The Sizewell C Project

6.10 Volume 9 Rail

Chapter 6 Landscape and Visual
Appendices 6A - 6B

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Planning Act 2008
Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

VOLUME 9, CHAPTER 6, APPENDIX 6A: ILLUSTRATIVE VIEWPOINTS

Appendices

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None Provided.

Figures

None Provided.

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1.1 Introduction

1.1.1 This appendix to **Chapter 6, Volume 9** of the **Environmental Statement (ES)** assesses the likely landscape and visual effects arising from lighting during the construction, operation and removal and reinstatement of proposals relating to rail. As the result of an environmental screening exercise undertaken in **section 3** of **Chapter 6, Volume 9**, only the effects relating to the green rail route are considered in this appendix (referred to throughout this appendix as 'the proposed rail extension route'). Lower level light periods, when lighting may be required, have the potential to arise in the early morning, dusk and evening, as well as at night.

1.1.2 The assessment describes the existing landscape and visual baseline at lower level light periods; describes the key lighting aspects of the proposed rail extension route as they relate to landscape and visual matters; describes the anticipated change upon both landscape and visual receptors; and assesses the magnitude and significance of change for the construction, operational and removal, and reinstatement phases of the proposed rail extension route. Where relevant mitigation can be provided, this is also considered.

1.2 Legislation, policy and guidance

1.2.1 No international or regional legislation or policy is deemed relevant to the assessment for this site.

a) National

1.2.2 At a national level, the relevant National Policy Statements (NPSs) are considered alongside the National Planning Policy Framework (NPPF) (Ref. 1.1), and the Planning Practice Guidance (PPG) (Ref. 1.2) for light pollution. Much of the policy and guidance relates to ecology considerations or creating nuisance through lighting. Lighting in relation to the green rail route will be designed to avoid creating nuisance or effects on residential amenity and policy specifically in relation to these matters is not referenced below.

1.2.3 Paragraph 180 of the NPPF requires decisions to ensure that *"new development is appropriate for its location"* including by limiting the impact of light pollution on local amenity and *"intrinsically dark landscapes"*.

1.2.4 The PPG for light pollution sets out the circumstances in which light pollution can become relevant to planning. It states at paragraph 001:

> *"Artificial light is not always necessary. It has the potential to become what is termed 'light pollution' or 'obtrusive light', and not all modern lighting is suitable in all locations. It can be a source of annoyance to people, harmful to wildlife, undermine enjoyment of the countryside or the night sky, especially in areas with intrinsically dark landscapes. Intrinsically dark landscapes are those entirely, or largely, uninterrupted by artificial light. National parks and nature reserves can serve as good examples, particularly where they support habitats for native nocturnal animals."*

1.2.5 The guidance continues at Paragraph 003:

> *"Light intrusion occurs when the light 'spills' beyond the boundary of the area being lit. For example, light spill can result in safety impacts related to the impairment or distraction of people (e.g. when driving vehicles), health impacts arising from impaired sleep, cause annoyance to people, compromise an existing dark landscape and/or adversely affect natural systems (e.g. plants, animals, insects, aquatic life). These adverse effects can usually be completely avoided with careful lamp and luminaire selection and positioning:*
>
> *Lighting near or above the horizontal is usually to be avoided to reduce glare and sky glow (the brightening of the night sky).*
>
> *Good design, correct installation and ongoing maintenance are essential to the optical effectiveness of lighting schemes such as fixed and/or regularly operated functional and decorative lighting elements."*

1.2.6 Paragraph 005 adds:

> *"The character of the area and the surrounding environment may affect what will be considered an appropriate level of lighting for a development. In particular, lighting schemes for developments in protected areas of dark sky or intrinsically dark landscapes should be carefully assessed as to their necessity and degree."*

b) Local

1.2.7 Suffolk Coastal District Local Plan Core Strategy and Development Management Policies (Ref. 1.3). Development Management Policy DM26 – Lighting sets out the Council's approach to minimising light pollution. The policy is worded as follows:

> *"The District Council will seek to minimise light pollution. Applications for development requiring or likely to require external lighting should include details of lighting schemes. This should include position, height, aiming points, lighting levels and a polar luminance diagram. Applicants will need to satisfy the District Council that:*
>
> *(a) The proposed lighting scheme is the minimum needed for security, working purposes, recreational or other use of the land;*
>
> *(b) It is designed so as to minimise pollution from glare and light spillage, particularly to residential and commercial areas, areas of nature conservation importance, and areas whose open and landscape qualities would be affected;*
>
> *…*
>
> *In order to prevent unnecessary intrusion into the countryside, or the effect on residential amenity, the District Council may seek to control the days and times of use of lighting (excluding street lighting)."*

1.2.8 The Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) Management Plan (Ref. 1.4) includes themes and objectives, subdivided into landscape, coast and estuaries, land use and wildlife, enjoying the area, and working together. Under the Planning sub-section of Section 4.4, Land Use and Wildlife, there is reference to the effects of lighting as follows:

> *"Negative impacts … such as increased traffic movements, lighting etc and need to be judged against the cumulative impacts on the designated landscapes. A similar impact is possible from developments within the setting of the AONB."*
>
> *"Even in remote places, light levels are increasing …"*
>
> *"Adopting best practice in the careful use of lighting must be an increasing priority for local authorities, businesses and residents within the Suffolk Coast & Heaths AONB."*

1.2.9 Further to the AONB Management Plan, the AONB Partnership have published position statements on obtrusive lighting in the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (Ref. 1.5) and Natural Beauty and Special Qualities Indicators (Ref. 1.6). The lighting position statement states:

> *"It is considered by the AONB Partnership that exterior lighting proposed as part of any development, within the AONB or where it may impact upon its setting or lighting within the setting impacts upon the AONB, it should be kept to the minimum required and only appropriate to its purpose, so as to protect the area's natural beauty and special qualities … Development proposals should demonstrate that there is not a significant adverse impact, individually or cumulatively, on the character of the area (including its natural beauty and special qualities), the visibility of the night sky, wildlife, residents or those enjoying the area."*

1.2.10 The Natural Beauty and Special Qualities Indicators include the following in relation to lighting:

- Sensory stimuli enhanced by quality of light/space (the big 'Suffolk skies'), areas with dark skies and sound (e.g. bird calls, curlews on heath and geese on estuaries, the wind through reeds in estuaries, waves on shingle).
- Areas of semi-natural habitat, where there is a general absence of development and apparent human activity, contribute to a sense of relative tranquillity. Further enhanced by sounds (bird calls, the wind through reeds in estuaries, waves on shingle) and relatively dark skies.

1.3 Methodology

1.3.1 Night-time assessment of lighting on landscape and visual receptors is an emerging area, and there is no specific guidance on which to base the assessment.

1.3.2 The approach and methodology of this assessment will follow the same structured approach as **Volume 9, Chapter 6**. The assessment terminology will also follow that presented in the landscape and visual methodology, with the exception of the approach to assessing and describing the sensitivity of receptors as follows:

a) Sensitivity of landscape character at night

1.3.3 For Landscape Character Types (LCTs)/Landscape Character Areas (LCAs), susceptibility will be judged based on the degree to which the character of the landscape is characterised by darkness, informed by satellite mapping of light distribution and site observations. Value will be judged as presented within the assessment of effects during the day, unless specific factors suggest otherwise, for example, the identification of a dark sky discovery site which would increase value; or where factors that

contribute to value in the daytime are irrelevant at night (which may reduce value at night).

b) Sensitivity of visual receptors at night

1.3.4 For visual receptors, the assessment will take account of the importance attached to views at night. Generally, the value attached to night-time views is considered to be low, unless there is a particular feature that can be best, or only appreciated in the hours of darkness. This may include views of stars and the night sky that are only, or best available, in particularly dark areas, or views to well-known landmarks that are illuminated at night.

1.3.5 The susceptibility of visual receptors also differs at night, reflecting the different activities people undertake in the hours of darkness. For example, drivers using roads at night tend to be more focussed on the road and the area illuminated by their headlights and roadside lighting than during the day and may have their attention drawn by oncoming headlights, road markings/cat's eyes, or signage, resulting in lower susceptibility. By contrast, people taking part in activities requiring darkness, such as star gazing, would be of higher susceptibility.

1.3.6 The sensitivity of visual receptors at night is rated as follows:

- National value and high susceptibility – visitors to dark sky parks or dark sky reserves as recognised by the International Dark Sky Association.
- Local value and high susceptibility – visitors to dark sky discovery sites, public observatories or places often visited by astronomical societies and groups.
- Community value and high susceptibility – people engaged in night-time activity such as bat watching, residents of notably dark areas (i.e. rural locations with no street lighting) in the streets around their homes and footpaths where dark skies are integral to the amenity.
- National (or local) value and medium susceptibility – visitors to nationally important or well-known local landmarks that are illuminated at night.
- Community value and medium susceptibility – residents in urban areas or semi-urban/rural areas, users of cycle routes and footpaths where street lighting/illumination is characteristic.
- Community value and low susceptibility – drivers using local, unlit roads and train passengers.
- Limited value and low susceptibility – users of A roads, illuminated minor roads and people at their place of work.

c) Scope

1.3.7 The extent of the study area for the assessment of night-time effects is 2 kilometres (km), which replicates that used for the assessment of daytime effects, which has been agreed by landscape and visual consultees. The assessment considers the impact of lighting on landscape character, visual receptors and landscape designations.

1.3.8 A selection of viewpoints will be used to aid the assessment of night-time effects. These are located close to representative viewpoint 5 and at illustrative viewpoint 5 as used in **Volume 9, Chapter 6**.

1.4 Assessment

1.4.1 This section identifies those groups of landscape and visual receptors likely to experience notable effects as a result of the proposed lighting associated with the green rail route. The baseline description of the existing night-time environment for each receptor group is provided alongside the assessment of effects for ease of reference.

1.4.2 This section considers both landscape character and visual receptors before considering designated landscapes. It is common for designations to encompass both character and visual considerations within their special qualities or purposes of designation. It therefore makes a more natural reading sequence to draw together those aspects of character and views which relate to the designation if they have been described earlier in the chapter.

a) Night-time visual environment of the study area

1.4.3 The existing intensity of artificial lighting across the study area is illustrated on **Figure 6B.1** to this appendix using satellite data (Visible Infrared Imaging Radiometer Suite Day/Night) from March 2019 (Ref. 1.7). This illustrates that there is a low level of artificial light within the north-west of the study area, including the site itself. To the south-east, the settlement of Leiston, with its artificial lighting, creates a much higher degree of light pollution within that part of the study area. To the east, just outside the study area, artificial lighting at the existing Sizewell nuclear power station creates a greater degree of light pollution, which extends into the eastern edge of the study area.

1.4.4 There are also a small number of other light sources within the study area, beyond those generally associated with the settlements and large developments mentioned above, that can be seen from within the study area and vary in prominence depending on the context of the view. These include existing lighting along B1122 (Abbey Road), between the edge of Leiston and the Abbey Lane junction. Other minor roads beyond the edge of Leiston are unlit.

b) Lighting proposals

1.4.5 As discussed in **Chapter 2** of this volume of the **ES**, both of the proposed level crossings on B1122 (Abbey Road) and Buckleswood Road would be lit by 10m high lighting columns. The lighting design would ensure that the crossings could be used safely during the hours of darkness whilst minimising light spill. The lighting would not cause significant levels of glare to road users, train drivers or signallers and others operating the crossing, and consideration would be given to the need to prevent avoidable annoyance from lighting to local residents.

c) Landscape effects

1.4.6 Local LCTs within the 2km study area, as identified in the Suffolk Landscape Character Assessment (Ref. 1.8), are illustrated on **Figure 6B.1** to this appendix. This shows that those character types to the north and west of the site are characterised by lower intensity of artificial light present within them.

1.4.7 LCTs within the 2km study area and to the east and south of the site have a much higher intensity of artificial light present within them. These character types are unlikely to experience any notable effects on landscape character as a result of the proposed rail extension route.

1.4.8 The main source of effects would occur as a result of the proposed lighting at the B1122 (Abbey Road) and Buckleswood Road level crossings. Lighting at the B1122 (Abbey Road) level crossing would occur along a stretch of road that is currently lit, so is unlikely to have any additional effects on landscape character. Lighting at the Buckleswood Road level crossing would occur in an area that is currently unlit. As discussed in **Volume 9, Chapter 6**, the only landscape types likely to experience effects from the proposed rail extension route are the Ancient Estate Claylands and Estate Sandlands character types.

1.4.9 Other character types within darker parts of the study area, generally to the east and south, would either have very limited potential visibility of the proposed lighting or there are existing sources of higher intensity of artificial light between the character type and the site. These areas are not considered further.

i. Ancient Estate Claylands

1.4.10 The key characteristics of this character type are described in the Suffolk Landscape Character Assessment and set out in **Volume 9, Chapter 6**. The night-time character of the character type is not discussed in the current character assessment. However, this LCT is generally dark with little existing light pollution, as illustrated by **Figure 6B.1** to this appendix. Existing lighting within this LCT tends to be limited to occasional isolated dwellings, but Leiston falls on the eastern edge of the character type and creates a localised area of higher intensity artificial light.

1.4.11 Despite limited sources of artificial lighting present within the landscape type as a whole, the proximity of Leiston and existing lighting along Abbey Road mean that localised areas of higher intensity artificial light are characteristic in the vicinity of the study area. As a result, this LCT is considered to have medium susceptibility to the proposed level crossing lighting. Taking this with the community value of the landscape, as set out in **Volume 9, Chapter 6**, the character type is considered to have medium–low sensitivity to the proposed lighting.

1.4.12 The proposed rail extension route would introduce a cluster of lighting at the proposed level crossing on B1122 (Abbey Road), outside the character type in an area where there is already existing lighting of a similar type and intensity. It would also introduce a second cluster of lighting at the proposed level crossing on Buckleswood Road, within the character type and in a location currently characterised by relatively low intensity of artificial lighting. This would result in long-term effects on this character type that would be small scale and occur over a localised extent. Effects would be of low magnitude, resulting in a slight adverse effect, which is considered to be **not significant**, given the relative lack of existing artificial lighting in the vicinity of the proposed level crossing on Buckleswood Road.

ii. Estate Sandlands

1.4.13 The key characteristics of this LCT are described in the Suffolk Landscape Character Assessment and set out in **Volume 9, Chapter 6**. The night-time character of the LCT is not discussed in the current character assessment. However, this LCT generally has higher intensity areas of artificial lighting, as illustrated by **Figure 6B.1** to this appendix.

1.4.14 Existing lighting within this LCT is present from the settlement of Leiston, along B1122 (Abbey Road) and also as light spill from the existing lighting at Sizewell. As a result, this LCT is considered to have low susceptibility to the proposed level crossing lighting. Taking this with the community value of the landscape, as set out in **Volume 9, Chapter 6**, the LCT is considered to have low sensitivity to the proposed lighting.

1.4.15 The proposed rail extension route would introduce a cluster of lighting at the proposed level crossing on B1122 (Abbey Road), within the LCT and in an area where there is already existing lighting of a similar type and intensity. It would also introduce a second cluster of lighting at the proposed level crossing on Buckleswood Road, outside the LCT and in a location where there would be limited visibility of the proposed lighting. This would result in negligible scale effects on this LCT. Effects would be of negligible magnitude, resulting in a minimal neutral effect, which is considered **not significant** and neutral given the degree of artificial lighting already characteristic of this character type.

d) Visual effects

1.4.16 The approach to assessing visual receptors will follow the same approach as **Volume 9, Chapter 6**, utilising receptor groups and assessing effects on key routes separately.

i. Visual aids

1.4.17 Annotated photographs are shown on figures supporting this appendix (see **Figure 6B.1** for viewpoint locations). The scale of effect at each viewpoint is summarised in **Table 1.1**.

Table 1.1: Summary of scale of effects on night-time viewpoints.

VP	Location	Approximate Distance/ Direction from Site.	Scale of Effect: Positive, Adverse, Neutral.
N1	Footpath E-363/006/0 south of Abbey Road (south of Leiston Abbey).	0km, north.	Negligible Neutral
N2	Abbey Lane east of Cakes and Ale Caravan Park.	0.4km, north-west.	Low–negligible Neutral

Receptor groups

1.4.18 Residents of and visitors to Leiston at their properties, driving through the settlement and using open space/footways/cycle routes within Leiston: As set out above, people in and around urban and semi urban areas are considered to be of medium sensitivity. Leiston is widely lit by street lighting. There would be limited potential visibility of the proposed level crossing lighting within the town itself, and from any streets where views towards the lighting would be possible, the lighting is unlikely to be especially noticeable beyond existing street lighting. From the northern edge of the town, the proposed lighting of the B1122 (Abbey Road) level crossing would be broadly similar to the existing lighting along B1122 (Abbey Road).

1.4.19 From the western edge of the town, proposed lighting of the Buckleswood Road level crossing would occasionally be visible above or through vegetation and built form, in an area that is currently unlit. Long-term effects would be of small scale over a limited extent. These effects would be of negligible magnitude**,** resulting in a minimal adverse effect, which is considered to be **not significant**.

1.4.20 Users of public footpaths E-363/003/0, E-363/006/0 and E-363/010/0, which currently cross the site: These routes are unlikely to be used at night due to their unlit nature and effects on users of the routes are not considered further within this assessment.

1.4.21 Users of recreational routes, visitors to Leiston Abbey and motorists using minor roads, to the north and north-east of the site within 800m: The recreational routes and Leiston Abbey are unlikely to be used at night due to their unlit nature and effects on users of the routes are not considered further within this assessment. Drivers using local, unlit roads are considered to be of medium–low sensitivity, as set out above. For users of the minor roads, in this receptor group, the proposed lighting of the Abbey Road level crossing would be broadly similar to the existing lighting along Abbey Road, as demonstrated by night-time viewpoint 1, and the proposed lighting of the Buckleswood Road level crossing is unlikely to be visible.

1.4.22 Effects would be negligible scale for motorists using these minor roads at night. These effects would be of negligible magnitude, resulting in a minimal neutral effect which is considered to be **not significant**.

1.4.23 Users of footpath E-363/003/0 south of the Saxmundham to Leiston branch line and the permissive footpath along the northern side of Saxmundham Road from the edge of Leiston to Highbury Cottages, visitors to Leiston Cemetery and drivers using Saxmundham Road: The recreational routes are unlikely to be used at night due to their unlit nature and effects on users of the routes are not considered further within this assessment. Drivers using local, unlit roads are considered to be of medium–low sensitivity, as set out above.

1.4.24 The proposed lighting of the Buckleswood Road level crossing would be visible above or through vegetation and built form, in an area that is currently unlit. Long-term effects would be of medium–small scale over a localised extent. These effects would be of medium–low magnitude, resulting in a slight adverse effect, which is considered to be **not significant**.

1.4.25 Local road users using Abbey Lane to the west of the site: Drivers using local, unlit roads are considered to be of medium–low sensitivity, as set out above. For users of Abbey Lane, the proposed lighting of the Abbey Road level crossing would be broadly similar to the existing lighting along Abbey Road, as demonstrated by night-time viewpoint 2.

1.4.26 The proposed lighting of the Buckleswood Road level crossing would be visible above or through vegetation, in an area that is currently unlit but with the backdrop of lighting at Leiston and Sizewell. Long-term effects would be of small scale over a localised extent. These effects would be of low magnitude, resulting in a slight adverse effect, which is considered to be **not significant** .

Long-distance routes

1.4.27 The Suffolk Coastal Cycle Route and Sustrans Regional Cycle Route (41/42) follow the same alignment along Abbey Lane. Any users of this route at night are considered to be of medium sensitivity (local/district value and low susceptibility). For users of the cycle route, the proposed lighting of the Abbey Road level crossing would be broadly similar to the existing lighting along Abbey Road, as demonstrated by night-time viewpoint 2.

1.4.28 The proposed lighting of the Buckleswood Road level crossing would be visible above or through vegetation, in an area that is currently unlit but with the backdrop of lighting at Leiston and Sizewell. Long-term effects would be of small scale over a localised extent. These effects would be of low magnitude, resulting in a slight adverse effect, which is considered to be **not significant**.

e) Effects on landscape designations

1.4.29 Although part of the Suffolk Coast and Heaths AONB is located within the study area, the proposed lighting would be located outside the AONB boundary. While guidance indicates that lighting outside the AONB, within its setting, could have effects on the special qualities of the AONB, the lighting at the proposed level crossing on Abbey Road would be in a location that is already lit and the lighting at the proposed level crossing on Buckleswood Road would either be not visible or not especially noticeable beyond existing street lighting in Leiston from locations within the AONB. There would consequently be no impact on the special qualities of the AONB and effects on this designated landscape are considered to be negligible.

1.4.30 As set out in **Volume 9, Chapter 6**, two Special Landscape Areas (SLAs) cover small areas of the study area, at the Minsmere River valley 600m north-east and the Hundred River valley 1.9km south. There are unlikely to be any views of the lighting associated with the proposed rail extension route from within the SLAs and no potential for effects on the SLAs.

References

1.1 Ministry of Housing, Communities and Local Government (2019) National Planning Policy Framework.

1.2 Ministry of Housing, Communities and Local Government (2019) Planning Practice Guidance: Light Pollution.

1.3 ESC (2013) Suffolk Coastal District Local Plan Core Strategy and Development Management Policies – Development Plan Document.

1.4 Suffolk Coast and Heaths AONB (2018) Suffolk Coast and Heaths Area of Outstanding Natural Beauty Management Plan 2018–2023.

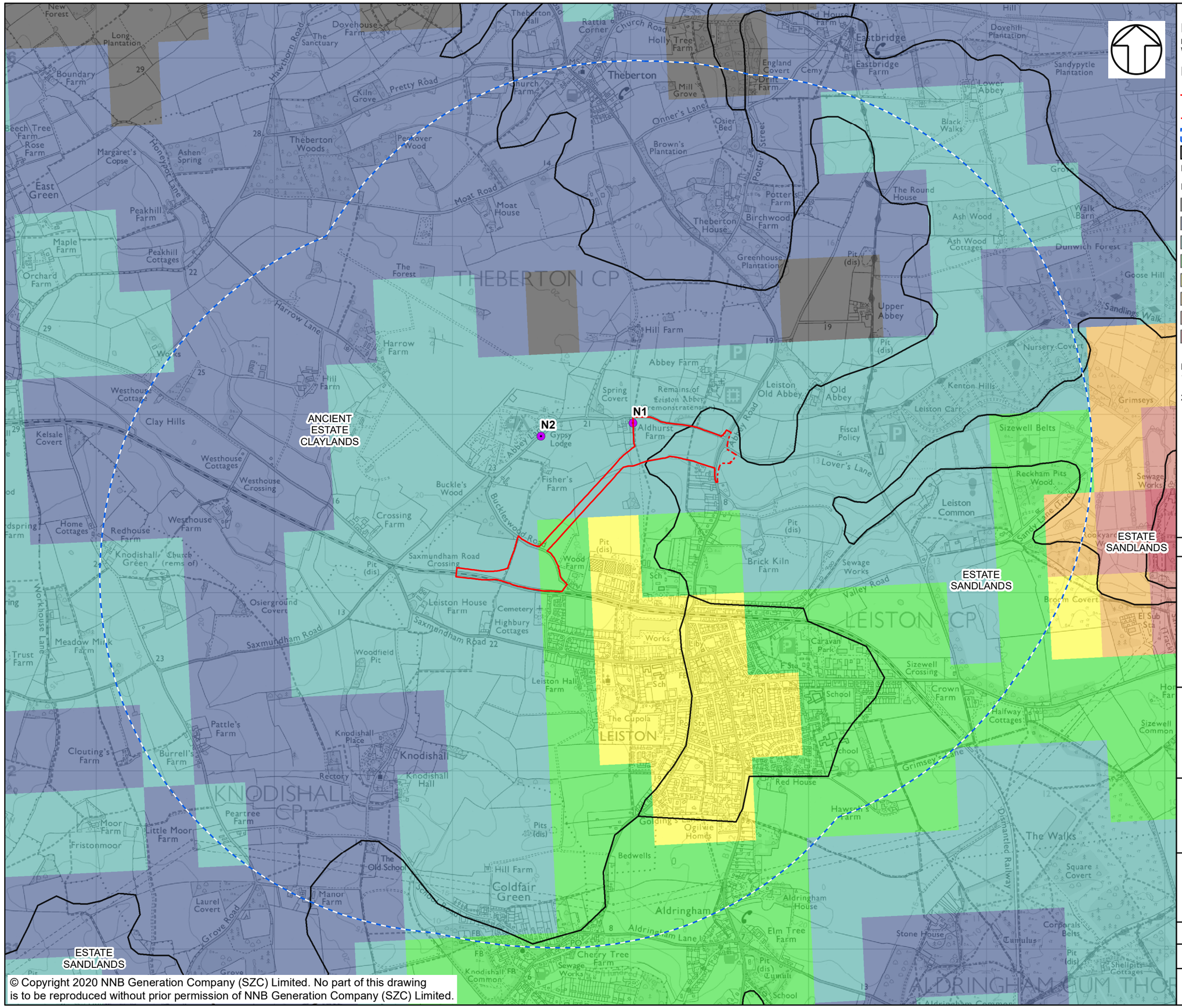
1.5 Suffolk Coast and Heaths AONB (2016) Position Statement – Obtrusive Lighting in the Suffolk Coast & Heaths Area of Outstanding Natural Beauty.

1.6 LDA Design (2016) Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) Natural Beauty and Special Quality Indicators.

1.7 Juri Stare (2019) Intensity of Artificial Lighting(Visible Infrared Imaging Radiometer Suite, 2018). (Online)
Available from: https://www.lightpollutionmap.info/ [Accessed August 2019].

1.8 Suffolk County Council (2008, revised 2011) Suffolk Landscape Character Assessment.

Figures



NOTES

DATA PRESENTED TO REPLICATE MAPPING AT WWW.LIGHTPOLLUTIONMAP.INFO

KEY

- GREEN RAIL ROUTE DEVELOPMENT SITE BOUNDARY
- VOLUME 9 ASSESSMENT AREA
- STUDY AREA (2KM FROM SITE BOUNDARY)
- LANDSCAPE CHARACTER TYPES

EXISTING LIGHT POLLUTION (MARCH 2019)

RADIANCE (W/CM2 * SR)

- < 0.25
- 0.25 - 0.4
- 0.4 - 1
- 1 - 3
- 3 - 6
- 6 - 20
- 20 - 40
- > 40
- NIGHT TIME VIEWPOINT

NIGHT TIME

1 FOOTPATH E-363/006/0 SOUTH OF ABBEY ROAD (SOUTH OF LEISTON ABBEY)

2 ABBEY LANE EAST OF CAKES AND ALE CARAVAN PARK

NOT PROTECTIVELY MARKED

DOCUMENT:
SIZEWELL C
ENVIRONMENTAL STATEMENT
VOLUME 9
APPENDIX 6B
NIGHT-TIME APPRAISAL

DRAWING TITLE:
EXISTING LIGHT POLLUTION

DRAWING NO:
FIGURE 6B.1

DATE:	DRAWN:	SCALE :
JAN 2020	V.W.	1:20,000 @A3

SCALE BAR

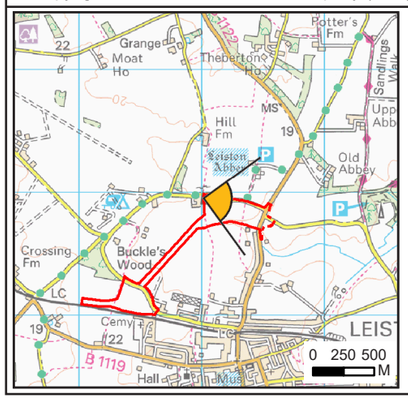
0 0.2 0.4 0.6 0.8 1 KM

Night Time Viewpoint 1: Footpath E-363/006/0 south of Abbey Lane (south of Leiston Abbey)

Existing View:
This viewpoint is located on the public footpath to the east of Aldhurst Farm, south of Abbey Lane. The B1122 (Abbey Road) is illuminated by roadside lighting columns in the middle distance. Reflected light off the dome of the existing Sizewell B power station is visible above intervening vegetation as well as the upper portions of Sizewell A. Further to the right (beyond the extent of the view illustrated) skyglow is visible above Leiston.

Construction and removal and reinstatement Effects:
The construction of the proposed development would occur directly in front of this viewpoint. Task lighting during any required night working would be clearly visible, as would lights at the B1122 (Abbey Road) level crossing as these are constructed and become operational.
Effects would be of **Negligible** scale and, on balance, **Neutral**.

Operational Effects:
Lights at the Abbey Road level crossing would be visible in the middle distance, in line with existing lighting along the B1122 (Abbey Road). Effects would be of **Negligible** scale and, on balance, **Neutral**.



VIEWPOINT INFORMATION

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CAMERA:	CANON EOS 6D
LENS:	EF50MM F/1.8 STM
CAMERA HEIGHT:	1.5M AGL
PHOTO DATE / TIME:	11/12/2018 20:00

NO DIMENSIONS ARE TO BE SCALED FROM THIS DRAWING,
ALL DIMENSIONS ARE TO BE CHECKED ON SITE.
AREA MEASUREMENTS FOR INDICATIVE PURPOSES ONLY.

NOT PROTECTIVELY MARKED

DOCUMENT:
SIZEWELL C
ENVIRONMENTAL STATEMENT
VOLUME 9
APPENDIX 6B
NIGHT-TIME APPRAISAL

DRAWING TITLE:
NIGHT TIME VIEWPOINT 1:
PHOTOGRAPH PANEL

DRAWING NO:
FIGURE 6B.2

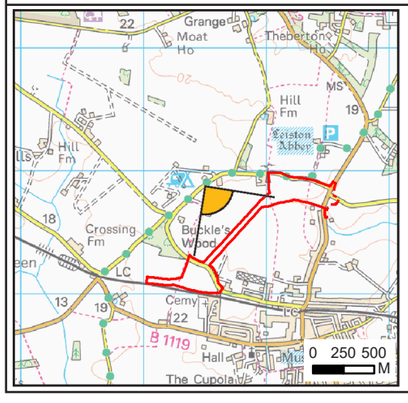
DATE:	DRAWN:	SCALE:
JAN 2020	V.W.	NTS

Night Time Viewpoint 2: Abbey Lane east of Cakes and Ale Caravan Park

Existing View:
This viewpoint is located on Abbey Lane, opposite Cakes and Ale Caravan Park. Reflected light off the dome of the existing Sizewell B power station is visible above intervening vegetation as well as the upper portions of Sizewell A. Further to the right, lights in Leiston start to become visible, with skyglow above Leiston visible further to the right (beyond the extent of the view).

Construction and removal and reinstatement Effects:
The construction of the proposed development would occur a short distance in front of this viewpoint. Task lighting during any required night working would be visible, as would lights at both the B1122 (Abbey Road) and Buckleswood Road level crossings (beyond the right hand extent of the view shown) as these are constructed and become operational.
Effects would be of **Low-negligible** scale and, on balance, **Neutral**.

Operational Effects:
Lights at both the B1122 (Abbey Road) and Buckleswood Road level crossings (beyond the right hand extent of the view shown) awould be visible from this location, in the context of the existing lighting in Leiston.
Effects would be of **Low-negligible** scale and, on balance, **Neutral**.



VIEWPOINT INFORMATION

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NO DIMENSIONS ARE TO BE SCALED FROM THIS DRAWING,
ALL DIMENSIONS ARE TO BE CHECKED ON SITE.
AREA MEASUREMENTS FOR INDICATIVE PURPOSES ONLY.

NOT PROTECTIVELY MARKED

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DRAWING TITLE:
NIGHT TIME VIEWPOINT 2:
PHOTOGRAPH PANEL

DRAWING NO:
FIGURE 6B.3

DATE:	DRAWN:	SCALE:
JAN 2020	V.W.	NTS