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East Anglia THREE

Appendix 29.3

Landscape and Visual Assessment of Landfall Location and Onshore Cable Route

Environmental Statement

Volume 3

Document Reference – ~~6.3.29~~ ([OEI / Volume 4 / LVIA
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Table of ~~Contents~~ contents

29.3	Landscape and Visual Assessment of Landfall Location and Onshore Cable	
	Route 4 <u>LANDSCAPE AND VISUAL ASSESSMENT OF LANDEALL LOCATION AND ONSHORE CABI</u>	
29.3.1	Introduction	<u>43</u>
29.3.2	Potential Impacts of Landfall Location Construction	<u>43</u>
29.3.2.1	Potential Impacts of Landfall Location Construction on Physical Elements	<u>54</u>
29.3.2.2	Potential Impacts of Landfall Location Construction on Landscape Character	<u>54</u>
29.3.2.3	Potential Impacts of Landfall Location Construction on Visual Amenity	<u>75</u>
29.3.3	Potential Impacts of Onshore Cable Route Construction	<u>76</u>
29.3.3.1	Potential Impacts of Onshore Cable Route Construction on Physical Elements	<u>86</u>
29.3.3.2	Potential Impacts of Onshore Cable Route Construction on Landscape Character	<u>97</u>
29.3.3.3	Potential Impacts of Onshore Cable Route Construction on Visual Amenity	<u>97</u>
29.3.4	Potential Impacts of Landfall Location and Cable Route Operation	<u>1311</u>
29.3.4.1	Potential Impacts of Landfall Location and Onshore Cable Route Operation on Physical Elements	<u>1311</u>
29.3.4.2	Potential Impacts of Landfall Location and Onshore Cable Route Operation on Landscape Character	<u>1311</u>
29.3.4.3	Potential Impacts of Landfall Location and Onshore Cable Route Operation on Visual Amenity	<u>1412</u>
29.3.5	Potential Impacts of Landfall Location and Onshore Cable Route Decommissioning	<u>1513</u>
29.3.6	Cumulative Impacts of Landfall Location and Onshore Cable Route	<u>1614</u>
29.3.7	References	<u>1614</u>

29.2 LANDSCAPE AND VISUAL ASSESSMENT OF LANDFALL LOCATION AND ONSHORE CABLE ROUTE

29.2.1 Introduction

1. This Appendix sets out the detailed assessment of the construction, operation and decommissioning phases of the landfall location and onshore cable route and their impact on the physical elements of the site and on the landscape receptors and visual receptors across the study area. It identifies those impacts that would be significant and defines their geographic extent, duration and their permanence or reversibility.
2. The findings of this assessment are reported in Scheme Wide Issues – Chapter 29 Seascape, Landscape and Visual Assessment. The Chapter sets out the potential impacts of the landfall location and onshore cable route at each stage of the project and outlines the embedded mitigation to reduce these impacts. The assessment is based on the worst case scenario as presented in Table 29.2 in Chapter 29.
3. The assessment has been carried out in accordance with the Methodology in Appendix 29.1 and makes reference to the Baseline Assessment contained in Appendix 29.2. Accompanying graphics are referenced within the text and are contained in Volume 2: Figures of the ES.
4. Further to the production of the East Anglia THREE Environmental Statement, the proposed project is considering constructing the East Anglia THREE substation in either a Single Phase or a Two Phased approach, however the export cable will be constructed in a Single Phase.
5. ~~4-~~The LVIA assumes that the proposed East Anglia THREE project is being added to a situation in which East Anglia ONE has been constructed and is operational. The main assessment, therefore, covers the cumulative assessment of the proposed East Anglia THREE project in conjunction with East Anglia ONE. In the cumulative assessment, a further scenario is considered, in which the East Anglia THREE ~~substation~~project is added to a situation which comprises East Anglia ONE and a future EAOW project, with the assumption, for the purposes of the assessment that a future EAOW project is considered as a relevant project within the cumulative assessment. ~~The cumulative scenario~~

29.2.2 Potential Impacts of Landfall Location Construction

6. ~~5-~~For the purposes of the assessment it is assumed that the East Anglia ONE project would be installed. HDD construction works would, therefore, already have taken place at the landfall location, and as a result the impact of the East Anglia THREE construction works would be greatly reduced, requiring smaller scale of works than that required for East Anglia ONE project. As the cable ducts would already be installed, the main feature of the construction process would be construction of the transition bays and pulling through of the onshore cables.

29.2.2.1 Potential Impacts of Landfall Location Construction on Physical Elements

- ~~7.~~ ~~6.~~ The sensitivity of the beach is medium to low as it mainly comprises shingle which is easy to remove and replace during the construction works. The sensitivity of the farmland is also low as the land is already modified through agricultural practices, whereby the vegetation cover is temporary in nature. The sensitivity of the cliff, and the cliff top where the Suffolk Coast Path is routed, is medium to high, as this landscape element is more sensitive and difficult to restore, although signs of erosion are already evident and development has previously taken place in this location.
- ~~8.~~ ~~7.~~ The ~~potential impacts of magnitude of change that~~ the landfall location ~~would have~~ on the physical elements of the cliffs and cliff tops would be ~~reduced~~ medium to low and the impact would be not significant, as the existing ducts would already be in place and no further disturbance to the cliffs or cliff tops would occur ~~other than access to the beach, which would be required under the short HDD option (see Chapter 5 Description of the Development)~~. Access onto the beach by plant would potentially be required, and the disturbance which the construction of a ramp would incur, ~~despite its relatively short term duration prior to reinstatement~~, would give rise to a medium to high magnitude of change and a significant impact, albeit short-term and localised. The impact of the construction works on the other physical elements would be not significant.
- ~~9.~~ ~~8.~~ The impacts on the remaining elements, including the beach and the farmland, would be not significant, largely owing to the relatively low sensitivity of these physical elements and the relative ease with which they can be restored to their original state.
- ~~9.~~ ~~This assessment applies to both the Single Phase and Two Phased approaches. As the removal and alteration of the physical elements would be the same for both approaches, the magnitude of change would be the same and the significant and not significant impacts would be the same. The only difference is that in respect of the Two Phased approach the predicted impacts would occur during the two separate construction periods and therefore for an overall longer period of time.~~

29.2.2.2 Potential Impacts of Landfall Location Construction on Landscape Character

10. The potential impacts on the landscape character of the Rolling Estate Sandlands LCT and the Suffolk Coast and Heaths AONB would be limited by the presence of the existing ducts through the cliffs and adjacent farmland. This would enable the simpler and smaller scale process of pulling through cables without HDD drilling or open-cut trenching being required. These construction operations would be relatively small in scale and sufficiently localised in extent screened by intervening vegetation, especially with increase in distance, to ensure that, ~~in respect of their impacts on~~ the ~~wider~~ LCT and ~~the~~ AONB, ~~their impacts~~ would be not significant. These impacts would be localised and short term in duration.

11. The baseline assessment of the Rolling Estate Sandlands LCT, in which the landfall location is located, identified an overall medium to high sensitivity as a result of a medium to high value and a medium susceptibility.
12. The main impacts would result from the presence of machinery on and around the beach, the potential presence of a temporary ramp across the cliffs, the construction of the transition bays at the cliff top, and the establishment of the Construction Consolidation Site on the adjacent farmland.
13. While development is evident along many sections of the coastline, the potential access over the cliffs would introduce a new feature, which would appear at variance with the coastal character, although the alterations would not be permanent and restoration would occur within the short-term. The magnitude of change on the landscape character would be medium to low. As a surface feature, albeit on the cliff side, its influence on landscape character would extend out to no more than approximately 100m to the north and south and be limited in extent beyond the cliff top to the west. While it may take a further 3 years beyond the restoration of the cliff, until the scrub and grass vegetation has re-established, the absence of the machinery and associated activity post construction would mean the magnitude of change would be reduced ~~to medium~~ to low.
14. The extent of the Construction Consolidation Site combined with the presence and activity of the machinery, would form a readily apparent feature, at variance with the character of the agricultural and coastal landscapes, albeit across a localised area. The magnitude of change on the landscape character would be medium. The woodland belt to the south of the field would contain the extent of the impact in this direction, while the mature hedgerows to the north and west would screen lower level impacts, and in so doing lower the magnitude of change to medium to low beyond these boundaries.
15. The impact of the landfall location construction on landscape character would be not significant owing to the ~~localised extent~~ relatively small scale of the construction works, the screening effect of intervening vegetation and the reversible nature of the impact, ~~its short-term duration, its largely impermanent nature, and its reversibility~~. Impacts would be short-term and localised, and the wider extent of the Rolling Estate Sandlands LCT would remain unaffected.
16. The baseline assessment of the Suffolk Coasts and Heaths AONB in which the landfall location is located, established an overall medium to high sensitivity as a result of a medium to high value and a medium susceptibility.
17. ~~As the designation of the AONB relates directly to the constituent LCTs, the assessment of impacts relating to the landfall location construction, also apply to the AONB. The potential impact of the landfall location on the AONB would be the same as described above in respect of the Estate Sandlands LCT which makes up this part of the AONB.~~ This means that there would be not significant impacts as a result of the landfall location construction.

~~18. This assessment of the LCT and the AONB applies to both the Single Phase and Two Phased approaches. Despite the impacts occurring twice during the Two Phased approach, the magnitude of change would remain the same during each phase and therefore the impacts would also remain not significant during each phase, albeit occurring over an overall longer period.~~

29.2.2.3 Potential Impacts of Landfall Location Construction on Visual Amenity

~~18.~~ ~~19.~~ The visual receptors with potential to be affected by the landfall location are walkers on the Suffolk Coast Path. The baseline assessment attributed an overall medium to high sensitivity to walkers on the path as a result of a medium to high value and a medium to high susceptibility.

~~19.~~ ~~20.~~ The potential impacts on the visual amenity of walkers on the Suffolk Coast Path would be limited as the construction works would require a pull-through of the cables without HDD drilling or open-cut trenching. The construction works would be localised in a concentrated area and appear relatively small in scale. The scrubby vegetation and other structures which lie between the Suffolk Coast Path and the beach may afford partial screening to walkers along the Suffolk Coast Path, although a section of this would potentially have been removed to allow machinery to access the beach.

~~20.~~ ~~21.~~ Construction would comprise the transition bays which would occur below ground level, such that the most apparent feature would be the presence and activity of machinery. This would be perceived as having a temporary and ~~short term~~ reversible impact on visual amenity. The visible components of the construction works would be sufficiently small in scale, and relatively well contained ~~and of a short enough duration~~ for the impacts to be not significant. The impacts would be localised and short term.

~~22. This assessment of the views of walkers applies to both the Single Phase and Two Phased approaches. Despite the impacts occurring twice during the Two Phased approach, the magnitude of change would remain the same during each phase and therefore the impacts would also remain not significant during each phase, albeit occurring over an overall longer period.~~

29.2.3 Potential Impacts of Onshore Cable Route Construction

~~21.~~ ~~23.~~ Cable pulling operations would be undertaken at up to 62 locations along the onshore cable route. At each of these locations, there would be a requirement to construct up to two jointing bays and up to four kiosks, and in addition access would be required to these locations. This would be either via haul road for isolated jointing bay locations, upgraded track access or directly from the public highway wherever possible. In some locations, removal of hedgerows and other types of vegetation would be required for the construction of the jointing bays. ~~Under the Single Phase approach both jointing bays would be constructed in one construction period, while under the Two Phased approach, one would be constructed in the first phase and the other in the second phase.~~

22. ~~24.~~ Construction activity would be concentrated at the points where jointing bays would be constructed, as well as at the Construction Consolidation Sites and access roads and haul road. The main impacts on receptors would come from the presence and activity of the machinery. These impacts would appear largely as a temporary and impermanent feature in the landscape.

29.2.3.1 Potential Impacts of Onshore Cable Route Construction on Physical Elements

23. ~~25.~~ The use of the existing ducts to pull through the onshore cable route would notably reduce the potential impacts on the physical elements. Instead of disturbance to the vegetation and water courses occurring along most of the 37km length of the cable route, it would be concentrated in localised areas where either jointing bays would be constructed and cables pulled through, at Construction Consolidation Sites where machinery and materials would be stored and ancillary buildings located, or along the haul road where machinery and materials would be moving in and out of the sites. This would mean that the sensitive physical elements, such as the water courses, would remain largely unaffected.

24. ~~26.~~ The **potential impacts magnitude of change** on the physical elements would be low or medium to low. The impact would be notably reduced by the existing presence of the ducts, as disturbance to, or loss of vegetation would be limited to around the jointing bays, the Construction Consolidation Sites and along the haul road. The majority of the works would take place in the less sensitive agricultural land with relatively little disturbance to the more sensitive hedgerows or woodland. Where sections of hedgerow would be removed in relation to the haul road, CCSs and jointing bays, these would be the specimens replanted following the completion of the East Anglia ONE project and therefore would be relatively immature. Their removal would, therefore, have a lesser impact than if they were more mature and well established specimens.

25. ~~27.~~ The impact on the physical elements would be not significant owing to the relatively small proportion of the wider physical elements that would be disturbed or removed, the localised extents of the impacts and the reversibility of impacts through the reinstatement of vegetation on completion of the construction works. ~~This assessment applies to both the Single Phase and Two Phased approaches. Despite the impacts occurring twice during the Two Phased approach, the magnitude of change would remain the same during each phase and therefore the impacts would also remain not significant during each phase, albeit spread over a longer period of time.~~

29.2.3.2 Potential Impacts of Onshore Cable Route Construction on Landscape Character

26. ~~28.~~ The potential impacts on landscape character would be limited by the existing presence of the ducts, whereby the pull-through process would reduce the extent to which the character of the landscape would be altered. The haul road and Construction Consolidation Sites would be a requirement and a concentration of construction activity would occur in relation to the construction of the jointing bays. The removal of hedgerows in relation to the haul road and CCSs would coincide with sections where previous removals had occurred in relation to East

Anglia ONE project and, therefore, their removal would have a lesser impact than if they were more mature and well established specimens.

27. ~~29.~~ The impact on the landscape character receptors would be not significant owing to the **localised influence** relatively small scale of the construction works, the limited extent to which the characterising features of the landscape would be altered, the impermanent nature of the construction works, and the reversibility of any residual impacts. ~~This assessment applies to both the Single Phase and Two Phased approaches. Despite the impacts occurring twice during the Two Phased approach, the magnitude of change would remain the same during each phase and therefore the impacts would also remain not significant during each phase, albeit spread over a longer period of time.~~

29.2.3.3 Potential Impacts of Onshore Cable Route Construction on Visual Amenity

28. ~~30.~~ The potential impacts of the onshore cable route on the visual amenity of the residents, road-users, walkers, horse riders, sailors and other visual receptors would arise principally from the construction of the jointing bays and the presence and activity of the haul road and CCSs and associated machinery, equipment and storage associated with the construction works.
29. ~~31.~~ While the construction works and haul road would come close to a number of PROWs, roads, settlements and rivers, the impacts would be not significant owing to the **localised influence** relatively small scale of the construction works, the limited visibility of the construction works across a wider area, the impermanent nature of the construction works, and the reversibility of any residual impacts. ~~This assessment applies to both the Single Phase and Two Phased approaches. Despite the impacts occurring twice during the Two Phased approach, the magnitude of change would remain the same during each phase and therefore the impacts would also remain not significant during each phase, albeit spread over a longer period of time.~~

Table 29.1 Summary of Potential Impacts of Landfall Construction and Onshore Cable Route Construction

				-for Single Phase and Two Phased approaches	
Construction of Landfall					
Physical elements	Beach	Medium to low	Medium to low	Not significant	Short-term
	Cliffs / cliff top	Medium to high	Medium to high in area of access road medium to low in remaining areas	Significant in area of access route Not significant in remaining areas	Short-term
	Agricultural land	Low	Medium	Not significant	Short-term
Landscape character receptors	Rolling Estate Sandlands	Medium to high	Medium to low	Not significant	Short-term
	Suffolk Coast and Heaths AONB	Medium to high	Medium to low	Not significant	Short-term
Visual receptors	Suffolk Coast Path	Medium to high	Medium to low	Not significant	Short-term
Construction of Onshore Cable Route					
Receptor type	Receptors	Sensitivity	Magnitude of change	Significance	Duration
Physical elements	Agricultural land	Low	Low	Not significant	Short-term
	Marshy grassland and swamp / Calciferous grassland	Medium	Medium to low	Not significant	Short-term
	Hedgerow / Hedgerow trees	Medium to high	Medium to low	Not significant	Short-term
	Trees and woodlands	Medium to high	Medium to low	Not significant	Short-term
	Watercourses	High	Medium to low	Not significant	Short-term
Landscape character receptors		Sensitivity	Magnitude of change	Significance	Duration
Section 1	Rolling Estate Sandlands	Medium to high	Medium to low	Not significant	Short-term
Section 2	Rolling Estate Sandlands / Coastal Levels / Plateau Estate Farmlands	Medium to high	Medium to low	Not significant	Short-term
	Saltmarshes and Intertidal Flats	Medium to high	Medium to low	Not significant	Short-term
Section 3	Rolling Estate Sandlands / Estate Sandlands/ Plateau	Medium to high	Medium to low	Not significant	Short-term

29.2.4 Potential Impacts of Landfall Location and Cable Route Operation

30. ~~32. Under both the Single Phase and Two Phased approach, the~~ The operational impacts of the project would ~~be similar, each requiring~~ comprise limited maintenance along the landfall and onshore cable route. As a worst case scenario, it is assumed one visit per year per jointing bay would be made for maintenance purposes. Routine maintenance works during operation would either be via excavation at jointing bays or inspection of above-ground kiosks.
31. ~~33.~~ Once the construction phase is complete and the East Anglia THREE project is operational, there would be limited visible evidence of the landfall location and the onshore cable route as they would be concealed below ground surface. Kiosks, if used, would be located at each of the jointing bays and would be the only above ground feature of the onshore cable route. It is assumed that the East Anglia ONE project would also be operational and this would also be concealed below ground surface.
- ~~34. As the Single Phase and Two Phased approaches relate to the construction phase, they would have no or very limited bearing on the operational phase.~~

29.2.4.1 Potential Impacts of Landfall Location and Onshore Cable Route Operation on Physical Elements

32. ~~35.~~ The potential impacts during operation on the physical elements would be **not significant**, as no further removals or alterations would occur and where gaps in hedgerows had been formed during the construction phase, during the operational phase re-planting would gradually grow to infill these gaps.

29.2.4.2 Potential Impacts of Landfall Location and Onshore Cable Route Operation on Landscape Character

33. ~~36.~~ The potential impacts during operation on landscape character would be not significant as there would be no visible evidence of the constructed components, other than the intermittent, small scale and relatively discreet kiosks, and no further presence of construction works or machinery. While there would be some residual impact on landscape character and visual amenity, relating to the time required for hedgerow vegetation to re-establish, the impact would be not significant owing to the limited amount of removal which would have occurred, ~~the limited extent of these impacts in relation to the wider extents of the LCTs and the AONB,~~ and the gradual reduction in these impacts as the vegetation grows. These impacts would occur within localised parts of the much wider extent of the LCTs and AONB.

29.2.4.3 Potential Impacts of Landfall Location and Onshore Cable Route Operation on Visual Amenity

34. ~~37.~~ The potential impacts during operation on visual amenity would be **not significant**, as there would be no visible evidence of the constructed components, other than the intermittent, small scale and relatively discreet kiosks, and no further presence of construction works or machinery. While there would be some residual impacts on visual amenity relating to the time required for hedgerow vegetation to re-establish, the impact would be not significant owing to the limited amount of removal which would have occurred, the limited impacts on the visual receptors, and the gradual reduction in these impacts as the vegetation grows.

Operation of Landfall Location					
Receptor type	Receptors	Sensitivity	Magnitude of change	Significance	Duration
Physical elements	Beach / Cliff / Agricultural land	Medium to low / medium to high / low	Low / negligible	Not significant	Long-term
Landscape character receptors	Rolling Estate Sandlands Suffolk Coast and Heaths AONB	Medium to high	Low / negligible	Not significant	Long-term
Visual receptors	Suffolk Coast Path	Medium to high	Low / negligible	Not significant	Long-term
Operation of Onshore Cable Route					
Physical elements	Agricultural land / marshy grassland / hedgerows / hedgretrees / trees / woodland / water courses	Variable between low and high	Low / negligible	Not significant	Long-term
Landscape character receptors	All LCTs Suffolk Coast and Heaths AONB	Variable between medium and medium to high	Low / negligible	Not significant	Long-term
Visual receptors	All PRoWs / Bridleways / NCRs / minor roads / roads and railways / residential areas / rivers	Variable between medium to low and medium to high	Low / negligible	Not significant	Long-term

Table 29.2 Summary of Potential Impacts of Landfall Location and Onshore Cable Route Operation

29.2.5 Potential Impacts of Landfall Location and Onshore Cable Route Decommissioning

- 35.** ~~38.~~ It is anticipated that the landfall location and onshore cable route would be decommissioned and the cables left in-situ, while the kiosks at the jointing bays would be removed. This means that there would be no further impact on the landscape and visual receptors. Where cables would have been inserted into pre-installed ducts, it may prove possible to extract the cables relatively easily during the decommissioning phase with very limited impact on landscape and visual receptors.
- 36.** ~~39.~~ There would be no impact on the physical elements. The magnitude of change on the landscape character areas, designated AONB and visual receptors would be low, negligible or equate to no impact. Even with variable sensitivities attributed to these receptors at the landfall location and along the length of the onshore cable route, the impacts would be not significant, owing to the ~~absence of any high sensitivity receptors~~ relatively small scale of the decommissioning works and the anticipated low magnitudes of change.

Table 29.3 Summary of Potential Impacts of Landfall Location and Onshore Cable Route Decommissioning

Decommissioning of Landfall Location					
Receptor type	Receptors	Sensitivity	Magnitude of change	Significance	Duration
Physical elements	Beach / Cliff / Agricultural land	Medium to low / medium to high / low	Low / negligible	Not significant	Short-term
Landscape character receptors	Rolling Estate Sandlands Suffolk Coast and Heaths AONB	Medium to high	Low / negligible	Not significant	Short-term
Visual receptors	Suffolk Coast Path Ferry Road	Medium to high / medium	Low / negligible	Not significant	Short-term
Decommissioning of Onshore Cable Route					
Receptor type	Receptors	Sensitivity	Magnitude of change	Significance	Duration
Physical elements	Agricultural land / marshy grassland / hedgerows / hedgretrees / trees / woodland / water courses	Variable between low and high	Low / negligible	Not significant	Short-term
Landscape character receptors	All LCTs Suffolk Coast and Heaths AONB	Variable between medium and medium to high	Low / negligible	Not significant	Short-term
Visual receptors	All PRoWs / Bridleways / NCRs / minor roads / roads and railways / residential areas / rivers	Variable between medium to low and medium to high	Low / negligible	Not significant	Short-term

29.2.6 Cumulative Impacts of Landfall Location and Onshore Cable Route

37. ~~40.~~ East Anglia THREE project would not give rise to significant cumulative impacts in respect of the landfall location or onshore cable route. The onshore construction phases for East Anglia ONE project, East Anglia THREE ~~and East Anglia FOUR projects~~ project and a future EAOW project would not coincide. The construction phase of East Anglia THREE, in respect of all cumulative scenarios, would take place either when the other projects did not exist or were operational. If they were operational, there would be little visible evidence of the landfall location or the onshore cable route, as the components of both would be largely concealed below ground. The addition of East Anglia THREE to either of these situations would therefore be not significant. As the significant impacts all relate to the construction phase and the construction

phases would not coincide, all impacts during the construction phase would be solely attributable to East Anglia THREE, with no cumulative impacts arising. ~~This assessment would apply in respect of both the Single Phase and Two Phased approach. In the Two Phased approach, the impacts would remain the same, only spread across two phases and therefore longer in duration.~~

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