

Potential cumulative impacts

Onshore cumulative impacts will be considered as part of the process. The assessment would consider the potential for significant cumulative impacts.

Cumulative impacts will be considered as part of the EIA process. Any other project with the potential to result in impacts that may act cumulatively with Norfolk Vanguard will be identified during consultation as part of the EPP and following a review of available information. These projects will then be included in the CIA and therefore are scoped into the assessment.

Mitigation

Firstly, mitigation of the onshore infrastructure would involve careful and sensitive site selection to minimise the potential impacts. This iterative process would consider environmental and technical matters, as well as important considerations relating to landscape character and visual amenity.

There would also be additional and replacement tree planting in relation to the landfall, cable relay station, onshore cable route and substation, which would add to the overall mitigation of Norfolk Vanguard.



Share your views & keep up to date

If you have ideas about how to minimise landscape and visual impacts, or issues or concerns regarding how we plan to minimise landscape and visual impacts, please get in touch. You might also like to highlight relevant groups, stakeholders or data sources we should consult on this theme.

To contribute your views, register your interest and keep up to date with the project, use one of these means:



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Norfolk Vanguard & Norfolk Boreas Offshore Wind Farm Information Sheet:

Landscape and visual impact



Landscape and visual impact

This leaflet explains how we plan to approach our work to assess and minimise the landscape and visual impacts of Norfolk Vanguard.

What we plan to assess, and how

The sensitivity of the surrounding landscape and impacts on residents, road-users, workers and recreational users will be a key consideration in deciding the final location of the onshore infrastructure, considering natural screening afforded by landform and mature woodlands, trees and hedgerows.

The assessment of impacts to the landscape and visual receptors would be undertaken in accordance with the methods outlined in best practice documents, including *'Guidelines for the Assessment of Landscape and Visual Impacts Third Edition (2013)'*.

We will consult with relevant consultees, including Norfolk County Council, the Broads Authority and Natural England, in order to define the scope of the assessment required.

The site selection process will lead to proposed areas for the assessment of the landscape and visual impacts of Norfolk Vanguard in more detail. This includes:

- *Cable Route* - a continuous band of 1km width (500m on either side of the centre line of the cable) along the onshore cable route;
- *Landfall* - a radius of 1km around the outer extent of the chosen landfall site;

- *Cable Relay Station* - a radius of 2km around the cable relay station; and
- *Substation* - an area 5km in radius around the substation location.

Potential impacts associated with the presence of cable laying vessels close to the coast would be assessed in respect of onshore receptors along the coast.

In order to identify significant effects, the LVIA will consider:

- The sensitivity of the landscape or visual receptor; and
- The magnitude of change that will result from the proposed development.

The objective will be to describe, visually represent and assess the ways in which the proposed development will have additional and significant effects.

The effects of Norfolk Vanguard are of variable duration, and are assessed as short-term or long-term, and permanent or temporary/reversible.

Viewpoints

Viewpoints for the LVIA assessment would be selected once the final site selection process has been completed for the onshore works in consultation with Norfolk County Council, the Broads Authority and Natural England.

Viewpoints would be selected from areas where actual visibility of the proposed project would occur and chosen to represent the visual amenity of local residents, road-users, workers and recreational users of the landscape, and would look to represent the most sensitive viewpoints as well as show the fullest visibility of the proposed project. They would also aim to represent the different landscape character types, landscape designations and show the proposed project from varying directions and distances.

Zone of Theoretical Visibility (ZTV) mapping

These would be prepared for the substation and cable relay station to indicate where theoretical visibility would occur. Maps highlight potential viewpoints, which would be verified to determine actual visibility, taking into account the screening effect of trees and buildings.

Data sources

Data would be gathered from official, reliable and the most up-to-date sources, including Ordnance Survey map based data, as well as data on landscape characterisation, landscape designations and other Governmental and local authority data of relevance.

The potential impacts

Potential impacts

Offshore

Norfolk Vanguard would be located at least 47km from the coast (at the closest point) well beyond the 35km limit of visual significance identified in DTI guidance¹ and therefore these potential impacts would not be assessed in the LVIA.

Onshore

Construction - Potential impacts on the physical elements of the sites where construction would take place, as well as impacts on the landscape character and visual amenity of the site and surrounding area, would be considered. The impacts would relate mainly to the construction process, associated plant, materials, infrastructure and temporary structures, as well as the presence of structures being built above ground.

Operation - The impact of the substation and cable relay station would be assessed with particular consideration of sensitive receptors such as designated landscapes, residents, recreational users of the countryside and road-users. The potential impacts during operation could be minimised by planting to screen the new structures.

¹ *Guidance on the Assessment of the Impact of Offshore Wind Farms* produced by the Department for Trade and Industry (DTI)