	30/03/21	1	No	Yes	No	No
TH16	18/01502/FUL	Land Adjacent Sub Station (Major) Lower Dunton Road Bulphan Essex	Installation of three gas fuelled generators, a DNO building, HV building, transformers, gas kiosk, client building, CCTV cameras, waste oil tank, clean oil tank, access track and associated infrastructure for the generation of electricity	Catherine Martin	0.25 km	Approved	15/10/18	1	No	Yes	No	No
TH17	22/00371/COND C	Pumping Station Lower Dunton Road Bulphan Essex	Application for the approval of details reserved by condition nos. 4 (external materials) 6 (soft landscaping) and 7 (arboricultural method statement) of planning application ref: 20/01491/FUL (Battery energy storage facility with associated access road, security fence and infrastructure)	Mr Lee Jose	0.5 km	Approved	22/03/22	1	No	No	No	No
TH18	20/01491/FUL	Sub Station Lower Dunton Road Bulphan Essex	Battery energy storage facility with associated access road, security fence and infrastructure	Mr Lee Jose	0.5 km	Approved	30/10/20	1	No	No	No	No
TH20	20/01297/CV	Clearserve Ltd Rainbow Shaw Quarry Hoford Road West	Application for the variation of condition no 1 of application 19/01276/CV to continue the importation of material for recycling or infilling void spaces until 31 March	Mr Andy Courtney	0 km	Approved	30/09/20	1	No	Yes	No	No

'Other development' details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
		Tilbury Essex SS17 0PJ	2025, and for the restoration, landscaping and after use of the site to be completed in accordance with agreed details on or before 31 March 2026									
TH21	19/01276/CV	Rainbow Shaw Quarry Hoford Road West Tilbury SS17 0PJ	Variation of Condition 1 - In order to achieve restoration of the Rainbow Shaw site in accordance with approved details it will be necessary to continue with the import of inert infill until 30 September 2021, which is beyond those times set out at Condition 1 of 16/00937/CV (Variation of Condition 1 of planning permission reference 09/50062/TTGCND to extend the life of permission until 30th September 2018 and complete restoration and landscaping by 30 September 2019)	Mr Andy Courtney	0 km	Approved	20/08/19	1	No	No	No	No
TH22	20/01622/CLEUD	Walton Hall Waltons Hall Road Linford SS17 0RH	Certificate of Lawfulness for an Existing Use or Development relating to the mixed use of the site (sui generis) for uses consisting of: (1) the siting of no more than 22 caravans (positioned within the squares marked blue only on plan 1635-0005-08), and the use of the area marked pink on plan 1635-0005-08 for purposes ancillary to the siting of those caravans; (2) indoor play and craft centre use (limited to the maroon coloured buildings only on plan 1635-0005-08); (3) retail and cafe use (limited to the building coloured light blue on plan 1635-0005-08 only), with the remainder of the site being used for purposes that are ancillary to the uses specifically stated above only	Kirsty Ireland	0 km	Approved	20/11/20	1	No	No	No	No
23	19/01709/FUL	Ingrebourne Valley Ltd Orsett Quarry Buckingham Hill Road Linford Essex SS17 0PP	Mineral extraction and processing at Orsett Quarry and extension into adjoining land at Walton's Hall Farm, erection of a processing plant and ancillary activities, importation and treatment of reclamation material with progressive restoration to	Ingrebourne Valley Ltd	0 km	Pending	19/11/19	1	Yes	Yes	No	Yes



'Other development' details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
			farmland with landscape planting [Revised plans and documents]									
TH25	19/00052/CV	National Power PLC Tilbury Power Station Fort Road Tilbury Essex RM18 8UJ	Application for the variation of conditions No. 3 (Restoration Date) to allow extension of time to complete works, 4 (Phasing Strategy Area A2) and 5 (Phasing Strategy Area B) of Application Reference Number: 13/00497/FUL (Recovery for beneficial use of pulverised fuel ash deposited on Tilbury Power Station ash disposal site areas A2, A3 and B)	Mr Andy Clark	0 km	Pending	11/01/19	1	No	No	No	No
TH27	23/00254/COND C	Units 1 To 4 Coward Industrial Estate St Johns Road Chadwell St Mary Essex	Application for the approval of details reserved by condition no. 5 (CEMP) of planning permission ref. 22/00321/FUL (Alteration to units 1-4 to form 5 units within the existing footprint of the building by reconfiguring the separating party walls. New roof cladding and wall cladding to the front elevation. Existing wall cladding at the side and rear elevations to be repaired and redecorated. New windows and fire doors, with accessible toilets. Creation of 25 additional parking spaces.) Units 1 To 4 Coward Industrial Estate St Johns Road Chadwell St Mary Essex	Mr Richard Evans	1.3 km	Awaiting decision	03/03/23	1	No	No	No	No
TH28	23/00257/NMA	Land Adjacent Blackshots Stadium and Stanford Road Grays Essex	Application for Non-Material Amendments relating to the installation of additional plant, minor landscaping and boundary revisions and minor elevational changes of planning permission 21/01309/FUL [Development of a new secondary school with associated sports facilities, access, parking, highway improvements, landscaping and ancillary works]	N/A	2 km	Approved	03/03/23	1	No	No	No	No
TH29	23/00296/FUL	Linsteads Orsett Road Horndon On The Hill	Demolition of storage building/yard, stable, mobile home, containers and construction of 2 x chalet bungalows with associated parking and amenity	Mr and Mrs Ian McKellar	0 km	Approved	14/03/23	1	No	No	No	No

‘Other development’ details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
		Essex SS17 8PW	areas (resubmission of 21/01126/FUL)									
TH30	23/00354/NMA	Land Adjacent Fen Farm Judds Farm and Part of Bulphan Fen Harrow Lane Bulphan Essex	Application for a non-material amendment to planning application 22/01145/CV (Application for the variation of condition nos. 5 (construction period) and 9 (HGV booking system) of planning permission ref 22/00552/CV (Application for the variation of condition no. 3 (time period and decommissioning) to extend the time period from 35 years to 40 years of planning permission ref. 21/00077/FUL (Installation of renewable led energy generating station comprising ground-mounted photovoltaic solar arrays and battery-based electricity storage containers together with substation, inverter/transformer stations, site accesses, grid connection cable, internal access tracks, security measures, access gates, other ancillary infrastructure, landscaping and biodiversity enhancements)) for detailed layout and configuration plans for the Battery Energy Storage System (BESS) facility and the substation area	Ms Rachel Jacobson	2 km	Approved	25/03/23	1	Yes	Yes	No	Yes
TH31	23/00360/CLEUD	Sleepy Hollow Chadwell Road Grays Essex RM17 5TG	Mobile home for Class C3 residential use, barn for agriculture and livestock use with Class C3 residential unit on the first floor, stables for agricultural and livestock use.	Mr Jeff Earey	3 km	Approved	27/03/23	1	No	No	No	No
TH32	23/00897/SCO	Land Adjacent Sandown Road Collingwood Farm Quarry And East Quarry Stanford Road Orsett Essex	Request for a Scoping Opinion pursuant to Part 4(15) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017: Proposed residential-led mixed-use development comprising of approximately 775 residential dwellings (Class C3), with a new village centre and public square; land	Alan Hannify	0 km	EIA Required	12/07/23	3	Possible overlap	Yes	No	Yes

'Other development' details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
			for a junior school; sports pitches; external amenity spaces; eco-parkland for informal recreation and nature conservation; new pedestrian routes and cycleway connections; landscaping; and associated works									
TH33	23/00554/FUL	Berth 40A Tilbury Freeport Tilbury Essex RM18 7EH	Construction and operation of a cementitious products importation, manufacture and distribution facility	Mr Tim Fry	2.8 km	Approved	05/05/23	1	Possible overlap	No	No	No
TH35	23/01321/SCO	Land South Of Borough Boundary And East Of Dunnings Lane West Horndon Essex	Request for a Scoping Opinion pursuant to Part 4(15) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017: Proposed development of up to 2,000 homes; up to 1,500 sqm of commercial/retail floorspace; a primary and secondary school; open space, including landscaping and greenspace; and enabling infrastructure to accommodate the proposed development comprising the access and road from the A128, along with associated infrastructure and amenities; highway works; together with all associated works, including temporary meanwhile uses.	James Jaulim	1.6 km	EIA Required	08/11/23	2	Yes	Yes	No	Yes
TH36	23/01255/OUT	Land Adjacent Bulgenen House And Wick Place Cottage Brentwood Road Bulphan Essex	Outline planning application (with all matters reserved) for the erection of a Crematorium including a wetland sequestration area.	David Martin	0.3 km	Pending	10/11/2023	1	Yes	No	No	Yes
TH38	23/01502/FUL	Land To The South Of National Grids Electrical Substation For New Cable Tunnel Fort Road Tilbury Essex	Proposed construction a new cable tunnel beneath the River Thames between Tilbury and Gravesend to provide additional transmission capacity. Above-ground infrastructure in the form of a new Cable Sealing End compound and a new head house building along with associated electricity infrastructure, access, parking, boundary treatment and two overhead gantry structures for future	Kate McGregor	Intercepts draft order limits	Pending	24/01/2024	1	Yes	Yes	No	Yes

‘Other development’ details									Stage 2			
ID	Application Reference	Location	Description	Applicant	Distance from Project (km)	Application Status	Date of Application	Tier	Overlap in temporal scope	Scale and nature of development likely to have a significant effect?	Other factors	Progress to stage 3/4?
			overhead lines. Temporary compound for the duration of the project to provide parking, staff welfare facilities, delivery vehicle parking, and equipment and machinery storage, including boundary treatment and lighting.									

# Appendix 17.3: Preliminary Assessment

# Appendix 17.3 - Preliminary Assessment

## 1.1 Introduction

- 1.1.1 The preliminary assessment has been completed as part of the cumulative effects assessment for the PEIR. By its nature, the assessment is preliminary and uses professional judgement and knowledge of similar projects at this stage to indicate where there may be potential for cumulative effects between the Norwich to Tilbury Project and other proposed developments. The methodology for the cumulative effects assessment and assumptions are presented in Chapter 17: Cumulative Effects in Volume I of the PEIR.
- 1.1.2 The preliminary assessment considers the residual effects of the Project and other proposed developments. i.e., only after any project related mitigation is in place. The assessment assumes that all projects will comply with legislation and use standard environmental mitigation measures. The potential extent of likely significant effects is based on the zone of influence (ZOI) set out within Chapter 17: Cumulative Effects in Volume I. The boxes shaded in pale orange in Tables A17.3.1 – A17.3.13, are where potentially significant cumulative effects may arise. However, Stages 3 and 4 of the cumulative effects assessment will be presented within the Environmental Statement (ES). The assessment presented within the ES will rely on information available about the other developments, including the likely residual effects identified in any environmental assessments or other available documents.

Table A17.3.1: Preliminary Assessment – NSIPs/DCOs

ID	Application Ref	Name	Description	Distance from Project (km)	Potential for significant residual inter-project cumulative effects during construction of the Project	Potential for significant residual inter-project cumulative effects during operation of the Project	Potential Extent of Likely Significant Effects
<b>Nationally Significant Infrastructure Projects</b>							
DCO2	EN020002	Bramford to Twinstead	Construction and operation of a new double circuit electricity transmission network reinforcement of c.29km, consisting of overhead lines, underground cables, a grid supply point substation and associated development.	Within the draft Order Limits	There is the potential for residual inter-project cumulative effects during construction on all topics, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	There is the potential for residual inter-project cumulative effects during operation on Historic Environment and Landscape and Visual, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES. No cumulative effects would be expected on any other topics as all mitigation would have been implemented during construction.	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.
DCO3	TR010032	Lower Thames Crossing	The Lower Thames Crossing will be a new road crossing connecting Kent, Thurrock and Essex. Approximately 14.5 miles (23km) in length, it will connect to the existing road network from the A2/M2 to the M25 with two tunnels (one southbound and one northbound) running beneath the River Thames. The scheme also includes improvements to the M25, A2 and A13, where the scheme connects to the road network, new structures and changes to existing ones (including bridges, buildings, tunnel entrances, viaducts, and utilities such as electricity pylons) along the length of the new road and a free-flow charging system through the tunnel.	Within the draft Order Limits	Unlikely, but there is the potential for inter-cumulative effects on Ecology and Biodiversity, and Landscape and Visual. This will be confirmed following completion of the baseline collection and assessment and presented in the ES.	No cumulative effects on Ecology and Biodiversity and Landscape and Visual expected as all mitigation would have been implemented during construction.	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.

ID	Application Ref	Name	Description	Distance from Project (km)	Potential for significant residual inter-project cumulative effects during construction of the Project	Potential for significant residual inter-project cumulative effects during operation of the Project	Potential Extent of Likely Significant Effects
DCO6	EN01013	Rivenhall IWMF and Energy Centre	The Rivenhall Integrated Waste Management Facility (IWMF) and Energy Centre development is for extension to a generating station to enable electrical generating capacity of up to 65MW together with associated development.	0.7 km	There is the potential for residual inter-project cumulative effects during construction on Agriculture and Soils, Air Quality, Historic Environment, Landscape and Visual and Ecology and Biodiversity, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	There is the potential for residual inter-project cumulative effects during operation on Historic Environment and Landscape and Visual, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES. No cumulative effects would be expected on any other topics as all mitigation would have been implemented during construction.	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.
DCO7	EN010109	Sheringham and Dudgeon Extension Projects	Sheringham Extension Project has a maximum installed capacity of 317MW, while Dudgeon Extension Project has a maximum installed capacity of 402MW. Joint export cable system, offshore and onshore, connecting to the national grid transmission network at Norwich Main Substation.	Within the draft Order Limits	There is the potential for residual inter-project cumulative effects during construction on all topics, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	There is the potential for residual inter-project cumulative effects during operation on Historic Environment and Landscape and Visual, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES. No cumulative effects would be expected on any other topics as all mitigation would have been implemented during construction.	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.
DCO9	EN010115	Five Estuaries offshore Wind Farm	Five Estuaries is an offshore wind farm to generate in excess of 300MW. The project will be comprised of (but not limited to): • an offshore wind farm, including wind turbine generators and associated foundations and array cables; • transmission infrastructure, including offshore substations	Within the draft Order Limits	There is the potential for residual inter-project cumulative effects during construction associated with Traffic and Transport, Ecology and Biodiversity and Landscape and Visual. However, this will be confirmed following completion of the baseline collection and	Potential for residual cumulative effects during operation associated with landscape and visual as although the development largely comprises buried cables a new substation is proposed to be	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.



ID	Application Ref	Name	Description	Distance from Project (km)	Potential for significant residual inter-project cumulative effects during construction of the Project	Potential for significant residual inter-project cumulative effects during operation of the Project	Potential Extent of Likely Significant Effects
			and associated foundations, offshore and onshore export cables (underground), including associated transition bays and jointing bays, an onshore substation, and connection infrastructure into the National Grid and the EACN Substation.		assessment and presented in the ES.	constructed adjacent to the EACN Substation. No cumulative effects would be expected on any other topics as all mitigation would have been implemented during construction.	
DCO10	EN010119	North Falls offshore windfarm	An offshore electricity generating station approximately 24.5km from its nearest point at the Port of Lowestoft. It is estimated to have an installed capacity in excess of 100MW and will principally comprise offshore wind turbines together with associated infrastructure (onshore and offshore) including a connection to the electricity transmission network and the EACN Substation.	Within the draft Order Limits	There is the potential for residual inter-project cumulative effects during construction associated with Traffic and Transport, Ecology and Biodiversity and Landscape and Visual. However, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	Potential for residual cumulative effects during operation associated with landscape and visual as although the development largely comprises buried cables a new substation is proposed to be constructed adjacent to the EACN Substation.	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.

Table A17.3.2 - Preliminary Assessment – Norfolk County Council

ID	Application Ref	Name	Description	Distance from Project (km)	Potential for significant residual inter-project cumulative effects during construction with Norwich to Tilbury	Potential for significant residual inter-project cumulative effects during operation with Norwich to Tilbury	Potential Extent of Likely Significant Effects
<b>Norfolk County Council</b>							
1	FUL/2020/0078	Mangreen Quarry	Planning application for a change of use to enable: (i) the establishment and use of a facility to import and recycle waste materials, road plannings, selected construction and demolition materials and distribute recycled products off site via the existing site access, using existing ancillary facilities (weighbridge offices and messroom); (ii) the establishment and use of a highways depot to store plant, machinery, equipment and materials used in highways contracting, (including for erecting a palisade security fence, and erection and use of office and storage facilities) with access off site via the existing site access	0.85 km	Unlikely, but there is the potential for cumulative effects on all topics. This will be confirmed following completion of the baseline collection and assessment and presented in the ES.	No cumulative effects on any topics expected as all mitigation would have been implemented during construction.	N/A
13	FUL/2023/0039	Quarry Ipswich Road Dunston Norfolk	Non compliance with conditions 2 and 29 of permission reference C/7/2016/7013 to extend deadline for restoration of the site until 31 December 2028	0 km	Unlikely as this is a non-compliance application.	Unlikely as this is a non-compliance application.	N/A

Table A17.3.3 - Preliminary Assessment – South Norfolk Council

ID	Application Ref	Name	Description	Distance from Project (km)	Potential for significant residual inter-project cumulative effects during construction with Norwich to Tilbury	Potential for significant residual inter-project cumulative effects during operation with Norwich to Tilbury	Potential Extent of Likely Significant Effects
<b>South Norfolk</b>							
SN7	2021/2782	Shelfanger Road 179 dwellings	The erection of up to 179 dwellings, 0.64 ha of land for the future extension of Diss Cemetery, a new road linking Shelfanger Road and Heywood Road/Burston Road, public open space and associated infrastructure and landscaping	0.2 km	There is the potential for residual inter-project cumulative effects during construction on all topics, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	There is the potential for residual inter-project cumulative effects during operation on Historic Environment and Landscape and Visual, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.  No cumulative effects would be expected on any other topics as all mitigation would have been implemented during construction.	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.
SN18	2022/0867	Swardeston EBI (Hornsea Three ONCS)	Construction and operation of Energy Balancing Infrastructure (EBI) comprising energy storage technology, to form up to two areas of modular or containerised structures. To include containerised or modular battery array, transformers and inverter area, switchgear and control room building(s), connection of EBI plant to the Hornsea Three Onshore Converter Station (ONCS), required access and internal roads, drainage systems, perimeter and internal fences, and required external lighting and lightning pylons. Development is located within the Hornsea Three ONCS area as consented by the Hornsea Project Three Offshore Wind Farm Development Consent	0.5 km	There is the potential for residual inter-project cumulative effects during construction on all topics, however, this will be confirmed following completion of the baseline collection and assessment	There is the potential for residual inter-project cumulative effects during operation on Historic Environment and Landscape and Visual, however, this will be confirmed following	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.

ID	Application Ref	Name	Description	Distance from Project (km)	Potential for significant residual inter-project cumulative effects during construction with Norwich to Tilbury	Potential for significant residual inter-project cumulative effects during operation with Norwich to Tilbury	Potential Extent of Likely Significant Effects
			Order (DCO) in December 2020. The application is accompanied by an environmental statement.		and presented in the ES.	completion of the baseline collection and assessment and presented in the ES. No cumulative effects would be expected on any other topics as all mitigation would have been implemented during construction.	
SN20	2023/0617	Swainsthorpe Battery Storage Facility	Construction and operation of a battery storage facility, underground cabling, fencing, drainage infrastructure, landscape planting and site access road on land to the north of Hickling Lane and up towards the Norwich National Grid Substation.	0 km	There is the potential for residual inter-project cumulative effects during construction on all topics, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	There is the potential for residual inter-project cumulative effects during operation on Historic Environment and Landscape and Visual, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES. No cumulative effects would be expected on any other topics as all mitigation would have been implemented during construction.	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.

ID	Application Ref	Name	Description	Distance from Project (km)	Potential for significant residual inter-project cumulative effects during construction with Norwich to Tilbury	Potential for significant residual inter-project cumulative effects during operation with Norwich to Tilbury	Potential Extent of Likely Significant Effects
SN26	2023/3858	Land at Norwich Main Substation Mangreen Hall Lane Dunston Norfolk NR14 8PH	Underground point of connection cables (for battery storage development) located beneath non operational land within the Norwich National Grid Main Substation.	In draft Order Limits	There is the potential for residual inter-project cumulative effects during construction on all topics, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	There is the potential for residual inter-project cumulative effects on Landscape and Visual and Historic Environment. No cumulative effects would be expected on any other topics as all mitigation would have been implemented during construction.	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.

Table A17.3.4 - Preliminary Assessment – Suffolk County Council

ID	Application Ref	Name	Description	Distance from Project (km)	Potential for significant residual inter-project cumulative effects during construction with Norwich to Tilbury	Potential for significant residual inter-project cumulative effects during operation with Norwich to Tilbury	Potential Extent of Likely Significant Effects
<b>Suffolk County Council</b>							
SCC1	SCC/0105/22B	Waste Materials Processing	Extraction, processing and sale of sand and gravel, processing of inert waste materials and concrete batching with associated plant and related sales, associated access works, phased restoration using inert recovered materials and aftercare plan.	1.6 km	Unlikely, but there is the potential for cumulative effects on some topics. This will be confirmed following completion of the baseline collection and assessment and presented in the ES.	No cumulative effects would be expected on any topics as all mitigation would have been implemented during construction.	N/A

Table A17.3.5 - Preliminary Assessment – Babergh and Mid Suffolk District Council

ID	Application Ref	Name	Description	Distance from Project (km)	Potential for significant residual inter-project cumulative effects during construction with Norwich to Tilbury	Potential for significant residual inter-project cumulative effects during operation with Norwich to Tilbury	Potential Extent of Likely Significant Effects
Babergh District Council and Mid Suffolk District Council							
BMS28	DC/21/02671	Land North of A1071 750 dwellings	Outline planning permission (some matters reserved, access to be considered) Town and Country Planning Act 1990 - Erection of up to 750No dwellings, and up to 3ha of primary education land, public open space, Sustainable Drainage Systems (SuDS), landscaping and highway improvements (accompanied by EIA Statement)	1.5 km	There is the potential for residual inter-project cumulative effects during construction on Ecology and Biodiversity, Landscape and Visual, Air Quality and Historic Environment, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	There is the potential for residual inter-project cumulative effects during operation on Historic Environment and Landscape and Visual, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.  No cumulative effects would be expected on any other topics as all mitigation would have been implemented during construction.	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.
BMS40	DC/22/06309	Bury to Colchester Pipeline Scheme	Cross Boundary - Hybrid Planning Application - Full Application for Bury St Edmunds to Colchester 69k Pipeline Scheme and associated above ground infrastructure at Raydon Water and Rushbrooke Water Treatment Works, Raydon Tee Chemical Dosing Site and Wherstead Water Reservoir. Outline Application for above ground infrastructure at Little Saxham Water Reservoir, Little Whelnetham, Nedging Tye Water Reservoir, Hadleigh Water Reservoir and Great Horkesley with all matters reserved except for Access (accompanied by EIA Statement)	0 km	There is the potential for residual inter-project cumulative effects during construction on Ecology and Biodiversity, Landscape and Visual, Agriculture and Soils, Air Quality, and Historic Environment, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	There is the potential for residual inter-project cumulative effects during operation on Historic Environment and Landscape and Visual, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.  No cumulative effects would be expected on all other topics as all mitigation would have been implemented during construction.	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.
BMS49	DC/23/04729	Bramford Solar Farm and Battery Storage Facility And On Adjoining Land, Land East Of The Channel, Burstall, (Part In The Parish Of Bramford) IP8 4JL	Cross Boundary Planning Application – Installation of underground cable	0 km	Owing to the scale of works it is unlikely there would be any residual inter-project cumulative effects during construction on any topic. However, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	No cumulative effects during operation are expected as all mitigation would have been implemented during construction and the project comprises buried cables.	N/A

ID	Application Ref	Name	Description	Distance from Project (km)	Potential for significant residual inter-project cumulative effects during construction with Norwich to Tilbury	Potential for significant residual inter-project cumulative effects during operation with Norwich to Tilbury	Potential Extent of Likely Significant Effects
BMS44	DC/23/04644	Land West of Blacksmiths Lane Earl Stonham	Planning Application – Erection of a Solar Photovoltaic Farm with associated substations and other supporting infrastructure including inverters and transformers, fencing, CCTV, and landscaping.	0 km	There is the potential for residual inter-project cumulative effects during construction on all topics, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	There is the potential for residual inter-project cumulative effects during operation on Historic Environment and Landscape and Visual, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.
BMS45	DC/23/05426	Land North of Lion Road Palgrave Part In The Parishes Of Wortham And Diss	Cross Boundary Planning Application - Installation of a solar farm comprising: ground mounted fixed tilt bifacial solar panels; access tracks; string inverters; transformers; electrical connection compound; storage containers; underground cables and conduits; perimeter fence; temporary construction compound and associated infrastructure and planting scheme. (EIA Development)	0km	There is the potential for residual inter-project cumulative effects during construction on all topics, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	There is the potential for residual inter-project cumulative effects during operation on Historic Environment and Landscape and Visual, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.



Table A17.3.6 – Preliminary Assessment – Essex County Council

ID	Application Ref	Name	Description	Distance from Project (km)	Potential for significant residual inter-project cumulative effects during construction with Norwich to Tilbury	Potential for significant residual inter-project cumulative effects during operation with Norwich to Tilbury	Potential Extent of Likely Significant Effects
<b>Essex County Council</b>							
ECC5	ESS/36/21/BTE	Coleman's Farm Quarry Western Extension	Proposed western extension to the current site using existing approved facilities (site access, plant site, mineral processing plant and other ancillary facilities); including for the diversion of the Burghey Brook; with restoration to arable land using imported inert restoration materials, and on-site materials in advance of the A12 road widening and improvement national infrastructure project	2.45 km	There is the potential for residual inter-project cumulative effects during construction on all topics, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	There is the potential for residual inter-project cumulative effects during operation on Historic Environment and Landscape and Visual, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES. No cumulative effects would be expected on all other topics as all mitigation would have been implemented during construction.	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.
ECC6	ESS/12/20/BTE	Bradwell Quarry	Extraction of 6.5 million tonnes of sand and gravel (from Site A7 as identified in the Essex Minerals Local Plan 2014) including the retention of the existing access onto the A120, the processing plant (including sand and gravel washing plant), office and weighbridge, ready mix concrete plant, bagging unit, DSM plant, water and silt management systems. In addition, extension of the internal haul road into Site A7 and access for private and support vehicles to the Site A7 contractors' compound via Woodhouse Lane and Cuthedge Lane. Restoration of Site A7 to agriculture and biodiversity (species rich grassland and wetland)	1.6 km	There is the potential for residual inter-project cumulative effects during construction on all topics, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	There is the potential for residual inter-project cumulative effects during operation on Historic Environment and Landscape and Visual, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES. No cumulative effects would be expected on all other topics as all mitigation would have been implemented during construction.	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.
ECC11	CC/CHL/85/21	Chelmsford North East Bypass	Chelmsford North East Bypass (CNEB): A single carriageway road between Roundabout 4 of the Beaulieu Park Radial Distributor Road (RDR1) and a new roundabout on the A131 at Chatham Green plus dualling of the existing A131 between Chatham Green and Deres	3 km	Unlikely, but there is the potential for cumulative effects on Ecology and Biodiversity and Landscape and Visual. This will be confirmed following completion of	No cumulative effects would be expected on Ecology and Biodiversity and Landscape and Visual as all mitigation would	N/A

ID	Application Ref	Name	Description	Distance from Project (km)	Potential for significant residual inter-project cumulative effects during construction with Norwich to Tilbury	Potential for significant residual inter-project cumulative effects during operation with Norwich to Tilbury	Potential Extent of Likely Significant Effects
			Bridge roundabout. With one intermediate roundabout, 3 road overbridges and 1 pedestrian/cycle/horse overbridge. Together with other associated works and landscaping.		the baseline collection and assessment and presented in the ES.	have been implemented during construction.	
ECC14	ESS/61/21/CHL	Chelmsford Pyrolysis Plant	Pyrolysis Plant to generate electricity from imported solid recovered fuel, associated building and offices	2 km	There is the potential for residual inter-project cumulative effects during construction on all topics, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	There is the potential for residual inter-project cumulative effects during operation on Historic Environment and Landscape and Visual, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES. No cumulative effects would be expected on all other topics as all mitigation would have been implemented during construction.	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.
ECC15	ESS/77/20/CHL	Land south of A1060 (Salt's Green), Chalk End, Roxwell, Chelmsford, CM1 4NJ	Sand and gravel quarry and associated works/development including formation of new access and mobile plant area; together with the importation of inert material to facilitate site restoration.	2.65 km	There is the potential for residual inter-project cumulative effects during construction on all topics, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	There is the potential for residual inter-project cumulative effects during operation on Historic Environment and Landscape and Visual, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES. No cumulative effects would be expected on all other topics as all mitigation would have been implemented during construction.	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.
ECC20	ESS/21/12/CHL/1/1	Park Farm Dry Screen Processing Plant	The winning and working of sand and gravel and associated dry screen processing plant, temporary storage of minerals and soils and associated	3 km	Unlikely, but there is the potential for cumulative effects on some topics. This will be confirmed	No cumulative effects would be expected on all topics as all mitigation would have	N/A

ID	Application Ref	Name	Description	Distance from Project (km)	Potential for significant residual inter-project cumulative effects during construction with Norwich to Tilbury	Potential for significant residual inter-project cumulative effects during operation with Norwich to Tilbury	Potential Extent of Likely Significant Effects
			infrastructure. In addition, backfilling of the void with soils and overburden arising from the development of mixed uses (Ref. 09/01314/EIA) on land adjacent to the mineral working.		following completion of the baseline collection and assessment and presented in the ES.	been implemented during construction.	
ECC27	ESS/29/20/TEN	Martell's Quarry Western Extension	Proposed western extension to Martells Quarry for the extraction, processing, sale and distribution of silica sand and gravel, and subsequent restoration using inert materials along with the creation of a new access.	1.1 km	There is the potential for residual inter-project cumulative effects during construction on all topics, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	There is the potential for residual inter-project cumulative effects during operation on Historic Environment and Landscape and Visual, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES. No cumulative effects would be expected on all other topics as all mitigation would have been implemented during construction.	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.
ECC33	ESS/79/23/COL	Materials Recycling Facility	Waste recycling facility solely handling, processing and storing road plannings; together with associated works and development.	0.8 km	There is the potential for residual inter-project cumulative effects during construction on all topics, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	There is the potential for residual inter-project cumulative effects during operation on Historic Environment and Landscape and Visual, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES. No cumulative effects would be expected on all other topics as all mitigation would have been implemented during construction.	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.
35	ESS/70/17/CHL	Roxwell Quarry, Roxwell Road, Roxwell, Chelmsford, Essex, CM1 4LT	For continuation of development permitted by planning permission ESS/05/15/CHL without compliance with conditions 2, 3, 15 to allow the restoration	0km	Unlikely, but there is the potential for cumulative effects on some topics. This will be confirmed	No cumulative effects would be expected on all topics as all mitigation would have	N/A

ID	Application Ref	Name	Description	Distance from Project (km)	Potential for significant residual inter-project cumulative effects during construction with Norwich to Tilbury	Potential for significant residual inter-project cumulative effects during operation with Norwich to Tilbury	Potential Extent of Likely Significant Effects
			<p>of Area Z, the Former Plant Site and Brittons Hall Farm Landfill Site to be completed by 31 December 2019. ESS/05/15/CHL was for the following development the modification to the restoration profile and the restoration scheme for the non-hazardous landfill arising from overtipping of approx. 85,250 cubic metres (part retrospective). Enhanced restoration of a former landfilling area by the importation of inert materials and biosolids to enable agricultural after-use and restoration scheme for the former mineral processing plant site to woodland, nature conservation and agricultural after-uses (including retention of hardstanding and workshop). All to be completed by 31 December 2015</p>		<p>following completion of the baseline collection and assessment and presented in the ES.</p>	<p>been implemented during construction.</p>	

Table A17.3.7 - Preliminary Assessment – Tendring District Council

ID	Application Ref	Name	Description	Distance from Project (km)	Potential for significant residual inter-project cumulative effects during construction with Norwich to Tilbury	Potential for significant residual inter-project cumulative effects during operation with Norwich to Tilbury	Potential Extent of Likely Significant Effects
<b>Tendring District Council</b>							
T13	23/01033/DETAIL	Crown Business Centre	Reserved Matters Application for Access, Appearance, Landscaping, Layout and Scale following Outline Planning Permission 19/01939/OUT (for a business park development comprising of B1, B2 and B8 storage, the construction of a new internal access from the existing access road, relocation of the existing temporary quarry office to a new building together with associated car / cycle parking).	0 km	There is the potential for residual inter-project cumulative effects during construction on all topics, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	There is the potential for residual inter-project cumulative effects during operation on Historic Environment and Landscape and Visual, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES. No cumulative effects would be expected on all other topics as all mitigation would have been implemented during construction.	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.

Table A17.3.8: Preliminary Assessment – Colchester City Council

ID	Application Ref	Name	Description	Distance from Project (km)	Potential for significant residual inter-project cumulative effects during construction with Norwich to Tilbury	Potential for significant residual inter-project cumulative effects during operation with Norwich to Tilbury	Potential Extent of Likely Significant Effects
<b>Colchester City Council</b>							
CO3	223183	Anglian Water Pipeline	Proposed hybrid planning application for section of the proposed Bury St Edmunds to Colchester Pipeline Scheme with full planning consent sought for a pipeline and associated above ground infrastructure; and outline consent for above ground infrastructure.	N/A	There is the potential for residual inter-project cumulative effects during construction on all topics, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	There is the potential for residual inter-project cumulative effects during operation on Historic Environment and Landscape and Visual, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.  No cumulative effects would be expected on all other topics as all mitigation would have been implemented during construction.	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.
CO6	231776	School Road, 30 dwellings	Outline application for erection of 30 houses with a new access onto School Road.	0.5 km	Unlikely, but there is the potential for cumulative effects on some topics. This will be confirmed following completion of the baseline collection and assessment and presented in the ES.	No cumulative effects would be expected on all topics as all mitigation would have been implemented during construction.	N/A
CO7	232206	Lodge Farm	Construction of Processing, Packing and Dispatch Building, with associated access, hardstanding, drainage, services and landscaping.	0.2 km	Unlikely, but there is the potential for cumulative effects on some topics. This will be confirmed following completion of the baseline collection and assessment and presented in the ES.	No cumulative effects would be expected on all topics as all mitigation would have been implemented during construction.	N/A
CO8	232762	Tey Brook Centre Brook Road Great Tay Essex CO6 1JE	Erection of 1 no. Employment Units Class E, g (ii) and (iii), B2 and B8 use.	0 km	Unlikely, but there is the potential for cumulative effects on some topics. This will be confirmed following completion of the baseline collection and assessment and presented in the ES.	No cumulative effects would be expected on all topics as all mitigation would have been implemented during construction.	N/A

Table A17.3.9 - Preliminary Assessment – Braintree District Council

ID	Application Ref	Name	Description	Distance from Project (km)	Potential for significant residual inter-project cumulative effects during construction with Norwich to Tilbury	Potential for significant residual inter-project cumulative effects during operation with Norwich to Tilbury	Potential Extent of Likely Significant Effects
<b>Braintree District Council</b>							
B1	21/01783/LDO	Horizon 120 Business Park	Proposed Local Development Order for the creation of a Business and Innovation Park comprising E(g)(i) (Office); E(g)(ii) (Research and Development); E(g)(iii) (Industrial Process); B2 (General Industrial) and B8 (Storage or Distribution) uses, and within Zone A of the proposed development a C1 (Hotel) (maximum 120 bed spaces); and buildings within the Horizon Hub area where the following uses will be permitted, subject to restrictions on internal floor area: E(a) (Shop; maximum 300sq.m); E(b) (Restaurant and Cafe; maximum 200sq.m); Gymnasium within Use Class E(d) (maximum 700sq.m.); E(e) (Medical or Health Services; maximum 150sq.m.); Early Years Childcare, Day Nursery or Preschool within Use Class E(f) (maximum 350sq.m); 250sq.m for Sui Generis Event Space (excluding such space within a building principally used as a C1 Hotel); Sui Generis Bus Depot including welfare facilities; and associated structural landscaping and infrastructure - Amendments to the Approved Local Development Order (LDO) and Proposed Horizon 120 Wayfinding Strategy	3.2 km	Unlikely, but there is the potential for cumulative effects on Ecology and Biodiversity. This will be confirmed following completion of the baseline collection and assessment and presented in the ES.	No cumulative effects would be expected on Ecology and Biodiversity as all mitigation would have been implemented during construction.	N/A
B13	21/03579/OUT	Coggeshall Road 600 dwellings	Outline planning application (with all matters reserved apart from access) for up to 600 dwellings, including up to 75 units sheltered housing accommodation, the proposed provision of a primary school, and provision of public open space including associated landscape planting with associated infrastructure, drainage measures, earthworks and provision of new footpath/cycleway route towards Coggeshall.	0 km	There is the potential for residual inter-project cumulative effects during construction on all topics, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	There is the potential for residual inter-project cumulative effects during operation on Historic Environment and Landscape and Visual, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES. No cumulative effects would be expected on all other topics as all mitigation would have been implemented during construction.	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.
B20	23/00803/FUL	Coggeshall Hall Farm Solar Panel Array	Installation of ground-mounted solar panel array.	0 km	Unlikely, but there is the potential for cumulative effects on some topics. This will be confirmed following completion of the baseline collection and assessment and presented in the ES.	No cumulative effects would be expected on some topics as all mitigation would have been implemented during construction.	N/A

Table A17.3.10 - Preliminary Assessment – Chelmsford City Council

ID	Application Ref	Name	Description	Distance from Project (km)	Potential for significant residual inter-project cumulative effects during construction with Norwich to Tilbury	Potential for significant residual inter-project cumulative effects during operation with Norwich to Tilbury	Potential Extent of Likely Significant Effects
<b>Chelmsford City Council</b>							
CH6	22/00284/CM	Moulsham Hall Lane Quarry	Continuation of development without compliance with condition 3 (applications details) and condition 74 (restoration timescale for original quarry area) of planning permission ESS/42/17/CHL to allow provision of a larger mineral and waste processing area and delay in the removal of the existing processing plant and restoration of the original quarry; and installation of additional mineral and waste processing facilities and provision of a new portal framed workshop. ESS/42/17/CHL is the extant planning permission for 'Extraction of an estimated reserve of 2.8 million tonnes of sand and gravel (from sites A38 and A39 as identified in the Minerals Local Plan 2014) and retention of existing access onto the A131, retention of existing sand and gravel processing plant (to be relocated within site A38), progressive restoration to agriculture using inert fill, installation of inert recycling facility, including screening and crushing to recover secondary aggregate'	1 km	Unlikely, but there is the potential for cumulative effects on Ecology and Biodiversity, Air Quality, Agriculture and Soils, Historic Environment and Landscape and Visual. This will be confirmed following completion of the baseline collection and assessment and presented in the ES.	No cumulative effects would be expected on Ecology and Biodiversity, Air Quality, Agriculture and Soils, Historic Environment and Landscape and Visual as all mitigation would have been implemented during construction.	N/A
CH7	23/01041/EIASO	Fox Crescent 185 Dwellings	St Peters College EIA Screening Request for outline planning application on 8.4 hectares of land comprising the former St Peters College Site on Fox Crescent in Chelmsford City. The application seeks permission for up to 185 dwellings 7,500 sqm of non-residential uses including extra care/independent living accommodation and community use including flexible together open space and associated infrastructure.	2 km	There is the potential for residual inter-project cumulative effects during construction on all topics, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	There is the potential for residual inter-project cumulative effects during operation on Historic Environment and Landscape and Visual, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES. No cumulative effects would be expected on all other topics as all mitigation would have been implemented during construction.	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.
CH8	23/01583/FUL	Strategic Growth Site 7A Moulsham Hall Lane Great L Fights Chelmsford Essex	Hybrid planning application for EIA (Environmental Impact Assessment) development to include: 1. outline application with all matters reserved for residential development of up to 800 homes (Use Class C3) including affordable and self/custom-build homes; a Neighbourhood Centre comprising commercial, business and service	1.4 km	There is the potential for residual inter-project cumulative effects during construction on all topics, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	There is the potential for residual inter-project cumulative effects during operation on Historic Environment and Landscape and Visual, however, this will be confirmed following completion of the baseline collection and	Following statutory consultation and further assessment the extent of likely significant effects, if



ID	Application Ref	Name	Description	Distance from Project (km)	Potential for significant residual inter-project cumulative effects during construction with Norwich to Tilbury	Potential for significant residual inter-project cumulative effects during operation with Norwich to Tilbury	Potential Extent of Likely Significant Effects
			<p>(Use Class E) of which the anchor retail store is not more than 500sqm (GIA); medical services (Use Class E (e)), a children's nursery (Use Class E(f)) and a residential care home (Use Class C2) of up to 80 beds; a new primary school (Use Class F1); landscaping works, provision of strategic and local open space; biodiversity enhancements, all associated highways infrastructure, pedestrian, cycle, PRow and bridleway routes; drainage infrastructure and all associated ancillary works including services and utilities. 2. Full application for the principal means of vehicular access to the site, on site highways works, surface water attenuation basins and associated ancillary works including services and utilities.</p>			<p>assessment and presented in the ES. No cumulative effects would be expected on all other topics as all mitigation would have been implemented during construction.</p>	<p>present, will be presented in the ES.</p>

Table A17.3.11 - Preliminary Assessment – Basildon Borough Council

ID	Application Ref	Name	Description	Distance from Project (km)	Potential for significant residual inter-project cumulative effects during construction with Norwich to Tilbury	Potential for significant residual inter-project cumulative effects during operation with Norwich to Tilbury	Potential Extent of Likely Significant Effects
<b>Basildon Borough Council</b>							
BA4	24/00004/OUT	Land South of London Road Billericay	Hybrid planning application comprising detailed planning permission for a new food store (Use Class E) with access, car parking, landscaping and other associated works; and outline planning permission (all matters reserved except means of access) for the erection of up to 130 dwellings (Use Class C3) (including market, affordable and self-build custom build dwellings) with access, parking, public open space and associated landscaping and infrastructure works.	0.43 km	There is the potential for residual inter-project cumulative effects during construction on all topics, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	There is the potential for residual inter-project cumulative effects during operation on Historic Environment and Landscape and Visual, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.  No cumulative effects would be expected on all other topics as all mitigation would have been implemented during construction.	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.

Table A17.3.12 - Preliminary Assessment – Brentwood Borough Council

ID	Application Ref	Name	Description	Distance from Project (km)	Potential for significant residual inter-project cumulative effects during construction with Norwich to Tilbury	Potential for significant residual inter-project cumulative effects during operation with Norwich to Tilbury	Potential Extent of Likely Significant Effects
<b>Brentwood Borough Council</b>							
BR2	21/01525/OUT	Graden Community 3,700 Dwellings	Additional submission following EIA Regulation 25 information request: (Shortened description). Please refer to the application form for full description) Outline application with all matters reserved apart from Access, for: the construction of a Garden Community which includes up to 3,700 dwellings, 3 care homes, 5 gypsy/travellers pitches, secondary and primary schools, children's nurseries and creches. Employment hub, village centre and neighbourhood hubs, mobility hub, community sports hub, football, hub, cricket ground, green and blue infrastructure, sustainable drainage system, accesses to A128 Tilbury Road, footpath and cycle link to the A127 and other associated infrastructure and works including noise barrier, demolition of structures and undergrounding of the overhead lines	0.2 km	There is the potential for residual inter-project cumulative effects during construction on all topics, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	There is the potential for residual inter-project cumulative effects during operation on Historic Environment and Landscape and Visual, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.  No cumulative effects would be expected on all other topics as all mitigation would have been implemented during construction.	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.
BR9	23/01393/EIASO	Land to the South of West Horndon Railway Station Approach West Horndon Brentwood Essex CM13 3TZ	EIA Scoping Opinion for the proposed development at land within and south of West Horndon Station	1.6 km	Unlikely, but there is the potential for cumulative effects on some topics. This will be confirmed following completion of the baseline collection and assessment and presented in the ES.	No cumulative effects would be expected on some topics as all mitigation would have been implemented during construction.	N/A

Table A17.3.13 - Preliminary Assessment – Thurrock Council

ID	Application Ref	Name	Description	Distance from Project (km)	Potential for significant residual inter-project cumulative effects during construction with Norwich to Tilbury	Potential for significant residual inter-project cumulative effects during operation with Norwich to Tilbury	Potential Extent of Likely Significant Effects
<b>Thurrock Council</b>							
TH6	21/00249/DVOB	Butts Lane 350 dwellings	Application for a Deed of Modification to the S106 legal agreement for planning permission ref: 10/50235/TTGOUT (Redevelopment of 15ha area comprising part of existing golf course and agricultural land for up to 350 residential dwellings together with associated infrastructure including: new vehicular accesses onto Butts Lane, on-site vehicular, cycle and footway network, amenity space, landscaping, a community building (Use Class D2- Assembly and Leisure) and Doctors Surgery (Use Class D1 - Non-Residential Institution). Landscaping, including limited re-profiling of land on parts of the 15ha development site, 51.5ha of strategic open space, including formal and informal recreation uses. Change of use of existing golf clubhouse as cafe and/or information centre in connection with the strategic open space. Outline application with all matters reserved for the means of access to the site) to amend the clause 6.1.1 and 6.3 (mortgagee exclusion)	0 km	There is the potential for residual inter-project cumulative effects during construction on all topics, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	There is the potential for residual inter-project cumulative effects during operation on Historic Environment and Landscape and Visual, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.  No cumulative effects would be expected on all other topics as all mitigation would have been implemented during construction.	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.
TH7	22/01327/NMA	Thameside Nature Park	Application for a Non-Material Amendment Following a Grant of Planning Permission: proposed amendment to the approved Afteruses Masterplan (plan ref. Drawing 2 Rev.C, dated 18/04/18) to allow for the creation of additional habitat for the translocation of reptiles of planning permission ref: 18/00571/CV (Application for the removal or variation of a condition following a grant of planning permission: proposed amendment to condition no. 2 (to allow for the extension of restoration operations until 30th June 2023), no. 20 (to allow for revised water drainage), no. 26 (to allow for revised restoration and aftercare arrangements) and no. 32 (details of remedial measures due to differential settlement etc.) on planning permission ref. 12/00691/CV (Restoration of the former Mucking landfill site))	0 km	Unlikely, but there is the potential for cumulative effects on all topics. This will be confirmed following completion of the baseline collection and assessment and presented in the ES.	No cumulative effects would be expected on all topics as all mitigation would have been implemented during construction.	N/A

ID	Application Ref	Name	Description	Distance from Project (km)	Potential for significant residual inter-project cumulative effects during construction with Norwich to Tilbury	Potential for significant residual inter-project cumulative effects during operation with Norwich to Tilbury	Potential Extent of Likely Significant Effects
TH8	18/00571/CV	EDL operations Mucking Wharf Road	Application for the removal or variation of a condition following a grant of planning permission: proposed amendment to condition no. 2 (to allow for the extension of restoration operations until 30th June 2023), no. 20 (to allow for revised water drainage), no. 26 (to allow for revised restoration and aftercare arrangements) and no. 32 (details of remedial measures due to differential settlement etc.) on planning permission ref. 12/00691/CV (Restoration of the former Mucking landfill site)	0 km	Unlikely, but there is the potential for cumulative effects on all topics. This will be confirmed following completion of the baseline collection and assessment and presented in the ES.	No cumulative effects would be expected on all topics as all mitigation would have been implemented during construction.	N/A
TH9	12/00691/CV	Cory Waste Management	Variation of conditions 2, 4, 7 and 14 to enable the site to be restored to the approved after uses within an extended period of time	0 km	Unlikely, but there is the potential for cumulative effects on all topics. This will be confirmed following completion of the baseline collection and assessment and presented in the ES.	No cumulative effects would be expected on all topics as all mitigation would have been implemented during construction.	N/A
TH14	22/00948/FUL	Pipeline Borough Boundary to Horndon	Decommissioning of underground gas pipeline with filling and associated temporary construction compounds.	0 km	Unlikely, but there is the potential for cumulative effects on all topics. This will be confirmed following completion of the baseline collection and assessment and presented in the ES.	No cumulative effects would be expected on all topics as all mitigation would have been implemented during construction.	N/A
TH23	19/01709/FUL	Orsett Quarry	Mineral extraction and processing at Orsett Quarry and extension into adjoining land at Walton's Hall Farm, erection of a processing plant and ancillary activities, importation and treatment of reclamation material with progressive restoration to farmland with landscape planting [Revised plans and documents]	0 km	There is the potential for residual inter-project cumulative effects during construction on all topics, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	There is the potential for residual inter-project cumulative effects during operation on Historic Environment and Landscape and Visual, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.  No cumulative effects would be expected on all other topics as all mitigation would have been implemented during construction.	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.
TH30	23/00354/NMA	Fen Farm Solar Farm and Battery Energy Storage System	Application for a non-material amendment to planning application 22/01145/CV (Application for the variation of condition nos. 5 (construction period) and 9 (HGV booking system) of planning permission ref 22/00552/CV (Application for the variation of condition no. 3 (time period and decommissioning) to extend the time period from 35 years to 40 years of planning	2 km	Unlikely, but there is the potential for cumulative effects on all topics. This will be confirmed following completion of the baseline collection and assessment and presented in the ES.	No cumulative effects would be expected on all topics as all mitigation would have been implemented during construction.	N/A

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			permission ref. 21/00077/FUL (Installation of renewable led energy generating station comprising ground-mounted photovoltaic solar arrays and battery-based electricity storage containers together with substation, inverter/transformer stations, site accesses, grid connection cable, internal access tracks, security measures, access gates, other ancillary infrastructure, landscaping and biodiversity enhancements)) for detailed layout and configuration plans for the Battery Energy Storage System (BESS) facility and the substation area				
TH32	23/00897/SCO	Sandown Road 775 dwellings	Request for a Scoping Opinion pursuant to Part 4(15) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017: Proposed residential-led mixed-use development comprising of approximately 775 residential dwellings (Class C3), with a new village centre and public square; land for a junior school; sports pitches; external amenity spaces; eco-parkland for informal recreation and nature conservation; new pedestrian routes and cycleway connections; landscaping; and associated works	0 km	There is the potential for residual inter-project cumulative effects during construction on all topics, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.	There is the potential for residual inter-project cumulative effects during operation on Historic Environment and Landscape and Visual, however, this will be confirmed following completion of the baseline collection and assessment and presented in the ES.  No cumulative effects would be expected on all other topics as all mitigation would have been implemented during construction.	Following statutory consultation and further assessment the extent of likely significant effects, if present, will be presented in the ES.
TH35	23/01321/SCO	Land South Of Borough Boundary And East Of Dunnings Lane West Horndon Essex	Request for a Scoping Opinion pursuant to Part 4(15) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017: Proposed development of up to 2,000 homes; up to 1,500 sqm of commercial/retail floorspace; a primary and secondary school; open space, including landscaping and greenspace; and enabling infrastructure to accommodate the proposed development comprising the access and road from the A128, along with associated infrastructure and amenities; highway works; together with all associated works, including temporary meanwhile uses.	1.6 km	Unlikely, but there is the potential for cumulative effects on all topics. This will be confirmed following completion of the baseline collection and assessment and presented in the ES.	No cumulative effects would be expected on all topics as all mitigation would have been implemented during construction.	N/A
TH36	23/01255/OUT	Land Adjacent Bulgenen House And Wick Place	Outline planning application (with all matters reserved) for the erection of a Crematorium including a wetland sequestration area.	0.3 km	Unlikely, but there is the potential for cumulative effects on all topics. This will be confirmed following completion of the baseline collection and assessment and presented in the ES.	No cumulative effects would be expected on all topics as all mitigation would have been implemented during construction.	N/A

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		Cottage Brentwood Road Bulphan Essex					
TH38	23/01502/FUL	Land To The South Of National Grids Electrical Substation For New Cable Tunnel Fort Road Tilbury Essex	Proposed construction a new cable tunnel beneath the River Thames between Tilbury and Gravesend to provide additional transmission capacity. Above-ground infrastructure in the form of a new Cable Sealing End compound and a new head house building along with associated electricity infrastructure, access, parking, boundary treatment and two overhead gantry structures for future overhead lines. Temporary compound for the duration of the project to provide parking, staff welfare facilities, delivery vehicle parking, and equipment and machinery storage, including boundary treatment and lighting.	0 km	Unlikely, but there is the potential for cumulative effects on all topics. This will be confirmed following completion of the baseline collection and assessment and presented in the ES.	No cumulative effects would be expected on all topics as all mitigation would have been implemented during construction.	N/A

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