

# **East Anglia ONE North Offshore Windfarm**

## **Appendix 28.5**

### **Suffolk Coastal Path Assessment**

Preliminary Environmental Information

Volume 3

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#### Revision Summary

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# Table of Contents

<b>28.5</b>	<b>Suffolk Coastal Path Assessment</b>	<b>1</b>
28.1	Introduction	1
28.2	Suffolk Coastal Path Assessment	2
28.3	Suffolk Coastal Path Sequential Route Assessment	14

## Glossary of Acronyms

AONB	Area Outstanding Natural Beauty
km	Kilometer
LCA	Landscape Character Assessment
MHWS	Mean High Water Springs
SCT	Seascape Character Type
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
VP	Viewpoint

## Glossary of Terminology

Applicant	East Anglia ONE North Limited.
East Anglia ONE North project	The proposed project consisting of up to 67 wind turbines, up to four offshore electrical platforms, up to one construction operation and maintenance platform, inter-array cables, platform link cables, up to one operational meteorological mast, up to two offshore export cables, fibre optic cables, landfall infrastructure, onshore cables and ducts, onshore substation, and National Grid infrastructure.
East Anglia ONE North windfarm site	The offshore area within which wind turbines and offshore platforms will be located.
Construction, operation and maintenance platform	A fixed structure required for construction, operation and maintenance personnel and activities.
Horizontal directional drilling (HDD)	A method of cable installation where the cable is drilled beneath a feature without the need for trenching.
Inter-array cables	Offshore cables which link the wind turbines to each other and the offshore electrical platforms, these cables will include fibre optic cables.
Landfall	The area (from Mean Low Water Springs) where the offshore export cables would make contact with land, and connect to the onshore cables.
Met mast	An offshore structure which contains metrological instruments used for wind data acquisition.
Monitoring buoys	Buoys to monitor in situ condition within the windfarm, for example wave and metocean conditions.
Offshore cable corridor	This is the area which will contain the offshore export cable between offshore electrical platforms and landfall jointing bay.
Offshore development area	The East Anglia ONE North windfarm site and offshore cable corridor (up to Mean High Water Springs).
Offshore electrical infrastructure	The transmission assets required to export generated electricity to shore. This includes inter-array cables from the wind turbines to the offshore electrical platforms, offshore electrical platforms, platform link cables and export cables from the offshore electrical platforms to the landfall..
Offshore electrical platform	A fixed structure located within the windfarm area, containing electrical equipment to aggregate the power from the wind turbines and convert it into a more suitable form for export to shore.
Offshore export cables	The cables which would bring electricity from the offshore electrical platforms to the landfall, these cables will include fibre optic cables.
Offshore infrastructure	All of the offshore infrastructure including wind turbines, platforms, and cables.
Offshore platform	A collective term for the construction, operation and maintenance platform and the offshore electrical platforms.
Platform link cable	Electrical cable which links one or more offshore platforms, these cables will include fibre optic cables.
Safety zones	A marine area declared for the purposes of safety around a renewable energy installation or works / construction area under the Energy Act 2004.
Scour protection	Protective materials to avoid sediment being eroded away from the base of the foundations as a result of the flow of water.



## 28.5 Suffolk Coastal Path Assessment

### 28.1 Introduction

1. The Suffolk Coastal Path is an approximately 86km long distance footpath which follows the Suffolk coast between Felixstowe and Lowestoft. It runs through a wide variety of landscapes many of which typify the character of the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) including nationally important examples of: shingle beaches, coastal marshes, low coastal cliffs, heathland, forest and late enclosure farmland.
2. The exact distance of the footpath is to an extent defined by the dynamic nature of the coastline. The route varies according to the time of year as well as in accordance with local tides. Between late autumn and spring some coastal sections can become impassable and are diverted inland due to flooding and erosion of the coastal cliffs, whilst some beach sections of the Suffolk Coastal Path are only walkable between mid and low tide. Sections of the Suffolk Coastal Path are rebuilt either naturally as sediment is returned to beaches as part of ongoing coastal geomorphological process or by humans after the impact of storms. Latest updates on diversions and advice for walking the Suffolk Coastal Path can be found online at: <http://www.suffolkcoastandheaths.org/things-to-do/walking/footpath-changes-updates/suffolk-coast-path/>.
3. The Sandlings Walk follows a route inland between Ipswich and Southwold but roughly parallel to the Suffolk Coastal Path and covers more of the heath and forest landscapes. However, the two routes meet and cross at several points including in the area between Snape and Southwold. The Suffolk Coastal Path also meets with the Stour and Orwell Walk (between Felixstowe and Cattawade) at Felixstowe which, combined with the presence of other local rights of way affords the opportunity for numerous shorter walks and circular routes which encompass sections of the Suffolk Coastal Path.
4. The proposed East Anglia ONE North project assessment of the effects on the Suffolk Coastal Path covers the section north of Southwold as determined through **Table A28.4** which is contained in **Appendix 28.4**. This is divided into 4 sections, each of which is assessed independently. This is followed by a combined assessment of the entire route to the north of Southwold. The full method used to establish the effects on the path sections is outlined in **Appendix 28.1**.

## 28.2 Suffolk Coastal Path Assessment

### Suffolk Coastal Path Section 01: Lowestoft

Baseline Conditions				
Character Areas:	<u>National Character Area, 2014</u> <ul style="list-style-type: none"><li>• Suffolk Coast and Heaths</li></ul> <u>Suffolk Landscape Character Assessment (LCA), 2011</u> <ul style="list-style-type: none"><li>• 25.Urban</li><li>• 10.Plateau claylands</li></ul> <u>Seascape Character, 2018</u> <ul style="list-style-type: none"><li>• 4.Developed nearshore waters</li></ul>	From: Lowestoft Grid Reference:	E: 654810	N: 292530
		To: Cliff Farm Cottage, north of Kessingland Grid Reference:	E:653250	N:287420
Designations:	<ul style="list-style-type: none"><li>• None present</li></ul>	Included Viewpoints (VPs):	VP1	
		Length/with actual visibility:	6.8km / 3.7km (54%)	
Receptors:	This section is representative of walkers on the Suffolk Coastal Path between Lowestoft and Kessingland.			
Baseline Description:				
<p>The Lowestoft section of the Suffolk Coastal Path runs for approximately 3 kilometres (km) from the start of the Suffolk Coastal Path in Lowestoft at East Point Pavilion south of Lake Lothing, along a traditional seaside promenade which is characterised as a bustling developed urban sea front. Along the promenade the Suffolk Coastal Path affords wide open views over a sandy recreational beach including Claremont Pier in the foreground with the sea forming a notable backdrop to a busy coastal scene. North of Pakefield Cliffs the Suffolk Coastal Path heads westward inland along Arbor Lane and subsequently runs along the A12 for another 3km. The character shifts from a traditional seaside town to become more residential in nature as the Suffolk Coastal Path runs through housing estates and subsequently along the edge of retail parks as it follows a busy dual carriageway. Here the Suffolk Coastal Path is set back from the coast by 0.5km and there are no views of the sea.</p> <p>Along the first 3km of the route, the Suffolk Coastal Path overlooks the Developed Nearshore Waters Seascape Character Type (SCT) and the long shallow coastal bay of South Beach representative of this SCT. There is much activity along the beachfront with the presence of holiday parks and leisure developments influencing the views along the coastline as well as a range of commercial fishing vessels and recreational sailing boats influencing the nature of the views out to sea and contributing to a bustling character both on and offshore.</p>				
<div></div>				
Value:	Medium for the section along the promenade; low for the section along the A12.			
The value of views from the Suffolk Coastal Path along this section is medium along the promenade and low on the section inland along the A12. Although this section of the Suffolk Coastal Path does not run through any				

national, regional or local scenic designations or recognised scenic views it holds recreational value along the promenade. Views of the sea along the promenade are however strongly influenced by the leisure developments and urban nature of the coast at this point as well as the busy nature of the seafront.

**Sensitivity to change:** *Combination of the value of the view and the susceptibility of each visual receptor*

<b>Susceptibility:</b>	Users of the Suffolk Coastal Path walking north: <b>medium-high</b> . Users of the Suffolk Coastal Path walking south: <b>medium-high</b> .
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Susceptibility of users of the Suffolk Coastal Path walking in either a northerly or southerly direction to changes in the view is considered to be medium-high. Although the attention of walkers is focused on the existing views, these are heavily influenced by onshore development as well as busy nearshore waters with a substantial amount of activity taking place between the viewer and the proposed development. Walkers attention is likely to be drawn to this nearby activity and the proposed development would form part of a much wider busy seascape scene.

<b>Sensitivity:</b>	The combination of the value of the view and the susceptibility of the visual receptors to the construction and operation of the offshore infrastructure leads to an overall sensitivity rating of <b>medium-high</b> .
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## Assessment

**Description of change:**

- The East Anglia ONE North windfarm site would be visible at approximately 37km to the east-south-east of the footpath for a section of the Suffolk Coastal Path 3.7km long running along the seafront promenade at Lowestoft.
- Towers and rotors of the closest wind turbines particularly those at northern end of the East Anglia ONE North windfarm site) will be visible above the skyline, while more distant wind turbines appear more recessive, with lower towers and rotor blades partially behind the horizon.
- The change in the view described in the assessment of VP1 is representative of this section of the Suffolk Coastal Path.

<b>Duration/ reversibility:</b>	The duration and reversibility of the seascape effects are considered to be <b>long-term and reversible during operation, and short-term and temporary during construction</b> .
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<b>Magnitude of change:</b>	Taking into account the size, scale and geographical extent of change, the magnitude of change resulting from the East Anglia ONE North windfarm site is assessed as <b>medium-low</b> .
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Factors that increase the magnitude of change:

- The introduction of wind turbines within the view would constitute a new fixed place development which would be visible on the horizon line disrupting the existing clean division between sea and sky.
- Currently, although the nearshore waters are characterised as busy, any visible developments are typically in the form of transitory moving vessels rather than fixed place features on the horizon line.
- The East Anglia ONE North windfarm site would introduce a new influence of wind energy development in the view where currently this form of development is not visible.



Factors that decrease the magnitude of change:

- Lateral spread of the East Anglia ONE North windfarm site will occupy approximately 17° of the horizontal field of view, which is a relatively limited portion of the wider 180° sea view available.
- The coast at this point already has a highly developed and urban character. There are many recreational developments along the coast including holiday parks, restaurants, hotels and beach leisure facilities which all contribute to a bustling and cluttered character to views.
- Visual receptors at this point along the Suffolk Coastal Path may be distracted by views of adjacent development along the coastline rather than focussed primarily towards more distant sea views towards the East Anglia ONE North windfarm site.
- The presence of existing features along the beach front including Claremont Pier and a series of groynes results in a clearly developed coastline and beach front.



<ul style="list-style-type: none"> <li>The wind turbines are located at considerable distance from the shore (37km) and the scale of the offshore infrastructure would constitute a small change in the view set within the context of the nearer onshore developments.</li> <li>The sea at this point along the coast is busy with the presence of offshore commercial and recreational vessels acting to interrupt views between the receptor and the East Anglia ONE North windfarm site.</li> </ul>			
Significance of effect:	The effect of the construction and operation of the offshore infrastructure on users of the Suffolk Coastal Path between Lowestoft and Kessingland is assessed as <b>Not significant</b> .		
Significance of effect (construction)	<b>Not significant</b> , short-term, temporary	Significance of effect (operation)	<b>Not significant</b> , long-term, reversible
<p>The proposed development would only be visible for 3.7km of this section of the Suffolk Coastal Path along the beach and promenade at Lowestoft. There would be no visibility for the remaining 3.1km of this section between Lowestoft and Kessingland. Along the section of the Suffolk Coastal Path with visibility, the magnitude of change is considered to be medium-low as the construction and operation of the offshore infrastructure would be viewed at a long distance offshore, within the context of a highly developed coastline. Although the introduction of the construction and operation of the offshore infrastructure within the views from this section would constitute a new form of development, it would not redefine the existing views experienced by people walking either north or south on this section of the Suffolk Coastal Path.</p>			

## Suffolk Coastal Path Section 02: Kessingland

Baseline Conditions				
Character Areas:	<u>National Character Area, 2014</u> <ul style="list-style-type: none"><li>Suffolk Coast and Heaths</li></ul> <u>Suffolk LCA, 2011</u> <ul style="list-style-type: none"><li>25.Urban</li><li>5.Coastal dunes shingle ridges</li><li>6.Coastal levels</li></ul> <u>Seascape Character, 2018</u> <ul style="list-style-type: none"><li>3.Nearshore waters</li></ul>	From: Kessingland Grid Reference:	E:653250	N:287050
		To: Kessingland Beach Grid Reference:	E:653440	N:283970
Designations:	<ul style="list-style-type: none"><li>Suffolk Coast &amp; Heaths AONB</li><li>Heritage Coast</li><li>Kessingland Beach Site of Special Scientific Interest (SSSI)</li></ul>	Included VPs	VP2	
		Length/with actual visibility:	3.3km / 2.5km (76%)	
Receptors:	This section is representative of walkers on the Suffolk Coastal Path adjacent to the settlement of Kessingland and along Kessingland beach.			
Baseline Description:				
<p>The Suffolk Coastal Path heads east to re-join the coast at Kessingland where it broadly follows the coastline for approximately 3km, initially running through the northern part of the settlement of Kessingland where the path is routed through a residential area with only occasional glimpses of the sea afforded through trees and over the top of holiday chalets. Subsequently, the Suffolk Coastal Path emerges onto the seafront at Kessingland Beach where views open over the adjacent shingle beach. Although affording expansive panoramic coastal views along this stretch, the Suffolk Coastal Path is set back from the Mean High Water Springs (MHWS) line creating a view dominated by a large foreground of shingle beach with sporadic coastal grasses. From this point the sea forms a narrow strip between the foreground and sky occupying approximately 10% of the view.</p> <p>Throughout this section the seascape overlooks the Nearshore Waters SCT which is characterised as relatively undeveloped with a few small coastal settlements including Kessingland and shingle coastal features such as Kessingland Beach. Views from this section of the Suffolk Coastal Path are representative of this SCT with sailing and water-sports activities visible as well and the presence of beached recreational vessels along the foreshore. Larger commercial shipping vessels are also commonly visible on the horizon line reflecting the relative proximity of this section of the Suffolk Coastal Path to the larger port at Lowestoft.</p>				
<div></div> <div></div>				
Value:	High south of Kessingland, medium-low in the residential area of Kessingland			
The value of the views from the Suffolk coastal path along this section is low where the route passes through Kessingland, and medium-high for the area along Kessingland Beach which is a SSSI. The path enters the Suffolk Coast and Heaths AONB and the Heritage Coast designation areas south of Kessingland, both of which				

are noted for their scenic quality and coastal views. The coast at Kessingland beach is less developed and the experience of the view is uninfluenced by large scale commercial seaside recreational activity. The views are promoted by the presence of telescopes along the Suffolk Coastal Path at Kessingland Beach.

**Sensitivity to change:** *Combination of the value of the view and the susceptibility of each visual receptor*

<b>Susceptibility:</b>	Users of the Suffolk Coastal Path walking north: Medium Users of the Suffolk Coastal Path walking south: Medium-high
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The susceptibility of users of the Suffolk Coastal Path walking south to changes in the view is medium-high as views are focussed towards the East Anglia ONE North windfarm site along a relatively undeveloped coastline. However, views of users of the Suffolk Coastal Path walking north are influenced by the visibility of the more developed coastline around Kessingland and Lowestoft which reduces walker's susceptibility to change in this direction to medium.

<b>Sensitivity:</b>	The combination of the value of the view and the susceptibility of the visual receptors to the East Anglia ONE North windfarm site leads to an overall sensitivity rating of <b>medium-high</b> in the area south of Kessingland and medium-low through Kessingland.
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## Assessment

**Description of change:**

- The East Anglia ONE North windfarm site would be visible at a distance of approximately 38km to the East Anglia ONE North windfarm site located to the east of the Suffolk Coastal Path for a section of the Suffolk Coastal Path approximately 2.5km long along Kessingland Beach and is represented by the description of change as provided in the assessment of VP2.
- Rotors and wind turbine blades of the closest wind turbines (particularly those at northern end of the East Anglia ONE North windfarm site) will be fully visible above the skyline, while more distant wind turbines appear more recessive, with lower towers and rotor blades behind the horizon.

<b>Duration/ reversibility:</b>	The duration and reversibility of the seascape effects are considered to be <b>long-term and reversible during operation, and short-term and temporary during construction.</b>
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<b>Magnitude of change:</b>	Taking into account the size, scale and geographical extent of change, the magnitude of change resulting from the East Anglia ONE North windfarm site is assessed as <b>Medium-Low.</b>
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Factors that increase the magnitude of change:



- The wind turbines within the East Anglia ONE North windfarm site will add a new large-scale offshore windfarm element to the composition of the view, which is currently a relatively simply composed view of shingle, sea and sky layers.
- The nearshore waters in this location are characterised as undeveloped and the introduction of the East Anglia ONE North windfarm site would create a new influence of wind energy in the view where there is currently none.
- The technological appearance of the wind turbines is likely to contrast with the perceived naturalness of the SSSI in the foreground.

Factors that decrease the magnitude of change:

- Along Kessingland beach, the lateral spread of the East Anglia ONE North windfarm site will occupy approximately 16° of the field of view, a relatively limited portion of the wider 180° sea view.
- The wind turbines are located at considerable distance from the shore (38km) and the scale of the East Anglia ONE North windfarm site would constitute a small change in the view set within the context of the nearer onshore developments.
- The presence of recreational vessels on the beach and in the nearshore waters influences views out to sea adding to the perceived level of development in the area around Kessingland Beach.
- Although the nearshore waters surrounding Kessingland are characterised as undeveloped, their relative proximity to the developed nearshore waters further north along the coast at Lowestoft means that larger commercial vessels are commonly visible on the horizon line.

<ul style="list-style-type: none"> <li>The Suffolk Coastal Path is set back from the waterfront which creates a large foreground to any views of the sea. This has the effect of reducing the influence of the sea in the overall view and drawing the attention of walkers to features along the beach rather than focussing views further out to sea.</li> <li>The developed shoreline around Lowestoft is visible for those walking the path in a northerly direction which reduces the impact of the development within the view.</li> </ul>			
Significance of effect:	The effect of the construction and operation of the offshore infrastructure on users of the Suffolk Coastal Path between Kessingland and Kessingland Beach is assessed as <b>not significant</b> for 2.5km section along Kessingland Beach.		
Significance of effect (construction)	<b>Not significant</b> , short-term, temporary	Significance of effect (operation)	<b>Not significant</b> , long-term, reversible
<p>The East Anglia ONE North windfarm site would be visible for 2.5km of this section of the Suffolk Coastal Path along Kessingland Beach. There would be either no visibility or occasional glimpses for the remaining 0.8km section through the settlement of Kessingland. The effect of the development on people walking either north or south is assessed as <b>not significant</b>. The proposed East Anglia ONE North project would not be a prominent feature on the horizon line. Although the introduction of the construction and operation of the offshore infrastructure within the views from this section would constitute a new form of development, it would not redefine the existing views experienced by people walking either north or south on this section of the Suffolk Coastal Path.</p>			



## Suffolk Coastal Path Section 03: Kessingland to Reydon

Baseline Conditions				
Character Areas:	<u>National Character Area, 2014</u> <ul style="list-style-type: none"><li>Suffolk coast and heaths</li></ul> <u>Suffolk LCA, 2011</u> <ul style="list-style-type: none"><li>7.Estate sandlands</li><li>16.Rolling estate sandlands</li><li>1.Ancient estate claylands</li><li>29.Woodland fens</li></ul> <u>Seascape Character, 2018</u> <ul style="list-style-type: none"><li>3.Nearshore waters</li></ul>	From: Beach Farm Grid Reference:	E:653440	N:283970
		To: Sole Bay Grid Reference:	E:651150	N:277250
Designations:	<ul style="list-style-type: none"><li>Suffolk Coast &amp; Heaths AONB</li><li>Heritage Coast</li></ul>	Included VPs:	None	
		Length/with actual visibility	15.3km/ 0km (0%)	
Receptors:	This section is representative of walkers on the Suffolk Coastal Path between Beach Farm south of Kessingland Beach and Sole Bay north of Southwold.			
Baseline Description:				
<p>This section of the Suffolk Coastal path covers a longer distance of 15.3km and is routed inland set back from the coastline by between 0.5km at Covehithe and 3.4km in the area between South Cove and Reydon. South of Kessingland Beach the Suffolk Coastal Path runs west inland for approximately 1.5km to Benacre, from there it follows a broadly southerly route to Reydon via Covehithe and South Cove.</p> <p>This section of the Suffolk Coastal path runs through a variety of different landscape character types which are typical of the Suffolk Coast and Heaths AONB, however due to its distance from the coastline there are no views of the sea. Viewpoint 3 is located on the coastline south of Covehithe, however the path circumnavigates this, avoiding Covehithe Cliffs and Easton Cliffs.</p> <p>The route follows a combination of minor roads/tracks as well as through late enclosure farmland and valley floor landscapes with wooded fens before heading into Reydon along residential streets and returning to the coast just north of Southwold. This section of the route affords the opportunity to see vernacular architecture including pantiles and flint at Covehithe.</p>				
<div></div>				
Value:	High			
Along this section, the Suffolk Coastal Path runs through the Suffolk Coast and Heaths AONB and provides an opportunity for walkers to see a variety of typical inland landscapes associated with this character area including late enclosure farmland and wooded fens. These landscapes can be commonly seen throughout the AONB using a variety of local footpaths and so have little scarcity value within the local area.				



The Suffolk Coastal Path re-enters the heritage coast designation as it approaches Southwold, however for the rest of this section the route does not run through this designated landscape.			
Sensitivity to change: <i>Combination of the value of the view and the susceptibility of each visual receptor</i>			
Susceptibility:		Users of the Suffolk Coastal Path walking north: Low Users of the Suffolk Coastal Path walking south: Low	
Susceptibility of users of the Suffolk Coastal path walking in either a northerly or southerly direction to changes in the view as a result of the East Anglia ONE North windfarm site is considered to be low. There are no views of the coast along this section of the route.			
Sensitivity:		The combination of the value of the view and the susceptibility of the visual receptors to the construction and operation of the offshore infrastructure leads to an overall sensitivity rating of <b>Medium</b> .	
Assessment			
Description of change:			
<ul style="list-style-type: none"><li>The proposed development would not be visible along this section of the path for approximately 15km until the path returns to the coast north of Southwold.</li></ul>			
Duration/reversibility:		The duration and reversibility of the seascape effects are considered to be <b>long-term and reversible during operation, and short-term and temporary during construction</b> .	
Magnitude of change:		Taking into account the size, scale and geographical extent of change, the magnitude of change for the East Anglia ONE North development is considered to be <b>Low</b> .	
Factors that increase the magnitude of change:			
<ul style="list-style-type: none"><li>None – there are no views of the construction and operation of the offshore infrastructure along this section of the Suffolk Coastal Path</li></ul>			
Factors that decrease the magnitude of change:			
<ul style="list-style-type: none"><li>None – there are no views of the construction and operation of the offshore infrastructure along this section of the Suffolk Coastal Path</li></ul>			
Significance of effect:		The effect of the construction and operation of the offshore infrastructure on users of the Suffolk Coastal Path between Beach Farm south of Kessingland Beach and Sole Bay north of Southwold is assessed as <b>Not significant</b> .	
Significance of effect (construction)		<b>Not significant</b> , short-term, temporary	Significance of effect (operation) <b>Not significant</b> , long-term, reversible
This section of the Suffolk Coastal Path is set back from the coast from between 0.5km and 3.4km and there are no views of the sea. Any offshore development would therefore not be visible along this section of the route.			

## Suffolk Coastal Path Section 04: Southwold

Baseline Conditions				
Character Areas:	<u>National Character Area, 2014</u> <ul style="list-style-type: none"><li>Suffolk coast and heaths</li></ul> <u>Suffolk LCA, 2011</u> <ul style="list-style-type: none"><li>6.Coastal levels</li><li>25.Urban</li><li>5.Coastal dunes shingle ridges</li></ul> <u>Seascape Character, 2018</u> <ul style="list-style-type: none"><li>3.Nearshore waters</li></ul>	From: Sole Bay Grid Reference:	E:651150	N:277250
		To: Southwold Harbour Grid Reference:	E:650150	N:274690
Designations:	<ul style="list-style-type: none"><li>Suffolk Coast &amp; Heaths AONB</li><li>Heritage Coast</li></ul>	Included VPs	VP4, VP5	
		Length/with actual visibility:	5.6km / 4.4km (78%)	
Receptors:	This section is representative of walkers on the Suffolk Coastal Path in the area around Southwold between Sole Bay and Southwold Harbour.			
Baseline Description:				
<p>The path returns to the coast at Sole Bay just north of Southwold and runs between Southwold Pier car park and Eastern Marshes, past the entrance to Southwold Pier and subsequently along the coastal promenade parallel to North Parade. Southwold is known for its colourful beach huts which line the sea front and to the north of Southwold Pier, they form an edge between Southwold Pier Car Park and the beach itself, whilst to the south of the pier they are located on the beach front. The Suffolk Coastal Path runs behind these beach huts which act to partially obscure views, providing glimpses of the sea in the area north of the pier. However, to the south of the pier although located behind the beach huts, the Suffolk coastal path is elevated above the beach and so views over the sea are unobstructed.</p> <p>From here the character of the Suffolk Coastal Path changes as it is routed inland approximately 400m through Havenbeach Marshes where views to the coast are restricted by a combination of vegetation and residential development between the marshes and the coastline. The path then heads inland along Southwold Harbour to cross the River Blythe. The harbour is set back from the coast by approximately 0.5km to 1.5km and as a result views of the coast are partially obscured by boats and industrial activity relating to the harbour in the eastern area closest to the coast, and fully obscured in the areas of the harbour located furthest inland.</p>				
<div></div> <div></div>				
Value:	High			
<p>The value of the views from the Suffolk Coastal Path along this section is high. It runs through both the Suffolk Coast and Heaths AONB and includes the Heritage Coast designation. Southwold is a destination resort town which is known for its association with the sea and typically English attractions including the beach huts and traditional Victorian Pier. Views of the sea from Southwold are much celebrated and are associated with contemporary and historical artists including amongst others: Henry Davy, Thomas Smyth and Walter Langley.</p>				

Sensitivity to change: <i>Combination of the value of the view and the susceptibility of each visual receptor</i>	
Susceptibility:	Users of the Suffolk Coastal Path walking north and south: high in the 1km in the area directly south of Southwold Pier, low in all other areas around Southwold.
The character of this section of the path changes several times within a short distance and this has an impact on the susceptibility of walkers to changes in the view. In the area around Southwold Harbour and Havenbeach Marshes views are dominated by activity in the foreground and susceptibility is low, whilst along the 1km stretch of path directly south of Southwold Pier views of the sea are open and walker's attention is drawn to the panoramic seascape ahead of them. The East Anglia ONE North windfarm site is located roughly in the centre of the field of view and subsequently there is no differential effect for those walking north or south.	
Sensitivity:	The combination of the value of the view and the susceptibility of the visual receptors to the construction and operation of the offshore infrastructure leads to an overall sensitivity rating of <b>high</b> from the 2.5 km along the sea front of Southwold, between Eastern Marshes and Havenbeach Marshes, and <b>Medium</b> in all other areas around Southwold.
<b>Assessment</b>	
Description of change:	
<ul style="list-style-type: none"> <li>The East Anglia ONE North windfarm site would be visible at approximately 42km to the east-south-east of the footpath for a section of the Suffolk Coastal Path approximately 2.5 km long which is representative of the description of change as provided in the assessment of VP4 and VP5. Glimpses of the development would also be visible in the eastern end of the harbour for approximately 2 km.</li> <li>The development would be seen in the centre of the view from this section of the path and would occupy approximately 15° of the field of view.</li> <li>Towers and rotors of all of the wind turbines will be visible above the skyline, with those to the west of the East Anglia ONE North windfarm site appearing more prominent than those which recede with distance to the east.</li> <li></li> </ul>	
Duration/reversibility:	The duration and reversibility of the seascape effects are considered to be <b>long-term and reversible during operation, and short-term and temporary during construction.</b>
Magnitude of change:	Taking into account the size, scale and geographical extent of change, the magnitude of change for the East Anglia ONE North development is considered to be <b>Low</b> .
<u>Factors that increase the magnitude of change:</u>	
<ul style="list-style-type: none"> <li>The introduction of wind turbines within the view would constitute a new type of development which would be visible from the path for 4.4 km and would be near the centre of the field of view.</li> <li>The seascape in this area is characterised as comprising relatively undeveloped nearshore waters with fewer commercial shipping vessels visible along the coastline from this point.</li> <li>Much of the existing development along the coast at Southwold is of a traditional seaside resort in nature. The introduction of wind energy into the view would constitute a new type of technological development in an otherwise traditional and typical seaside scene.</li> <li>The presence of wind turbines would introduce a new element to the horizon line which would interrupt the existing uninterrupted line between sea and sky.</li> </ul>	
<u>Factors that decrease the magnitude of change:</u>	
<ul style="list-style-type: none"> <li>Views to the sea along the sections of the path north of Southwold Pier, around Havenbeach Marshes and Southwold Harbour are largely obstructed by beach huts, vegetation and elements relating to recreational boating respectively.</li> <li>The nearshore waters include recreational boating associated with Southwold Harbour which influences the character of the seascape in this area.</li> <li>The area surrounding the harbour is located further inland and activity in and around the harbour focuses the attention of the viewer away from the coastline.</li> </ul>	



<ul style="list-style-type: none"> <li>The wind turbines are located at considerable distance from the shore (42km) and the scale of the East Anglia ONE North windfarm site would constitute a small change in the view set within the context of the nearer onshore developments.</li> <li>Although the East Anglia ONE North windfarm site is located near the centre of the 180° sea view, the majority of the open sea skyline would remain unaffected and the attention of users of the Suffolk Coastal Path is spread across a wider coastal scene which also take in elements of the recreational activities present along the seafront.</li> </ul>			
Significance of effect:	The effect of the construction and operation of the offshore infrastructure on users of the Suffolk Coastal Path in the area around Southwold between Sole Bay and Southwold Harbour is considered to be <b>not significant</b> .		
Significance of effect (construction)	<b>Not significant</b> , short-term, temporary	Significance of effect (operation)	<b>Not significant</b> , long-term, reversible
The combination of the high sensitivity and <b>low</b> magnitude of change along the section of the footpath extending 1km south of Southwold Pier constitute a <b>not significant</b> effect. For the remaining sections of the Suffolk Coastal Path in the area surrounding Southwold, the impact of the East Anglia ONE North windfarm site would also be <b>not significant</b> . This is due primarily to views of the coast from the path in these sections being wholly or partially screened by intervening developments.			

## Summary: Suffolk Coastal Path Assessment

Summary						
Section		From	To	Section Length (km)	Length with actual visibility (km/%)	Significance of Effect
01	Lowestoft	E: 654810 N: 292530	E: 653520 N: 287050	6.8 km	3.7 km (54%)	Not significant
02	Kessingland	E: 653520 N: 287050	E: 653440 N: 283970	3.3 km	2.5 km (76%)	Not significant
03	Kessingland to Reydon	E: 653440 N: 283970	E: 651150 N: 277250	15.3 km	0km (0%)	Not significant
04	Southwold	E: 651150 N: 277250	E: 650150 N: 274690	5.6 km	4.4 km (78%)	Not significant
Total Length:				31km	10.6km (34%)	Length with significant effect: 0km (0%)

### 28.3 Suffolk Coastal Path Sequential Route Assessment

5. The findings of the above assessment conclude that the effects on users of the Suffolk Coastal Path along all stretches of the Suffolk Coastal Path would be not significant.
6. Whilst this is the case it is also considered necessary to understand and assess the implications of continued/recurring visibility of the East Anglia ONE North windfarm site that may not in itself constitute significant effects but that may when seen repeatedly result in a significant effect.
7. The proximity of the Suffolk Coastal Path to the Sandlings Walk, the Stour and Orwell Walk and a comprehensive network of local rights of way affords the opportunity to create circular routes incorporating shorter sections of the Suffolk Coastal Path.
8. However, the path is promoted and way-marked as a long-distance footpath and is undergoing development to incorporate it within the England Coastal Path, a high-profile national trail around all of England's coast. A significant number of walkers are therefore likely to be walking longer sections of the route and may be repeatedly exposed to views of the construction and operation of the offshore infrastructure. This repeated exposure to views which have been assessed as not significant in isolation, could amount to a significant effect when combined over a longer distance or viewed in succession over two or more days along the stretch of the route north of Southwold where the views of the East Anglia ONE North windfarm site will be most evident.
9. The effect on the views of people walking the full route sequentially, in either a northerly direction or a southerly direction is assessed in the following table. It follows the same methodology as set out above but incorporates the findings of the assessment of each path section (north of Southwold) and considers the cumulative effect on walkers on the Suffolk Coastal Path of repeated exposure over a longer period.

## Suffolk Coastal Path: Sequential Route Assessment

Baseline Conditions					
From:	Lowestoft		Grid Ref:	E:654810	N:292530
To:	Southwold		Grid Ref:	E:650150	N:274690
Total length of Suffolk Coastal Path north of Southwold:	31km	Length with actual visibility:	10.6km	Length with actual visibility and a significant effect on users of the Suffolk Coastal Path:	0km
				Length with actual visibility and medium-low magnitude of change on the views of users of the Suffolk Coastal Path:	6.2km
Receptors:	Users of the Suffolk Coastal Path walking longer distances and covering multiple sections or the entire route and walking in either a northerly or a southerly direction. They may also be walking the path over the course of multiple consecutive days.				
Baseline Description:					
<p>The Suffolk Coastal Path is a long-distance footpath which broadly follows the Suffolk Coast in a north-south direction for 86.5km between Lowestoft and Felixstowe. The extent to which the coast is visible along the route varies, some sections have wide open panoramic views of the sea, whilst others run adjacent to the sea with views being obstructed by the presence of shingle ridges or are routed inland through heathland and forest. The experience of walkers covering the full distance of the route is therefore varied and not limited purely to coastal scenes.</p> <p>The experience of walkers is also influenced by the level of development, the Suffolk Coastal path runs through several major coastal tourist towns including Lowestoft, Southwold and Thorpeness and views are influenced by the industrial developments of Sizewell Power Station as well as commercial vessels associated with the international port at Felixstowe and commercial port at Lowestoft.</p> <p>The shape of the coastline also influences the experience of walkers. South of Orford Ness the coastline shifts to follow a north east to south west direction and Orford Ness forms a screening headline which obscures views of the coastline beyond it in either direction.</p>					
Value:	Medium in residential areas Medium in inland areas with no landscape designations or scarcity value High in inland areas with landscape designations or scarcity value (e.g. heathland) High in undeveloped coastal areas with open views of the sea				
The value of the view varies along the route and has been assessed in detail in the preceding tables. However, in general, where the path runs through residential areas or inland areas with no landscape designations/inland areas with landscape designations but no scarcity value, the value is assessed as medium. The value is assessed as high in coastal areas with open views of the sea which are uninfluenced by other development in the immediate area, and high in inland areas running through designated landscapes with scarcity value.					
Susceptibility:	Users of the path walking north: Medium-high Users of the path walking south: Medium				
Overall there is a slightly decreased susceptibility for users of the Suffolk Coastal Path walking the entire route in a southerly direction compared with those walking in a northerly direction. This is due to the combined influence of Sizewell in the view in the northern areas of the route (obscured by the headland at Thorpeness for those walking north) as well as the influence of Felixstowe in the view in the southern area of the route.					
Sensitivity:	The sensitivity varies according to the section of the coastal path and the direction in which walkers are traveling. This information is provided in more detail in the preceding tables. However, in general, where views of the coast are present the sensitivity is				

	medium or medium-high and this is reduced to low in inland sections of the path and areas with no visibility.		
Assessment			
Description of change:			
<ul style="list-style-type: none"><li>For those walking in a southerly direction, with increasing distance from Lowestoft, the East Anglia ONE North windfarm site would be visible at an increasing distance from the shoreline (37km at Lowestoft and 42km at Southwold).</li><li>Walking south between Lowestoft and Thorpeness the lateral spread of the East Anglia ONE North windfarm site would occupy a decreasing proportion of the field of view from 17<sup>0</sup> to 15<sup>0</sup> of the 180<sup>0</sup> field of view, which is relatively small.</li><li>For those walking south, the cumulative influence of wind energy in the seascape gradually increases with the addition of London Array at Thorpeness and Gunfleet Sands I, II and III south of Orford Ness into the view. The opposite effect is present for those walking in a northerly direction, whereby the cumulative influence of wind energy in the seascape gradually decreases.</li></ul>			
Duration/ reversibility:	The duration and reversibility of the seascape effects are considered to be <b>long-term and reversible during operation, and short-term and temporary during construction.</b>		
Magnitude of change:	Taking into account the size, scale and geographical extent of change, the magnitude of change for the East Anglia ONE North development across the full length of the Suffolk Coastal Path is considered to be <b>low.</b>		
<u>Factors that increase the magnitude of change:</u> <ul style="list-style-type: none"><li>Repeated views of the development from different angles over a long stretch of the coastline cumulatively, materially influence the views for approximately 10.6km (30%) of the Suffolk Coastal Path.</li><li>For those walking in a northerly direction the development would appear increasingly close and occupy and increasingly greater proportion of the view as progress is made along the Suffolk Coastal Path.</li></ul>			
<u>Factors that decrease the magnitude of change:</u> <ul style="list-style-type: none"><li>The total length of the route with actual and material visibility of the East Anglia ONE North project is approximately one eighth (12.5%, 10.6km) of the entire route and that assessed as having a the maximum assessed magnitude of change which is medium-low is only 7% (6.2 km) of the full route with the effects on all sections of the route having been assessed as not significant.</li><li>Although actual material visibility of the East Anglia ONE North development exists for 11km of the route of the Suffolk Coastal Path, this is split up into stretches which are alternated with stretches of the path assessed as having no actual visibility of the coast. The East Anglia ONE North windfarm site would therefore not be seen continuously in views.</li><li>.</li></ul>			
Significance of effect:	The overall effect of the construction and operation of the offshore infrastructure on long distance walkers of the Suffolk Coastal Path is assessed as <b>Not significant.</b>		
Significance of effect (construction)	<b>Not significant</b> , short-term, temporary	Significance of effect (operation)	<b>Not significant</b> , long-term, reversible
Overall the sequential effect on long distance walkers is assed as <b>not significant</b> . This is primarily due factors relating to the nature of the route as comprising a series of shorter sections with visibility of the sea, interspersed with sections with no visibility. The route is therefore characterised by a wide variety of landscapes with different types of view of which coastal views and seascape panoramas comprise only a part. Any views of the East Anglia ONE North development would be intermittent and of short duration in relation to the overall walking duration.			
East			