

Volume 2, Chapter 16

Seascape, landscape and visual



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- Appendix 16.3 Simple Assessment
- Appendix 16.4 Viewpoint Assessment
- Appendix 16.5 Preliminary Assessment of Aviation and Navigation Lighting Visual Effects

16. Offshore seascape landscape and visual amenity

16.1 Introduction

16.1.1 This chapter of the Preliminary Environmental Information Report (PEIR) presents the preliminary results of the assessment of the likely significant effects of Rampion 2 with respect to seascape, landscape and visual amenity. It should be read in conjunction with the project description provided in **Chapter 4: The Proposed Development** and the relevant parts of the following chapters:

- **Chapter 20: Landscape and visual impact** (due to the inter-relationship with onshore landscape and visual impacts); and
- **Chapter 27: Historic environment** (due to the inter-relationship with cultural heritage impacts).

16.1.2 This chapter describes:

- the legislation, planning policy and other documentation that has informed the assessment (**Section 16.2: Relevant legislation, planning policy, and other documentation**);
- the outcome of consultation engagement that has been undertaken to date, including how matters relating to seascape, landscape and visual amenity within the Scoping Opinion received in August 2020 have been addressed (**Section 16.3: Consultation and engagement**);
- the scope of the assessment for seascape, landscape and visual amenity (**Section 16.4: Scope of the assessment**);
- the methods used for the baseline data gathering (**Section 16.5: Methodology for baseline data gathering**);
- the overall baseline (**Section 16.6: Baseline conditions**);
- embedded environmental measures relevant to seascape, landscape and visual amenity and the relevant maximum design scenario (**Section 16.7: Basis for PEIR assessment**);
- the assessment methods used for the PEIR (**Section 16.8: Methodology for PEIR assessment**);
- the assessment of seascape, landscape and visual effects (**Section 16.9 - 16.11: Preliminary assessment** and **Section 16.12: Preliminary assessment: Cumulative effects approach**);
- consideration of transboundary effects (**Section 16.13: Transboundary effects**);
- consideration of Inter-related effects (**Section 16.14: Inter-related effects**);
- a summary of residual effects for seascape, landscape and visual amenity (**Section 16.15: Summary of residual effects**);

- an outline of further work to be undertaken for the Environmental Statement (ES) (**Section 16.16: Further work to be undertaken for ES**);
- a glossary of terms and abbreviations is provided in **Section 16.17: Glossary of terms and abbreviations**; and
- a references list is provided in **Section 16.18: References**.

16.1.3 This seascape, landscape and visual impact assessment (SLVIA) evaluates the effects of the construction, operation and maintenance, and decommissioning of the offshore infrastructure, i.e. all offshore elements of the Rampion 2 Offshore Wind Farm, including the wind turbine generators (WTGs), offshore substations, offshore transmission works and offshore cable corridor (shown in **Figure 16.1, Volume 3** and described in **Chapter 4**).

16.1.4 It is supported by a number of appendices as follows:

- **Appendix 16.1: SLVIA consultation responses, Volume 4;**
- **Appendix 16.2: SLVIA methodology, Volume 4;** and
- **Appendix 16.3: Simple assessment, Volume 4.**

16.1.5 The SLVIA is supported by plan graphics and visual representations as shown in **Volume 3: Figures**.

16.2 Relevant legislation, policy and other information and guidance

Introduction

16.2.1 This section identifies the legislation, policy and other documentation that has informed the assessment of effects with respect to seascape, landscape and visual amenity. Further information on policies relevant to the EIA and their status is provided in **Chapter 2: Policy and legislative context** of this PEIR.

Legislation and national planning policy

16.2.2 **Table 16-1** lists the legislation relevant to the assessment of the effects on seascape, landscape and visual receptors.

Table 16-1 Legislation relevant to seascape, landscape and visual receptors

Legislation description	Relevance to assessment
National Parks and Access to the Countryside Act 1949	
National Parks and Access to the Countryside Act 1949 provided the framework for the establishment of National Parks and AONBs.	The Proposed Development will have potential effects on the natural beauty and special qualities of the South Downs National Park (SDNP).

Legislation description	Relevance to assessment
<p>The provisions of this Part 2 of this Act have effect for the purpose of -</p> <p><i>(a) conserving and enhancing the natural beauty, wildlife and cultural heritage of the areas specified in the next following subsection; and</i></p> <p><i>(b) promoting opportunities for the understanding and enjoyment of the special qualities of those areas by the public.</i></p>	<p>Places a duty on public bodies i.e. “relevant authorities” including for example the Councils, statutory undertakers and in the context of the Development Consent Order (DCO), the Secretary of State (SoS), to have regard to the purposes for which National Parks are designated. In relation to the SDNP, this includes both (a) conserving and enhancing the natural beauty; and (b) promoting opportunities for the understanding and enjoyment of the special qualities.</p>
Countryside and Rights of Way Act 2000 (CRoW)	
<p>Countryside and Rights of Way Act 2000 (CRoW) amended the provisions relating to AONBs. Section 82(1) of CRoW defines an AONB in England as:</p> <p><i>“An area that is not in a National Park but which appears to Natural England to be of such outstanding natural beauty that it is desirable that the protective provisions of Part IV of The Countryside and Rights of Way Act 2000 should apply to it for the purpose of conserving and enhancing the area’s natural beauty”.</i></p> <p>The UK Government current online Guidance on AONBs confirms with regard to the above legislation that:</p> <p><i>“An area of outstanding natural beauty (AONB) is land protected by the Countryside and Rights of Way Act 2000 (CROW Act). It protects the land to <u>conserve and enhance its natural beauty</u>”.</i></p>	<p>The Proposed Development will have potential effects on the natural beauty of the Chichester Harbour AONB and Isle of Wight AONB.</p> <p>Countryside and Rights of Way Act 2000 (CRoW) places a general duty on public bodies i.e. “relevant authorities” including for example the Councils, statutory undertakers and in the context of the DCO, the Secretary of State, as follows: <i>“(1) In exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty, a relevant authority shall have regard to the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty” (S85).</i></p>

- 16.2.4 **Table 16-2** lists the national planning policy relevant to the assessment of the effects on seascape, landscape and visual receptors.

Table 16-2 National planning policy relevant to seascape, landscape and visual receptors

Policy description	Relevance to assessment
EN-1 Overarching NPS for Energy	
Paragraph 5.9.5 of EN-1 advises that the applicant should carry out a landscape and visual assessment and makes reference to the following documents: Landscape Institute and Institute of Environmental Management and Assessment (2002, 2nd edition): Guidelines for Landscape and Visual Impact Assessment; and Land Use Consultants (2002): Landscape Character Assessment – Guidance for England and Scotland.	<p>‘The Guidelines for Landscape and Visual Impact Assessment’ (GLVIA) (2002, 2nd edition) has been superseded by GLVIA Version 3.</p> <p>Landscape Character Assessment – Guidance for England and Scotland has been superseded by Natural England’s ‘An Approach to Landscape Character Assessment’.</p> <p>This SLVIA has been prepared following the updated versions of these documents which are referred to in Appendix 16.2, Volume 4.</p>
Paragraph 5.9.5: <i>“The landscape and visual assessment should include reference to any landscape character assessment and associated studies as a means of assessing landscape impacts relevant to the proposed project. The applicant’s assessment should also take account of any relevant policies based on these assessments in local development documents in England.”</i>	Published landscape character assessments and associated studies for the study area are referred to in Section 16.6 of the SLVIA. Local Development Plan policies are considered in Chapter 2 .
Paragraph 5.9.6: <i>“The applicant’s assessment should include the effects during construction of the project and the effects of the completed development and its operation on landscape components and landscape character.”</i>	The effect on landscape components and landscape character during construction and operation are assessed in Sections 16.9 to 16.14 of the SLVIA.
Paragraph 5.9.7: <i>“The assessment should include the visibility and conspicuousness of the project during construction and of the presence and operation of the project and potential impacts on views and visual amenity.”</i>	The visual effects of the Rampion 2 Offshore Wind Farm during construction and operation, including night-time visual effects, are assessed in Sections Error! Reference source not found. of the SLVIA.
Paragraph 5.9.7: <i>“Landscape effects depend on the existing character of the local landscape, its current quality, how</i>	The quality, value and capacity of the landscape to accommodate change are considerations of the landscape

Policy description	Relevance to assessment
<p><i>highly it is valued and its capacity to accommodate change. All of these factors need to be considered in judging the impact of a project on landscape. Virtually all nationally significant energy infrastructure projects will have effects on the landscape. Projects need to be designed carefully, taking account of the potential impact on the landscape. Having regard to siting, operational and other relevant constraints the aim should be to minimise harm to the landscape, providing reasonable mitigation where possible and appropriate.”</i></p>	<p>assessment. The design of the Proposed Development has considered and addressed the potential impact on seascape, landscape and visual receptors, in order to minimise harm by mitigation of landscape effects as presented in Section 16.4 of the SLVIA. Adverse landscape and visual effects are minimised through embedded environmental measures (as described in Table 16-23).</p>
<p>Paragraph 5.9.12 and Paragraph 5.9.13: <i>“The duty to have regard to the purposes of nationally designated areas also applies when considering applications for projects outside the boundaries of these areas which may have impacts within them. The aim should be to avoid compromising the purposes of designation and such projects should be designed sensitively given the various siting, operational, and other relevant constraints.” ... and paragraph 5.9.13 advises ‘The fact that a proposed project will be visible from within a designated area should not in itself be a reason for refusing consent.’</i></p>	<p>The potential for the offshore elements of Rampion 2 to affect the SDNP, the Isle of Wight AONB (IoW AONB), Chichester Harbour AONB (CHAONB), High Weald AONB and Registered Parks and Gardens (RPG), has been considered in Sections 16.9 to 16.14 of the SLVIA. Regard has been paid to the statutory purpose of nationally designated landscapes, and as a result, the Zone 6 Area (to the east) and the Extension Area (to the west) have been reduced for the PEIR Assessment Boundary as illustrated on Figure 3.2, Volume 3.</p>
<p>Paragraph 5.9.14: <i>“Outside nationally designated areas, there are local landscapes that may be highly valued locally and protected by local designation. Where a local development document in England has policies based on landscape character assessment, these should be paid particular attention. However, local landscape designations should not be used in themselves to refuse consent, as this may unduly restrict acceptable development.”</i></p>	<p>The value of the local landscape is a consideration within the SLVIA and is informed by local landscape designations identified in local development plan documents. Effects on landscape character are assessed in respect of each landscape receptor in Sections 16.9 to 16.14 of the SLVIA.</p>
<p>Paragraph 5.9.17: <i>“The IPC [now the Planning Inspectorate and the Secretary of State] should consider whether the project</i></p>	<p>Chapter 3: Alternatives of the PEIR sets out the iterative process that has influenced the design of the Proposed</p>

Policy description	Relevance to assessment
<i>has been designed carefully, taking account of environmental effects on the landscape and siting, operational and other relevant constraints, to minimise harm to the landscape, including by reasonable mitigation.”</i>	Development. The mitigation of seascape, landscape and visual effects has been carefully considered in the SLVIA, to minimise ‘harm to the landscape’ where possible.
Paragraph 5.9.22: <i>“Within a defined site, adverse landscape and visual effects may be minimised through appropriate siting of infrastructure within that site, design including colours and materials, and landscaping schemes, depending on the size and type of the proposed project. Materials and designs of buildings should always be given careful consideration.”</i>	Adverse landscape and visual effects are minimised through embedded environmental measures as presented in Section 16.4 of the SLVIA. The role of the site selection process in minimising landscape and visual effects is presented in Chapter 3 of the PEIR. Choice of colours and materials is set out in Chapter 4 .
Paragraph 2.4.2: <i>“Proposals for renewable energy infrastructure should demonstrate good design in respect of landscape and visual amenity, and in the design of the project to mitigate impacts such as noise and effects on ecology.”</i>	The Proposed Development has been designed to address potential seascape, landscape and visual effects. Embedded environmental measures that address seascape, landscape and visual effects are presented in Section 16.4 of the SLVIA. The reductions of the PEIR Assessment Boundary increase the distance of the WTGs and limit the horizontal degree of view of WTGs from the SDNP and Sussex Heritage Coast and demonstrate good design through accordance with the intentions of the Rampion 1 design plan and mitigation of effects on the special qualities of national landscape designations.
Paragraph 2.6.202: <i>“Where a proposed offshore wind farm will be visible from the shore, an SVIA should be undertaken which is proportionate to the scale of the potential impacts. Impact on seascape should be addressed in addition to the landscape and visual effects discussed in EN-1”.</i>	The visibility of Rampion 2 from the shore is assessed in Sections 16.9 to 16.14 of the SLVIA. Impacts on seascape are also addressed in Sections 16.9 to 16.14 .
Paragraph 2.6.203: <i>“Where necessary, assessment of the seascape should include an assessment of three principal considerations on the likely effect of offshore wind farms on the coast:</i>	The visibility of Rampion 2 from the coast and seascape impacts are assessed in Sections 16.9 to 16.14 .

Policy description	Relevance to assessment
<ul style="list-style-type: none"> • <i>limit of visual perception from the coast;</i> • <i>individual characteristics of the coast which affect its capacity to absorb a development; and</i> • <i>how people perceive and interact with the seascape.”</i> 	
Paragraph 2.6.204: “As part of the SVIA, photomontages are likely to be required. Viewpoints to be used for the SVIA should be selected in consultation with the statutory consultees at the EIA Scoping stage”	Viewpoints were agreed in consultation with statutory consultees as described in Section 16.3 . Photomontages are included in Volume 3: Figures .
Paragraph 2.6.205: “Magnitude of change to both the identified seascape receptors (such as seascape units and designated landscapes) and visual receptors (such as viewpoints) should be assessed in accordance with the standard methodology for SVIA.”	The methodology for the assessment of magnitude of change to seascape receptors, designated landscapes and visual receptors is set out in Section 16.5 .
Paragraph 2.6.206: “Where appropriate, cumulative SVIA should be undertaken in accordance with the policy on cumulative assessment outlined in Section 4.2 of EN-1.”	In its Scoping Opinion (PINS, 2020) summarised in Table 16-7 , The Planning Inspectorate (PINS) agreed that cumulative seascape, landscape and visual effects of Rampion 2 with other offshore wind farm projects (with the exception of Rampion 1) can be scoped out of the SLVIA.

Local planning policy

- 16.2.5 **Table 16-3** lists the local planning policy relevant to the assessment of the effects on seascape, landscape and visual receptors.

Table 16-3 Local planning policy relevant to seascape, landscape and visual amenity

Policy description	Relevance to assessment
<p>Arun Local Plan 2011-2031 (2018)</p> <p>Section 7 of the Arun Local Plan sets out the requirements for the Protection of landscape character (Policy LAN DM1). In particular, “Development within the setting of the South Downs National Park must have special regard to the conservation of that setting, including views into and out of</p>	<p>The offshore elements of Rampion 2 will be visible within the setting of the SDNP. The likely impacts of the Proposed Development on the perceived landscape character and special qualities of the South Downs National Park are addressed in Sections 16.9 to 16.14 of the SLVIA.</p>

Policy description	Relevance to assessment
<p><i>the Park, and will not be permitted where there would be harmful effects on these considerations.”</i></p>	<p>The offshore elements of Rampion 2 will be visible within the setting of the SDNP. The likely impacts of the Proposed Development on the setting of the South Downs National Park are addressed in Sections 16.9 to 16.14 of the SLVIA.</p>
<p>Adur Local Plan 2019 (2017)</p> <p>Part Three of the Adur Local Plan sets out the requirements for Adur’s Countryside and Coast (Policy 13). In particular, <i>“The landscape character of Adur and other areas of countryside, the coast, river, and settlement pattern will be protected and where possible enhanced. The setting of the South Downs National Park must also be respected.”</i></p>	<p>The offshore elements of Rampion 2 will be visible within the setting of the SDNP. The likely impacts of the Proposed Development on the setting of the South Downs National Park are addressed in Sections 16.9 to 16.14 of the SLVIA.</p>
<p>Brighton & Hove City Plan Part One (2016)</p> <p>Section 3 of the Brighton & Hove City Plan Part One sets out the requirements for the Urban Fringe (Policy SA4). In particular, <i>“1. The protection and enhancement of the wider landscape role of land within the urban fringe, the setting of the South Downs National Park and the protection of strategic views into and out of the city.”</i></p>	<p>The potential for the offshore elements of Rampion 2 to affect the wider landscape of Brighton & Hove, the setting of the SDNP, and views into and out of the city has been considered in Sections 16.9 to 16.14 of the SLVIA.</p>
<p>Section 3 of the Brighton & Hove City Plan Part One sets out the requirements for The Setting of the South Downs National Park (Policy SA5). In particular, <i>“Development within the setting of the National Park:</i></p> <p><i>b. Must respect and not significantly harm the National Park and its setting... Any adverse impacts must be minimised and appropriate mitigation or compensatory measures included. Such measures, including proposed enhancements, should have regard to landscape character and impacts.”</i></p>	<p>The potential for the offshore elements of Rampion 2 to affect the setting of the SDNP has been considered in Sections 16.9 to 16.14 of the SLVIA. Embedded environmental measures that address seascape, landscape and visual effects are presented in Section 16.4 of the SLVIA.</p>
<p>South Downs Local Plan Adopted 2 July 2019 (2014–33)</p>	<p>The SDNP is a statutorily protected landscape, recognised by Government to be of the very highest quality. The offshore elements of Rampion 2 will be visible</p>

Policy description	Relevance to assessment
<p>Section 5a of the South Downs Local Plan sets out the requirements for Landscape Character (Policy SD4). In particular, <i>“The design, layout and scale of proposals conserve and enhance existing landscape and seascape character features which contribute to the distinctive character, pattern and evolution of the landscape.”</i></p>	<p>within the setting of the South Downs National Park and may influence its distinctive character. The likely impacts of the Proposed Development on the perceived landscape and seascape character, and special qualities of the SDNP, are addressed in Sections 16.9 to 16.14 of the SLVIA.</p>
<p>Section 5a of the South Downs Local Plan sets out the requirements for Design (Policy SD5). In particular, the adoption of a landscape-led approach to <i>“Integrate with respect and sympathetically complement the landscape character by ensuring development proposals are demonstrably informed by an assessment of the landscape context.”</i></p>	<p>The likely impacts of the Proposed Development on the perceived landscape character and special qualities of the SDNP are addressed in Sections 16.9 to 16.14 of the SLVIA.</p>
<p>Worthing Core Strategy (April 2011)</p> <p>Section 8 of the Worthing Core Strategy sets out the requirements for the Natural Environment and Landscape Character (Policy 13). In particular, <i>“New development along the seafront will be designed to incorporate measures which will limit any adverse impacts on the coastal and marine environment.”</i></p>	<p>The potential for the offshore elements of Rampion 2 to affect the seafront at Worthing is considered in Sections 16.9 to 16.14 of the SLVIA. Embedded environmental measures that address seascape, landscape and visual effects are presented in Section 16.4 of the SLVIA.</p>
<p>Lewes District Local Plan Part 1 Joint Core Strategy 2010-2030 (May 2016)</p> <p>Section 7 of the Lewes District Local Plan sets out the requirements for The Natural Environment and Landscape (Core Policy 10). In particular, <i>“Within and in the setting of the South Downs National Park, development will be resisted if it fails to conserve and appropriately enhance its rural, urban and historic landscape qualities, and its natural and scenic beauty, as informed by the South Downs Integrated Landscape Character Assessment.”</i></p>	<p>The offshore elements of Rampion 2 will be visible within the setting of the SDNP. The likely impacts of the Proposed Development on the special qualities of the SDNP are informed by the South Downs Integrated Landscape Character Assessment and addressed in Sections 16.9 to 16.14 of the SLVIA.</p>

Policy description	Relevance to assessment
<p>Island Plan: Isle of Wight Core Strategy (2012)</p> <p>Section 7 of the Island Plan sets out the requirements for Landscape, Seascape, Biodiversity and Geodiversity (Policy DM12). In particular, <i>“all coastal development will be required to carry out an assessment of the likely impacts of the proposed development on the local coastline and wider seascape. This should include consideration of local assets and all designations that contribute to the character of the coast in that area.”</i></p>	<p>The likely impacts of the offshore elements of Rampion 2 on local assets and designations contributing to the character of the coast and the seascape are addressed in Sections 16.9 to 16.14 of the SLVIA.</p>
<p>Section 7 of the Island Plan sets out the requirements for Renewables (Policy DM16). In particular, <i>“proposals for renewable sources of energy should be aware of the landscape capacity to accommodate the proposals and the sensitivity of the landscape to the proposals.”</i></p>	<p>An assessment of the sensitivity of the landscape to the offshore elements of Rampion 2 is addressed in Sections 16.9 to 16.14 of the SLVIA.</p>

Other relevant information and guidance

- 16.2.6 A list of the other information and guidance relevant to the assessment undertaken for seascape, landscape and visual receptors is provided here:
- PINS (2018) Advice Note Nine: Rochdale Envelope;
 - Landscape Institute and IEMA (2013) - Guidelines for Landscape and Visual Impact Assessment: Third Edition (GLVIA3);
 - Landscape Institute (2019). Visual Representation of Development Proposals;
 - Natural England (2012). An Approach to Seascape Character Assessment;
 - Natural England (2014). An Approach to Landscape Character Assessment;
 - Scottish Natural Heritage (SNH) (2012). Assessing the Cumulative Impact of Onshore Wind Energy Developments;
 - SNH (2017) - Siting and Designing Wind farms in the Landscape, Guidance (Version 3) (herein referred to as ‘SNH Siting and Designing’); and
 - SNH (2017) - Visual Representation of Wind farms, Guidance (Version 2.2) (herein referred to as ‘SNH Visual Representation’).
 - PINS (2019) – Advice Note 17 Cumulative Effects Assessment.

16.3 Consultation and engagement

Overview

- 16.3.1 This section describes the outcome of, and response to, the Scoping Opinion in relation to seascape, landscape and visual amenity and also provides details of the ongoing informal consultation that has been undertaken with stakeholders and individuals. An overview of engagement undertaken can be found in **Section 1.5** of **Chapter 1: Introduction**.
- 16.3.2 Given the restrictions which have been in place due to the COVID-19 pandemic during this period, all consultation has taken the form of conference calls using video conferencing facilities and written correspondence.

Early engagement

- 16.3.3 Early engagement was undertaken with a number of prescribed and non-prescribed consultation bodies and local authorities in relation to seascape, landscape and visual amenity. This engagement was undertaken to introduce the Proposed Development and the proposed approach to scoping the EIA. Early engagement was undertaken in May-July 2020 in the form of conference calls with Natural England, National Trust, South Downs National Park Authority (SDNPA), High Weald AONB and a number of local authorities, including Hampshire County Council, West Sussex County Council, East Sussex County Council and the Isle of Wight Council. Comments received during early engagement are set out in **Appendix 16.1, Volume 4**.
- 16.3.4 The key items covered and key themes/questions which arose during this early engagement were as follows.
- Hampshire County Council - additional viewpoints suggested for consideration within Hampshire, both inside and outside the SDNP;
 - High Weald AONB – confirmed that it seemed likely that the only potential impact on the High Weald AONB would come from the onshore substation search areas;
 - Isle of Wight AONB Partnership – confirmed involvement in pre-application discussions in order to assess any potential impacts upon the Isle of Wight AONB;
 - National Trust – suggested viewpoint locations and related information for consideration, particularly viewpoints at Birling Gap, Ditchling Beacon, Gayles Farm, Climping Street and Slindon Folly;
 - Natural England - suggested viewpoint locations in the Isle of Wight AONB, including Culver Down, St. Boniface Down, Shanklin Down and St Catherine's Point; and
 - South Downs National Park – suggested viewpoint locations in the SDNP, approaches to assessment of SDNP special qualities and landscape character.

Scoping opinion

- 16.3.5 Rampion Extension Development Limited (RED) submitted a Scoping Report (RED, 2020) and request for a Scoping Opinion to the Secretary of State (administered by PINS) on 2 July 2020. A Scoping Opinion was received on 11 August 2020. The Scoping Report set out the proposed SLVIA methodologies, outline of the baseline data collected to date and proposed, and the scope of the assessment. **Table 16-4** sets out the comments received in Section 4 of the PINS Scoping Opinion 'Aspect based scoping tables – Offshore' and how these have been addressed in this PEIR. A full list of the PINS Scoping Opinion comments and responses is provided in **Appendix 5.1: Response to the Scoping Opinion, Volume 4**. Regard has also been given to other stakeholder comments that were received in relation to the Scoping Report.
- 16.3.6 The information provided in the PEIR is preliminary and therefore not all the Scoping Opinion comments have been able to be addressed at this stage, however all comments will be addressed within the ES.

Table 16-4 PINS Scoping Opinion responses – Seascape, landscape and visual

PINS ID number	Scoping Opinion comment	How this is addressed in this PEIR
4.12.1	<p>Effects on the construction and operation of the offshore elements of the Proposed Development on seascape character areas MCA09, MCA12, MCA14.</p> <p>The Inspectorate agrees that this matter can be scoped out of the seascape, landscape and visual assessment on the basis that these MCA's are likely to experience low levels of change, with limited visibility of offshore elements of the Proposed Development. Significance of effects on MCA08, MCA13 and MCA06 will be assessed (as shown on Figure 5.13.4).</p>	Significance of effects on MCA05, MCA06, MCA07 and MCA08, are assessed in Section 16.10 . MCA13 'Central English Channel' has also been scoped out of the assessment due to its distance offshore, position at the most distant part of the wind farm array area and baseline influence as a busy shipping channel.
4.12.2	<p>Effects the construction and operation of the offshore elements of the Proposed Development on landscape character:</p> <ul style="list-style-type: none"> • LCAs within Surrey and Kent. • New Forest National Park. • Surrey Hills AONB. • Hamstead Heritage Coast. • Tennyson Heritage Coast. <p>The Inspectorate agrees that this matter can be scoped out of the seascape, landscape and visual assessment on the basis of the justification in paragraphs 5.13.112 – 5.13.116</p>	Effects on these landscape receptors have been scoped out.

PINS ID number	Scoping Opinion comment	How this is addressed in this PEIR
	(there is limited/no visibility of the offshore elements of the Proposed Development)	
4.12.3	<p>Effects of the offshore elements of the Proposed Development on certain Special Qualities of South Downs National Park (SDNP) during operation.</p> <p>The Inspectorate agrees that this matter can be scoped out of the SLVIA in relation to special qualities 2 (A rich variety of wildlife and habitats including rare and internationally important species) and 4 (An environment shaped by centuries of farming and embracing new enterprise). However, in respect of special qualities 5 (Great opportunities for recreational activities and learning experiences) and 6 (Well-conserved historical features and a rich cultural heritage), the Inspectorate does not consider it is appropriate to scope these out of the SLVIA and these matters should be assessed in the ES.</p>	<p>Effects on Special Quality 2 and 4 have been scoped out. Effects on Special Quality 5 are assessed in Section 16.10. Effects on Special Quality 6 are assessed in Chapter 27.</p>
4.12.4	<p>Cumulative seascape, landscape and visual effects of the offshore elements of the Proposed Development with other operational, consented and application stage offshore wind farm projects (with the exception of Rampion Wind Farm).</p> <p>The Inspectorate is content that there is unlikely to be a significant cumulative seascape, landscape and visual effects of the Proposed Development with other wind farm projects; with the exception of Rampion 1 and therefore agrees that this matter can be scoped out of the seascape, landscape and visual assessment.</p>	<p>Cumulative seascape, landscape and visual effects of Rampion 2 with other wind farm projects have been scoped out. Rampion 1 is considered as part of the baseline conditions in Section 16.6 and impact assessments in Section 16.10.</p>
4.12.5	<p>Seascape, landscape and visual effects of the offshore elements of the Proposed Development outside the 50km radius SLVIA study area.</p> <p>The Inspectorate is content that there is unlikely to be significant effects outside of the 50km radius SLVIA study area and therefore agrees that this matter can be scoped out of the seascape, landscape and visual assessment.</p>	<p>Seascape, landscape and visual effects outside the 50km radius SLVIA study area have been scoped out.</p>

PINS ID number	Scoping Opinion comment	How this is addressed in this PEIR
4.12.6	<p>Dark skies assessment</p> <p>The ES should contain an assessment of the impact which the Proposed Development may have on dark skies. It would be helpful if a figure were included to show the study area which is considered for this. Agreement with relevant consultation bodies should be evidenced in the ES.</p>	An assessment of the impact which the Proposed Development may have on dark skies is provided in Appendix 16.5 and summarised in Section 16.10 .
4.12.7	<p>Viewpoint selection</p> <p>The Scoping Report acknowledges that the Proposed Development would be visible from the Isle of Wight, particularly at those locations which are at higher elevations. Only one viewpoint has been selected for the Isle of Wight. The south east of the Isle of Wight has areas of high ground which overlook the Channel and where views of the Proposed Development could be afforded. Effort should be made to agree the locations of the viewpoints with relevant local planning authorities and other consultation bodies that might be affected to ensure impacts from long reaching views have been assessed at relevant representative viewpoints.</p>	Three viewpoints have been selected on the Isle of Wight in agreement with relevant consultation bodies – Viewpoint 24, 34 and 35.
4.12.8	<p>Long distance paths</p> <p>The ES should also include effects of views from the Isle of Wight Coastal path as a sensitive receptor. This coastal path encircles the island and allows for views across the Proposed Development site.</p>	An assessment of the impact which the Proposed Development may have on the Isle of Wight Coastal path is provided in Table 16-42 .

Informal consultation and engagement

Overview

- 16.3.7 Informal consultation has been ongoing with a number of prescribed and non-prescribed consultation bodies and local authorities in relation to seascape, landscape and visual amenity. A summary of the engagement undertaken between the completion of the scoping Report (RED,2020) AND UP TO March 2021 is outlined in this section.
- 16.3.8 Further consultation undertaken between the completion of the Scoping Report and up to submission of the PEIR was undertaken in the form of email, conference calls and written submission of a viewpoint selection method statement, with further comments received from Arun District Council, East Sussex County

Council, Historic England, National Trust, Natural England, Isle of Wight AONB Partnership, SDNPA and West Sussex County Council. Comments received during these informal consultations and engagement are set out in **Appendix 16.1, Volume 4** and related primarily to the selection of viewpoints, but also included provision of data and feedback on AONB special qualities for assessment in the SLVIA.

Informal consultation – January / February 2021

- 16.3.9 RED carried out an Informal Consultation exercise for a period of four weeks from 14 January 2021 to 12 February 2021. This Informal Consultation exercise aimed to engage with a range of stakeholders including the prescribed and non-prescribed consultation bodies, local authorities, Parish Councils and general public with a view to introducing the Proposed Development and seeking early feedback on the emerging designs.
- 16.3.10 The key themes which emerged from Informal Consultation relating to seascape, landscape and visual are:
- concerns over the visual impact and size of WTGs; and
 - concerns over dark skies.
- 16.3.11 Further detail about the results of the Informal Consultation exercise can be found in the **Interim Consultation Report**.

Evidence Plan Process (EPP)

Overview

- 16.3.12 The EPP has been set up to provide a formal, non-legally binding, independently chaired forum to agree the scope of the EIA and HRA, and the evidence required to support the DCO Application. For seascape, landscape and visual, further engagement has been undertaken via Expert Topic Groups (ETGs). ETG meetings were held on 24 September 2020, 18 March and 28 April 2021 with representatives from Historic England, National Trust, Natural England, East Sussex County Council, West Sussex County Council, Adur and Worthing District Council, Arun District Council, Brighton and Hove City Council, Horsham District Council, Mid-Sussex District Council, Chichester Harbour AONB, High Weald AONB Partnership, Isle of Wight AONB Partnership and the SDNPA.
- 16.3.13 Minutes from these seascape, landscape, historic environment and marine archaeology ETG meetings will be set out in the Evidence Plan report to accompany the ES for the Application. The key feedback from these ETGs is summarised as follows:
- understanding of lessons learnt from Rampion 1 experience;
 - clarity on the realistic maximum design scenario being assessed as the Rochdale Envelope for the Proposed Development (see **section 16.7**);
 - importance of integrated approach between seascape, landscape and onshore cultural heritage assessments;

- viewpoint selection should be proportionate to the large human/visitor population along the coastline and presence of three nationally designated landscapes in the study area;
- potential for effects on the special qualities of the SDNP and its statutory purpose;
- potential for effects on the special qualities of the Isle of Wight AONB and its statutory purpose;
- agreement that effects of the offshore elements of Rampion 2 on the Chichester Harbour AONB and High Weald AONB would likely be minimal;
- importance of the South Downs Way national trail, as the principal means by which the character of the SDNP is experienced, including sea views;
- potential effects of WTG lighting on the night-time views/qualities of the South Downs International Dark Skies Park;
- feedback on the format of visual representations to be included in the PEIR; and
- feedback on specific landscape, visual and/or cultural heritage receptors and viewpoints for assessment in the PEIR.

Viewpoint selection Method Statement

- 16.3.14 A Method Statement for the selection of viewpoints included in the SLVIA of the offshore elements of Rampion 2 was produced following the ETG meeting held on 24 September 2020. During this ETG meeting, it was agreed that a Method Statement would be provided to stakeholder attendees, setting out the proposed viewpoints for the SLVIA and the rationale for the selection. This viewpoint selection method statement was issued to stakeholders in October 2020, which identified the viewpoints proposed to be included in the PEIR. All consultees were encouraged to scrutinise and feedback on the proposed viewpoints, with the aim of agreeing the viewpoints, where possible, for the PEIR assessment. Feedback was subsequently provided in writing by several stakeholders, as set out in **Appendix 16.1, Volume 4**, or was provided during the subsequent ETG meeting on 18 March 2021. A set of visual representations which contained baseline views and wirelines for all viewpoints, as well as photomontages from a selection of key viewpoints was provided to stakeholders ahead of the March ETG meeting to inform further consideration of the visual impacts of Rampion 2.
- 16.3.15 Consultations on the viewpoint selection brought forward a number of suggestions from stakeholders regarding the inclusion of certain viewpoint locations for assessment, which have been incorporated in the viewpoints selected for the SLVIA (shown in **Table 16-11**). Agreement of the viewpoint locations for use in the SLVIA has been reached with stakeholders following consideration of the combined feedback from consultees and discussion during the ETG meetings in March/April 2020. A number of further viewpoints that are not assessed in this PEIR, were agreed with the ETG to be included in the Environmental Statement (ES) as identified in **Table 16-11**.

16.4 Scope of the assessment

Overview

- 16.4.1 This section sets out the scope of the PEIR assessment for seascape, landscape and visual amenity. This scope has been developed as Rampion 2 early design has evolved and responds to feedback received to date as set out in **Section 16.3** and **Appendix 16.1, Volume 4**. As outlined in PINS Advice Note Seven: Environmental Impact Assessment: Process, Preliminary Environmental Information and Environmental Statements (Version 7, PINS, 2020), information presented in the PEIR is preliminary, therefore this scope will be reviewed and may be refined as Rampion 2 evolves and as a result of ongoing consultation.

Spatial scope and study area

- 16.4.2 The spatial scope of the SLVIA is defined as 50km from the wind farm array area for Rampion 2 (for the purposes of the SLVIA assessment, this comprising the maximum extent of the proposed array area within which the WTGs will be installed), which has formed the basis of the study area described in this section.
- 16.4.3 Broadly, the SLVIA study area, shown in **Figure 16.3, Volume 3**, is defined by a northern terrestrial area, including the counties of East Sussex, West Sussex, Isle of Wight, Hampshire, Surrey and Kent; as well as the City of Brighton & Hove; and a southern offshore area defined by waters of the English Channel.
- 16.4.4 The SLVIA study area is defined as a radius of 50km based on the outer limit of the area where significant effects could occur, based on professional judgement, guidance, the Zone of Theoretical Visibility (ZTV) (**Figure 16.14, Volume 3**) and identification of additional impact pathways, as described in Section 5.13 (paragraphs 5.13.4 to 5.13.21) of the Scoping Report (RED, 2020).
- 16.4.5 In its Scoping Opinion (PINS, August 2020), PINS confirmed that it is content that there is unlikely to be significant effects outside of the 50km radius SLVIA study area and therefore agreed that seascape, landscape and visual effects of Rampion 2 outside the 50km radius SLVIA study area could be scoped out of SLVIA.

Temporal scope

- 16.4.6 The temporal scope of the SLVIA is the entire lifetime of Rampion 2 which therefore covers the construction, operation and decommissioning periods.

Potential receptors

- 16.4.7 This section details the approach to identifying receptors that could be significantly affected by Rampion 2 and that therefore need to be taken forward for further consideration in the SLVIA. The general principle is that receptors that could be significantly affected will be identified based on their sensitivity/importance/value and the spatial and temporal scope of the assessment. Consultation has informed the selection of potential receptors that could be significantly affected by the Proposed Development.

- 16.4.8 The assessment of whether an effect has the potential to be of likely significance has been based upon review of existing evidence base, consideration of commitments made (embedded environmental measures), professional judgement and where relevant, recommended aspect specific methodologies and established practice. In applying this judgement, use has been made of a simple test that to be significant an effect must be of sufficient importance that it should be taken into consideration when making a development consent decision.
- 16.4.9 The Scoping Report (RED, 2020) presented a scoping assessment of the likely seascape, landscape and visual effects scoped in and scoped out of the SLVIA (Table 5.13.5, Scoping Report). The effects of Rampion 2 on certain seascape, landscape and visual receptors were agreed through the Scoping Opinion (PINS, 2020) in **Table 16-4** as scoped out of the SLVIA and are not assessed any further in the PEIR.
- 16.4.10 For those matters ‘scoped in’ for assessment, the approach to level of assessment is tiered. A ‘simple’ or ‘detailed’ assessment is undertaken as follows:
- a ‘**simple assessment**’ approach for an environmental aspect / effect which may include secondary baseline data collection (for example desk-based information) and qualitative assessment methodologies. A simple assessment of all seascape, landscape and visual receptor groups listed in **Table 16-5** is undertaken within **Appendix 16.3, Volume 4** of the PEIR, using desk-based information and ZTV analysis (**Figure 16.14, Volume 3**). The simple assessment identifies which seascape, landscape and visual receptors are unlikely to be significantly affected, which are subject to a simple assessment, and those receptors that are more likely to be significantly affected by the offshore elements of Rampion 2, which require a ‘detailed assessment’; and
 - a ‘**detailed assessment**’ approach is undertaken for seascape, landscape and visual receptors/effects that are identified in the simple assessment in **Appendix 16.3, Volume 4** as requiring detailed assessment. This detailed assessment may include primary baseline data collection (for example through site surveys), quantitative and qualitative assessment methodologies, and modelling such as ZTV analysis (**Figures 16.14 to 16.24, Volume 3**) and wireline/photomontage visualisations (**Figures 16.26 to 16.65, Volume 3**).
- 16.4.11 To ensure the provision of a proportionate EIA and an ES that is focused on likely significant effects, the PEIR assessment takes into account the considerable levels of existing environmental information available, extensive local geographical knowledge and understanding of the site and surroundings gained from ongoing site selection analysis, environmental surveys and the existing Rampion 1 project.
- 16.4.12 The spatial and temporal scope of the assessment enables the identification of receptors which may experience a change as a result of Rampion 2. The receptors identified that may experience likely significant effects for seascape, landscape and visual amenity are outlined in **Table 16-5** and assessed in detail in **Section 16.10**.

Table 16-5 Seascape, landscape and visual receptors requiring detailed assessment

Receptor group	Receptors included within group
Seascape receptors - Marine Character Areas (MCAs) Figure 16.4 and Figure 16.18	MCA05 The Solent MCA06 South Wight MCA07 Selsey Bill to Seaford Head MCA08 South Downs Maritime
Landscape receptors - National Character Areas (NCAs) Figure 16.5	125 South Downs 126 South Coast Plain 127 Isle of Wight
Landscape receptors - County Landscape Character Areas (LCAs) Figure 16.6a-b, Figure 16.19 and Figure 16.24	South Downs National Park (SDNP): S1. Seaford to Beachy Head Shoreline S2 Brighton to Rottingdean A1. Ouse to Eastbourne Open Downs A2. Adur to Ouse Open Downs A3. Arun to Adur Open Downs B1. Goodwood to Arundel Wooded Estate Downland R1. South Downs Upper Coastal Plain West Sussex: SC1. South Coast Shoreline SC3 and SC4. Chichester Harbour and Pagham Harbour SC10. Lower Arun Valley. Hampshire: 11c. Eastern Solent Isle of Wight: Chalk Downs (1) The Undercliff (11)
Landscape receptors - Landscape Designations (and defined areas) Figure 16.7 and Figure 16.20	City of Brighton & Hove: Kemp Town Enclosures Park and Garden City of Portsmouth: Southsea Common Park and Garden East Sussex: Sussex Heritage Coast East Sussex, West Sussex and Hampshire: South Downs National Park (SDNP) and SDNP International Dark Sky Reserve (IDSR) Hampshire and West Sussex: Chichester Harbour AONB Isle of Wight: Isle of Wight AONB West Sussex: Highdown Park and Garden Arundel Castle Park and Garden Goodwood House Park and Garden
SDNP Special Qualities	Special Qualities: 1, 3, 5, 6, 7

Receptor group	Receptors included within group
Visual receptors - Settlements Figure 16.9 and Figure 16.21	<p>East Sussex: Brighton and Hove, Peacehaven, Rottingdean, Saltdean, Woodingdean, Seaford, Rookery Hill</p> <p>Hampshire: South Hayling, Portsmouth</p> <p>Isle of Wight: Bembridge, St Helens, Shanklin, Sandown</p> <p>West Sussex: Worthing, Littlehampton, Shoreham by Sea, Selsey, Lancing, Bognor Regis</p>
Visual receptors - Key visitor locations and destinations Figure 16.9 and Figure 16.21	<p>East Sussex: National Trust - Ditchling Beacon Seven Sisters Country Park</p> <p>Isle of Wight: National Trust - St Helen's Duver & Priory Wood National Trust - Ventnor Downs and Luccombe</p> <p>West Sussex: National Trust - Shoreham Gap and Southwick National Trust - Cissbury Ring National Trust - Devil's Dyke and Saddlescombe National Trust - Slindon Estate National Trust - Wolstonbury Hill National Trust - Harting Down and Beacon Hill Goodwood Estate Country Park</p>
Visual receptors - Transport and Recreational Routes Figure 16.9 and Figure 16.21	<p>Main 'A' Roads: A259 Eastbourne to Chichester coastal road A27 Eastbourne to Chichester</p> <p>Long Distance Walks: Monarch's Way Arun Way Isle of Wight Coastal Path New Lipchis Way Solent Way South Downs Way</p> <p>Cycling: National Cycle Network 2</p>
Viewpoints Figure 16.10, Figure 16.15 and Figures 16.26 – 16.65	Viewpoints 1 – 40

- 16.4.13 The list of receptors will be kept under review during the EIA as more detailed information is obtained during baseline surveys and other forms of data collection by other aspects and will be reflected in the final ES.

Potential effects

- 16.4.14 Potential effects on seascape, landscape and visual receptors that have been scoped in for assessment are summarised in **Table 16-6**.

Table 16-6 Potential effects on seascape, landscape and visual receptors scoped in for further assessment

Receptor	Activity or impact	Potential effect
Construction and decommissioning	Effects (daytime) of the construction and decommissioning of the offshore elements of Rampion 2 on seascape character of receptors listed in Table 16-5 .	Potential for significant effect. Short-term, temporary effects on perceived seascape character, arising as a result of the construction and decommissioning activities (including vessels laying new, sub-sea offshore export cables to shore) and structures located within the PEIR Assessment Boundary, which may alter the seascape character of the area within the PEIR Assessment Boundary itself and the perceived character of the wider seascape through visibility of these changes.
	Effects (daytime) of the construction and decommissioning of the offshore elements of Rampion 2 on landscape character of receptors listed in Table 16-5 .	Potential for significant effect. Short-term, temporary effects on perceived landscape character, arising as a result of the construction and decommissioning activities and structures, including vessels laying new sub-sea offshore export cables to shore, which will be visible from the coast (primarily during good to excellent visibility conditions) and may therefore affect the perceived character of the landscape.
	Effects (daytime) of the construction and decommissioning of the offshore elements of Rampion	Potential for significant effect. Short-term, temporary effects on views and visual amenity experienced by people from principal visual receptors and

Receptor	Activity or impact	Potential effect
	2 on visual receptors / viewpoints listed in Table 16-5 .	representative viewpoints, arising as a result of the construction decommissioning activities and structures, including vessels laying new sub-sea offshore export cables to shore, which will be visible from the coast (primarily during good to excellent visibility conditions).
Operation and maintenance	Effects (daytime) of the operation and maintenance of the offshore elements of Rampion 2 on seascape character of receptors listed in Table 16-5 .	Potential for significant effect. Long-term, reversible effects on perceived seascape character (MCAs), arising as a result of the operational WTGs, substations and maintenance activities located within the wind farm array area, which may alter the seascape character of the wind farm array area itself and the perceived character of the wider seascape.
	Effects (daytime) of the operation and maintenance of the offshore elements of Rampion 2 on landscape character of receptors listed in Table 16-5 .	Potential for significant effect. Long-term, reversible effects on perceived landscape character (LCAs and designations) including defined special qualities of the SDNP and AONBs, arising as a result of the operational WTGs, offshore substations and maintenance activities, which will be visible from the coast (during good to excellent visibility conditions) and may therefore affect the perceived character of the landscape.
	Effects (daytime) of the operation and maintenance of the offshore elements of Rampion 2 on visual receptors / viewpoints listed in Table 16-5 .	Potential for significant effect. Long-term, reversible effects on views and visual amenity experienced by people as principal visual receptors and representative viewpoints, arising as a result of the operational

Receptor	Activity or impact	Potential effect
		WTGs, offshore substations and maintenance activities.
	Effects (night-time) of the operation and maintenance of Rampion 2 lighting on visual receptors / viewpoints and the dark night skies quality of the SDNP during operation	Potential for significant effect. Long-term, reversible effects on views and visual amenity experienced by people from principal visual receptors and representative viewpoints, including from within the South Downs IDSR, arising as a result of the marine navigation and aviation lights. Potential for significant effect on perception of dark night skies quality of the SDNP arising from the offshore elements of Rampion 2 outside the SDNP on the dark night skies experienced within the South Downs IDSR.

Activities or impacts scoped out of assessment

- 16.4.15 In addition to those activities or impacts listed as being scoped out of the assessment in **Table 16-4**, a number of potential effects have been scoped out from further assessment, resulting from a conclusion of no likely significant effect as set out in **Table 16-7**. These conclusions have been made based on the knowledge of the baseline environment, the nature of planned works and the wealth of evidence on the potential for impact from such projects more widely.

Table 16-7 Activities or impacts scoped out of assessment

Activity or impact	Rationale for scoping out
Effects the construction, operation and decommissioning of the offshore elements of the Proposed Development on the landscape character of: <ul style="list-style-type: none"> • High Weald AONB 	<p>The High Weald AONB is located approximately 31.8km at its closest point to the wind farm array area (Figure 16.7, Volume 3), extending over longer distances generally over 40km to the north and north-west, inland to the north of the South Downs, with a limited geographic extent of low theoretical visibility, evident in the ZTV (Figure 16.20a, Volume 3) and shown in illustrative Viewpoint 47 (Figure 16.58, Volume 3) such that the effects of</p>

Activity or impact	Rationale for scoping out
<p>Effects of the construction, operation and decommissioning of the offshore elements of the Proposed Development on the landscape character of the following National Character Areas (NCAs):</p> <ul style="list-style-type: none"> • 120 Wealdon Grassland NCA • 121 Low Weald NCA • 122 High Weald NCA • 124 Pevensey Levels NCA • 128 South Hampshire Lowlands NCA 	<p>the construction and operation of the offshore elements on the landscape character of the High Weald AONB are unlikely to be significant. Consultation with the High Weald AONB has confirmed that it seemed likely that the only potential impact on the High Weald AONB would come from the onshore substation searchareas, which are assessed in Chapter 20: Landscape and visual impact.</p> <p>National Character Areas (NCAs) covering the northern parts of the study area (Figure 16.5, Volume 3) located at long distance inland beyond the topographic threshold provided by the landform ridge of the South Downs, resulting in limited geographic extent of low theoretical visibility, evident in the ZTV (Figure 16.20a, Volume 3) and shown in illustrative viewpoints, including Viewpoint 26 Low Weald (Figure 16.49, Volume 3), Viewpoint 47 High Weald (Figure 16.58, Volume 3) such that the effects of the construction and operation of the offshore elements on the landscape character of these NCAs are unlikely to be significant.</p>
<p>Effects of the construction, operation and decommissioning of the offshore elements of the Proposed Development on the seascape character of:</p> <ul style="list-style-type: none"> • MCA13 English Channel (central) 	<p>Marine Character Area forming the expansive offshore waters of the English Channel, largely beyond and behind the wind farm array area (Figure 16.4) and located over 20km offshore from the coastline beyond Rampion 2, such that changes to the perceived character of these offshore waters are not readily perceived. Scoped out on the basis that this MCA is likely to experience low levels of change and unlikely to experience significant effects.</p>
<p>Effects of the construction, operation and decommissioning of the offshore elements of the Proposed Development on landscape character outside the SDNP</p>	<p>The East Sussex Landscape Character Assessment identifies landscape character areas covering the SLVIA study area to the north-east and east of the SDNP (Figure 16.16a-b, Volume 3), with much of the East Sussex Landscape Character</p>

Activity or impact	Rationale for scoping out
	Assessment area being within the SDNP and considered within the landscape character assessment for the SDNP. Areas of coast that fall to the south-west and outside the SDNP are very small and primarily the built up coastal urban areas of the City of Brighton & Hove, Peacehaven, Newhaven, Seaford and Eastbourne and small areas of LCAs which fall just outside the SDNP. The main terrestrial areas to the north-east and east of the SDNP, are defined by the Low Weald (14 and 15), High Weald (4 and 5), Eastbourne Levels (24) and Pevensy Levels (25) which fall largely or entirely outside the ZTV (Figure 16.19a, Volume 3).

16.5 Methodology for baseline data gathering

Overview

- 16.5.1 Baseline data collection has been undertaken to obtain information over the study areas described in **Section 16.4**. The current baseline conditions presented in **Section 16.6** sets out currently available information from the study area.

Desk study

- 16.5.2 The data sources that have been collected and used to inform this SLVIA are summarised in **Table 16-8**.

Table 16-8 Data sources used to inform the [add aspect name] PEIR assessment

Source	Date	Summary	Coverage of study area
Campaign to Protect Rural England (CPRE)	2016	Interactive maps of the UK's light pollution and dark skies as part of a national mapping project (LUC/CPRE, 2016). Open Source data used to understand and illustrate baseline lighting levels. (available online: https://www.nightblight.cpre.org.uk/)	Full coverage of the study area.
Chichester Harbour Conservancy	2019	(2019) Chichester Harbour AONB Landscape Character Assessment (available online: https://www.conservancy.co.uk/assets/files/cms_item/613/d-	Chichester Harbour AONB

Source	Date	Summary	Coverage of study area
		Landscape Character Assessment (2019)-b4BJ98ZSz0.pdf)	
East Sussex County Council	2016	Landscape Character Areas (LCAs) (East Sussex). East Sussex Landscape Character Assessment (2016) (available online: https://www.eastsussex.gov.uk/environment/landscape/) Local Development Plans covering Eastbourne, Hastings Borough and Lewes, Rother and Wealdon Districts.	East Sussex
English Heritage	2020	Any specific visitor attractions / tourist destinations (available online: https://www.english-heritage.org.uk/visit/places/#?page=1&place=&mp=false&fe=false)	Full coverage of the study area
E-ON UK (Rampion Wind Farm Ltd)/RSK Environmental	2012	Rampion Wind Farm Environmental Statement (ES). ES Section 12 Seascape, Landscape and Visual Impact Assessment (Document 6.1.12).	Partial coverage of the study area
Google Earth Pro	2020	Aerial photography	Full coverage of the study area
Hampshire County Council	2010	Landscape Character Areas (LCAs) (Hampshire). Hampshire Integrated Landscape Assessment (Available online: https://www.hants.gov.uk/landplanningandenvironment/environment/)	Hampshire
Historic England	2020	Registered Parks and Gardens and UNESCO World Heritage Sites (available online: https://historicengland.org.uk/listing/what-is-designation/registered-parks-and-gardens/)	Full coverage of the study area
Isle of Wight Council	2015	Landscape Character Areas (LCAs) (East Isle of Wight). East Wight Landscape Character Assessment (available online: https://www.iow.gov.uk/azservices/documents/2)	Isle of Wight

Source	Date	Summary	Coverage of study area
		782-EWLCA-Final-Version-May-2015-Web-version.pdf)	
Kent County Council	2004	Landscape Character Areas (LCAs) (Kent). Landscape Assessment of Kent (available online: https://www.kent.gov.uk/about-the-council/strategies-and-policies/environment-waste-and-planning-policies/countryside-policies-and-reports/kents-landscape-assessment)	Kent
Long Distance Walkers Association	2020	Overview map for Long Distance Paths and Walks (available online: https://www.ldwa.org.uk/ldp/public/ldp_overview_map.php)	Full coverage of the study area
Met Office	2009-2019	Visibility Data. Visibility bands every 1km up to 30km, then every 5km up to 50km, then every 10km up to 70km, and >70km	Weather station at Thorney Island.
MMO	2014	Marine Character Areas. Marine Management Organisation (MMO), June 2014 Seascape assessment for the South Marine Plan Areas: Technical Report (MMO 1037). Available online: https://www.gov.uk/government/publications/the-south-marine-plans-documents)	South Inshore and Offshore Marine Plan Areas
National Trust	2020	Any specific visitor attractions / tourist destinations (available online: https://www.nationaltrust.org.uk/days-out)	Full coverage of the study area
Natural England	2018	National Character Areas (NCAs) (available online: https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making/national-character-area-profiles#ncas-in-south-east-england-and-london)	Full coverage of the study area
Natural England	2019	GIS datasets for: National Parks (https://data.gov.uk/dataset/334e1b27-e193-4ef5-b14e-696b58bb7e95/national-parks-england). Areas of Outstanding Natural Beauty (AONB) (https://data.gov.uk/dataset/8e3ae3b9-a827-)	Full coverage of the study area

Source	Date	Summary	Coverage of study area
		47f1-b025-f08527a4e84e/areas-of-outstanding-natural-beauty-england) County Parks https://data.gov.uk/dataset/e729abb9-aa6c-42c5-baec-b6673e2b3a62/country-parks-england). Open Access Land https://data.gov.uk/dataset/05fa192a-06ba-4b2b-b98c-5b6bec5ff638/crow-act-2000-access-layer). Heritage Coasts https://data.gov.uk/dataset/79b3515f-b00e-419a-9c7e-1d3163555886/heritage-coasts)	
Oceanwise		Marine and coastal mapping data, ferry routes.	Coverage of seascape sections of the study area
OPEN internal dataset	2020	Public Rights of Way	Full coverage of the study area
Ordnance Survey	2019	1:50,000 scale mapping	Full coverage of the study area
Ordnance Survey	2019	1:25,000 scale mapping	Coverage of coastal sections of the study area
Ordnance Survey Open Data	2019	OS County Region, Local Unitary Authority, Railways, Road and Settlements	Full coverage of the study area
Ordnance Survey	2019	OS Terrain 50 Digital Terrain Model (DTM)	Full coverage of the study area

Source	Date	Summary	Coverage of study area
Ordnance Survey	2019	OS Terrain 5 Digital Terrain Model (DTM)	Coverage of coastal sections of the study area
Royal Yachting Association (RYA)	2013	Cruising routes for recreational yachting	Coverage of seascape sections of the study area
SDNP Authority	2011	Landscape Character Areas (SDNP). South Downs Integrated Landscape Character Assessment (updated 2011) (available online: https://www.southdowns.gov.uk/planning-policy/landscape-character-assessments/south-downs-integrated-landscape-character-assessment/)	SDNP
SDNP Authority	2018	South Downs National Park, Dark Skies Technical Advice Note (April 2018) including Sky Quality Map and Dark Sky Zones.	SDNP
Surrey County Council	2015	Landscape Character Areas (LCAs) (Surrey). Surrey Landscape Character Assessment (2015). (Available online: https://www.surreycc.gov.uk/land-planning-and-development/countryside/strategies-action-plans-and-guidance/landscape-character-assessment)	Surrey
Sustrans	2020	National Cycle Network (GIS dataset) (available online: https://www.sustrans.org.uk/)	Full coverage of the study area
West Sussex County Council	2003	Landscape character assessment of West Sussex (available online: https://www.westsussex.gov.uk/land-waste-and-housing/landscape-and-environment/landscape-character-assessment-of-west-sussex https://historicengland.org.uk/listing/the-list/).	West Sussex

Source	Date	Summary	Coverage of study area
West Sussex County Council	2019	Local distinctiveness study of West Sussex (available online: https://www.westsussex.gov.uk/land-waste-and-housing/landscape-and-environment/local-distinctiveness-study-of-west-sussex/)	West Sussex
West Sussex County Council	2020	Public Rights of Way iMap (available online: https://www.westsussex.gov.uk/land-waste-and-housing/public-paths-and-the-countryside/public-rights-of-way/public-rights-of-way-imap/).	West Sussex

Site surveys

- 16.5.3 The SLVIA undertaken as part of the PEIR and the forthcoming ES has been informed by desk-based studies and field survey work undertaken within the SLVIA study area. The landscape, seascape and visual baseline has been informed by desk-based review of landscape and seascape character assessments, and the ZTV, to identify receptors that may be affected by the offshore elements of Rampion 2 and produce written descriptions of their key characteristics and value.
- 16.5.4 Interactions have been identified between the offshore elements of Rampion 2 and seascape, landscape and visual receptors, to predict potentially significant effects arising and measures are proposed to mitigate effects.
- 16.5.5 For those receptors where a detailed assessment is required, primary data acquisition has been undertaken through a series of surveys. These surveys include field survey verification of the ZTV from terrestrial landscape character areas (LCAs), micro-siting of viewpoint locations, panoramic baseline photography and visual assessment survey from all representative viewpoints. These viewpoint photography, visual assessment and landscape assessment surveys were undertaken during August, September and November 2020 as described in **Table 16-9**. Sea-based offshore surveys have not been undertaken as part of the SLVIA. Field work over the duration of the PEIR assessment has been partly restricted due to the travel restrictions in place during the COVID-19 pandemic, including requirements for assessors to 'stay local/at home' during certain periods, restricted access to certain visitor locations due to closures and limited accommodation availability.

Table 16-9 Site surveys undertaken

Survey type	Scope of survey	Coverage of study area	Survey status
August / September 2020	Seascape, landscape and visual assessment surveys to undertake viewpoint photography and collect baseline data on landscape character and visual amenity associated with views of the offshore elements of Rampion 2 and in accordance with methodology such as in GLVIA3 (Landscape Institute, 2013) and TGN 06/19 (Landscape Institute, 2019).	Sussex Heritage Coast, SDNP, Chichester Harbour AONB and coastal parts of East and West Sussex, Hampshire.	Surveys partially completed, with further surveys to be undertaken from remaining viewpoints, including the Isle of Wight.
November 2020	Seascape, landscape and visual assessment surveys to undertake viewpoint photography, collect further baseline data, including night-time viewpoint photography and undertake impact assessment on landscape character and visual amenity associated with views of the offshore elements of Rampion 2 and in accordance with methodology such as in GLVIA3 (Landscape Institute, 2013) and TGN 06/19 (Landscape Institute, 2019).	Isle of Wight AONB, Hampshire (SDNP), High Weald AONB, Sussex Heritage Coast, SDNP, coastal parts of East and West Sussex.	Surveys completed

Data limitations

- 16.5.6 There are some data limitations relating to seascape, landscape and visual amenity however these do not affect the robustness of the assessment of this PEIR as the gaps are limited and will not affect the assessments of likely significance assessed for relevant receptors. Where there are gaps in information, these will be addressed in the ES, as agreed with the ETG.
- 16.5.7 There are limitations in the production of photomontage and wireline visualisations and ZTVs as assessment tools, and limitations in the accuracy of digital terrain

model (DTM) data, which are described in **Appendix 16.2, Volume 4**. The use of detailed terrain models (OS Terrain 5), production of visualisations to recognised standard and field survey assessment of impacts minimises these limitations.

- 16.5.8 Met Office visibility data has limitations in its application to judgements about wind farm visibility. The visibility data provides some understanding and evidence basis for evaluating the visibility of the wind turbines against their background. Effects have not been downgraded either in magnitude or significance due to variations as a result of weather/visibility and how frequently/infrequently the effects will be experienced. Effects are based on the worst-case with clear visibility and need to be considered in context of the limited time effects will actually occur.
- 16.5.9 Some data limitations have arisen due to restrictions or delay to site surveys as a result of COVID-19 restrictions, including closure of, and therefore lack of access to certain visitor attractions locations such as Arundel Castle, however limitations have been minimised through the timing of surveys when travel and access restrictions were eased.
- 16.5.10 PINS Advice Note Seven notes the need for flexibility and agreement of stakeholders as a result of COVID-19 restrictions.

16.6 Baseline conditions

Current Baseline

Overview

- 16.6.1 An overview of the current baseline conditions for seascape, landscape and visual amenity is initially outlined and then subsequently described within each of the main geographic 'receptor areas' based on administrative boundaries (**Figure 6.3, Volume 3**) within the SLVIA study area.

Seascape Character

- 16.6.2 In England, Seascape Character principally applies to coastal and marine areas seaward of the low water mark. Seascape, like landscape is about the relationship between people and place and the part it plays in forming the setting to our everyday lives. Seascape results from the way that the different components of the environment – both natural and cultural - interact and are understood and experienced by people. Seascape is defined by Natural England in its position statement on All Landscapes Matter (2010) as: *"An area of sea, coastline and land, as perceived by people, whose character results from the actions and interactions of land with sea, by natural and/or human factors"*. A summary of what constitutes seascape is presented in 'An Approach to Seascape Character Assessment' (Natural England, 2012).
- 16.6.3 A definition of seascape is also set out in NPS EN3 (2.6.203): *"Where necessary, assessment of the seascape should include an assessment of three principal considerations on the likely effect of offshore wind farms on the coast:*
- *Limit of visual perception from the coast;*

- *Individual characteristics of the coast which affect its capacity to absorb a development; and*
- *How people perceive and interact with the seascape".*

- 16.6.4 The SLVIA takes into account these definitions of seascape and that set out in the UK Marine Policy Statement (UK Government, 2011), which states that *'...references to seascape should be taken as meaning landscapes with views of the coast or seas, and coasts and the adjacent marine environment with cultural, historical and archaeological links with each other'*.
- 16.6.5 Although seascape character therefore *'principally applies to coastal and marine areas seaward of the low-water mark'* and landscape character *'principally applies to terrestrial areas lying to the landward side of the high-water mark'* (Natural England, 2012, p7, Box 1), there is in fact a subtler transition between seascape and landscape and the importance of the interaction of sea, coastline and land as perceived by people is highlighted in definitions of seascape in the Natural England guidance (Natural England, 2012) and Marine Policy Statement (UK Government, 2011).
- 16.6.6 The seascape impact assessment in this SLVIA therefore focuses particularly on areas of onshore landscape with views of the coast or seas and marine environment, as perceived by people, on the premise that the most important effect of offshore windfarms is on the perception of seascape character from the coast.
- 16.6.7 The baseline description of the seascape of the study area is informed by the Seascape Assessment for the South Marine Plan Areas (MMO, June 2014) 'the MMO Seascape Assessment', which covers the majority of the seascape of the SLVIA study area, including the South Inshore (area 6) and South Offshore (area 7) marine plan areas within UK Waters. The southern edge of the SLVIA study area includes a portion of French territorial waters.
- 16.6.8 The MMO Seascape Assessment characterises the Inshore and Offshore areas of the SLVIA study area and identifies Marine Character Areas (MCAs) which provide the baseline seascape characterisation and mapping for the SLVIA. These MCAs are shown in **Figure 16.5, Volume 3**. The MCAs that are scoped in to the SLVIA were identified through the scoping opinion (**Table 16-5**) as those that define the associative seascape setting of the Sussex coastline between Beachy Head, Selsey Bill and the Solent.

Landscape Character and designations/defined areas

- 16.6.9 Landscape character principally applies to terrestrial areas lying to the landward side of the high-water mark. There is a hierarchy of published Landscape Character Assessments that describe the baseline landscape character of the landscape in the SLVIA study area, at the National, County and District level.
- 16.6.10 The landscape of the onshore parts of the SLVIA study area are described at the national level by National Character Areas (NCAs) and assessed in relation to the published County Council and National Park Landscape Character Assessments within the SLVIA study area.

- 16.6.11 The English Landscape is classified at the national level by National Character Areas (NCAs). The 159 NCAs, which cover the country, were originally identified by the Countryside Agency. This mapping and the associated descriptions have been revised and developed by Natural England into NCA profiles, which provide a recognised, national, spatial framework.
- 16.6.12 At the National level, the Wealden Grassland (120), Low Weald (121) and High Weald (122) form the northern inland parts of the SLVIA study area. The NCAs that are scoped in to the SLVIA identified in **Table 16-5** as those that define the main coastal associated landscapes of the SLVIA study area, consisting of the South Downs (125), South Coast Plain (126) and Isle of Wight (127), which are shown in **Figure 16.5, Volume 3** and described as follows.
- 16.6.13 The landscape of the onshore parts of the study area is described further in relation to the published County Council and SDNP Landscape Character Assessments within the SLVIA study area, shown in **Figure 6.16a-b, Volume 3**, as follows:
- South Downs Landscape Character Assessment (October 2020);
 - Landscape Character Assessment of West Sussex (2003), including A Strategy for the West Sussex Landscape (2005) and Local Distinctiveness Guidance (2013);
 - East Sussex Landscape Character Assessment (2016);
 - Hampshire Integrated Character Assessment (2010); and
 - East Wight Landscape Character Assessment (2015).
- 16.6.14 These provide a county-wide, consistent LCA framework as a background for more detailed assessments (such as at the district level). The landscape character areas (LCAs) defined in these county-wide/SDNP scale assessments are considered to be of an appropriate scale to allow assessment of the effects of Rampion 2 over the relatively wide SLVIA study area, at a sufficient level of detail.
- 16.6.15 The LCAs within these landscape character assessments that are scoped in to the SLVIA are identified in **Table 16-5** and in the simple assessment in **Appendix 16.3, Volume 4**, as those that define the main coastal associated landscapes of the SLVIA study area that have potential to be significantly affected by the offshore elements of Rampion 2, as shown in **Figure 16.6, Volume 3**.
- 16.6.16 Certain landscapes found within the study area have been designated or defined due to their scenic qualities or historic landscape qualities as shown in **Figure 16.7, Volume 3**. The landscape designations that are scoped in to the SLVIA are identified in **Table 16-5** and in the simple assessment in **Appendix 16.3, Volume 4**, as those that have an associated seascape setting that may have potential to be significantly affected by the offshore elements of Rampion 2, and includes three national landscape designations – SDNP, CHAONB and the loW AONB.

Views and visual amenity

Overview

- 16.6.17 The visual baseline focuses on and describes the area in which the offshore elements of Rampion 2 may be visible, as defined by its Zone of Theoretical Visibility (ZTV), the different groups of people who may experience views of Rampion 2 (visual receptors), the viewpoints where they will be affected and nature of views at those points.

Zone of Theoretical Visibility (ZTV)

- 16.6.18 Visual effects will only occur where the introduction of Rampion 2 changes or influences the visual amenity and views experienced by people in the area. The areas where the visual baseline may be altered is defined by the ZTV shown in in **Figure 16.14a, Volume 3** (A3) and **Figure 6.14b, Volume 3** (A1). The ZTV shows the main area in which the offshore elements of Rampion 2 will theoretically be visible, highlighting the different areas where people who may experience views and assisting in the identification of viewpoints where they may be affected. These worst-case ZTVs are however, an overstatement of visibility as they are based on bare-earth terrain models and also do take account of atmospheric clarity where although there may be a theoretical line of sight, Rampion 2 may not actually be visible due to the weather conditions. The ZTV in **Figure 16.15, Volume 3** includes surface feature screening, in the form of settlements and woodland, and illustrates the reduced theoretical visibility when taking these surface features into account.
- 16.6.19 The landward, topographical influences define the extent of the ZTV. A distinct coastal plateau with a nominal elevation of between 0 and 10m AOD extends to the west of Brighton, widening its inland extents towards Chichester in the west. Behind this 'plateau' the land rises into the dip slopes of the South Downs, forming a distinctive coastal backdrop and a physical divide between coastal and inland areas. The elevation of the landform 'spine' of the Downs, which runs east to west across the study area varies between approximately 20m and 250m AOD and contributes to notable coastal cliffs east of Brighton, culminating in the dramatic chalk cliffs around Beachy Head. The northern face of the Downs drops more abruptly inland as a scarp slope feature relating to the lower lying Weald landscape beyond. Several valleys, notably associated with the Rivers Arun, Adur, Ouse and Cuckmere, cut through the scarp and dip slope landform, creating a limited visual and physical association between the landscapes to the north and south of the Downs.
- 16.6.20 The ZTV shows the main areas of higher theoretical visibility of the offshore elements of Rampion 2 will be from the immediate coastal edges and hinterland of Sussex Bay between Selsey Bill and Beachy Head, including the coastal plateau to the west of Brighton, the white cliffs of the Sussex Heritage Coast between Brighton and Eastbourne, the southern dip slopes of the South Downs and the elevated landform 'spine' of the Downs which runs east to west across the study area. This main area with higher visibility of the offshore elements of Rampion 2 is generally within a range of 13-20km; but also extends to 25km to the north-east into Lewes and Eastbourne districts; and to around 30km to the north-west into

Chichester district. Within the seaward facing South Downs dip slope, the rolling topography creates subtle containment within valley landforms.

- 16.6.21 The landscape to the north of the South Downs is largely screened from the sea by the intervening landform and generally affords either no visibility, or has lower theoretical visibility of Rampion 2, at long distances of over 25km. Due to the height of the Rampion 2 WTGs, there are, however, several visibility splays to Rampion 2 through the landform of the South Downs from across the landscape of the Low Weald to the north of the South Downs, including areas of East Sussex extending to the edges of the High Weald up to 35-45km from Rampion 2; and areas of West Sussex extending north to the edges of Surrey and the Surrey Hills between 30-50km from Rampion 2.
- 16.6.22 The ZTV in **Figure 16.15, Volume 3** shows the theoretical visibility when screening from woodland and buildings (both defined by OS OpenMap Local and indicatively modelled at 10m height) are included in the surface model. Visibility from streets, open spaces and low storey buildings within coastal, urban areas will typically be contained within the urban environment by surrounding built form, with most visibility of the offshore elements of Rampion 2 at the sea-front or where tall buildings or intervening open areas allow visibility from further back.
- 16.6.23 Views to the sea and the offshore elements of Rampion 2 from the West Sussex coastal plain, which broadly comprises the area of West Sussex between the urban coastline and boundary of the SDNP, are notably restricted by intervening vegetation, woodland and buildings within urban areas, as shown in **Figure 16.15, Volume 3**. Urban areas form an almost contiguous built-up coastal edge, separating the low-lying coastal plain from the sea. There is likely to be very limited visibility of the offshore elements of Rampion 2 from the low-lying landform of the West Sussex coastal plain between Chichester Harbour, Manhood Peninsula, Chichester and Littlehampton due to the screening effect of vegetation, woodland and built up coastal urban areas.
- 16.6.24 Due to the potential height of the Rampion 2 WTGs, and the western extent of the wind farm array area, there will be some limited and long distance visibility of the offshore elements from the 'Witterings coast' of West Sussex, however Bracklesham Bay is oriented to the south-west away from the wind farm array area, and there is substantial screening from the intervening Manhood Peninsula and headland at Selsey Bill.
- 16.6.25 There will also be visibility of the offshore elements of Rampion 2 from the coastal areas of Hampshire beyond Selsey Bill and Chichester Harbour, around Hayling Island and the City of Portsmouth, at distances of 25-40km. Theoretical visibility of Rampion 2 also extends along the eastern Solent, between the Hampshire Coast and the Isle of Wight; and there will be long distance views from the eastern coast of the Isle of Wight at distances between 30-40km and the higher ground of the eastern Isle of Wight.
- 16.6.26 Visibility to the east is restricted by the headland at Beachy Head, such that there is likely to be no visibility of Rampion 2 for the majority of the coastal landscape between Eastbourne and Hastings, and inland across the Pevensey Levels.
- 16.6.27 The ZTV in **Figure 16.22, Volume 3** shows areas where Rampion 2 and the existing Rampion 1 wind farm will be visible in combination (green areas on ZTV);

and where they will be visible alone (i.e. without the other). Rampion 2 will often be viewed in combination with the operational Rampion Offshore Wind Farm (green areas), in particular from the main areas of higher theoretical visibility (i.e., from the immediate coastal edges and hinterland of Sussex Bay between Selsey Bill and Beachy Head; the coastal plateau; the white cliffs of the Sussex Heritage Coast and slopes of the South Downs). In views from these areas, Rampion 2 will result in visual effects arising from the appearance of Rampion 2 when viewed in combination with Rampion 1. The apparent height of the larger Rampion 2 turbines (210m to 325m) relative to the smaller operational turbines (140m) is likely to be central to the potential for cumulative visual effects arising from these areas.

- 16.6.28 The offshore elements of Rampion 2 will also be viewed from areas where the existing Rampion 1 wind farm is not visible, as shown in blue above in **Figure 16.22, Volume 3**, where it will extend the geographic extent of visibility to new areas that are not currently subject to views of Rampion 1. These include areas of the Low Weald and High Weald to the north of the South Downs; the edges of the Surrey Hills; and coastal areas of Hampshire and the Solent.

Visual receptors - overview

- 16.6.29 The principal visual receptors in the SLVIA study area are focused along the closest sections of the Sussex coastline, including people within settlements, driving on roads, visitors to tourist facilities or historic environment assets, and people engaged in recreational activity such as on walking and cycle routes where the sea is a strong influence in the baseline view.
- 16.6.30 Broadly, the principal visual receptors are identified as follows:
- **Coastal settlements.** The larger settlements within the extent of ZTV are generally coincident with the coastline, where the main focus of views is typically 'land to sea' or 'land to land'. Some of the seafront views however also include an element of 'coast across sea to land' views such as those from Seaford towards Newhaven and those from Selsey Bill towards Worthing. The principal coastal settlements with capacity for views of Rampion 2 are (with approximate distance to the wind farm array area): Brighton and Hove (13.4km), Worthing (13.5km), Newhaven (14.7km), Shoreham-by-Sea (14.5km), Rottingdean (13.6km), Saltdean and Peacehaven (13.6km), Seaford (1.3km), Littlehampton (14.2km), Bognor Regis (15.2km) and Selsey (14.7km). There may also be longer distance visibility from coastal settlements beyond the headland of Selsey Bill, 30-40km from Rampion 2, such as South Hayling, Portsmouth and Gosport in Hampshire; and settlements on the eastern coast of the Isle of Wight, such as Bembridge, Sandown and Shanklin.
 - **Long distance paths.** The principal long-distance routes with potential for views of Rampion 2 are: The South Downs Way, National Trail through the heart of the SDNP between Winchester and Eastbourne; The Monarchs Way, passing through the elevated areas of the SDNP; The Sussex Border Path skirting around the northern edge of Brighton and Hove; and Vanguard Way, which is within the ZTV along its cliff top extents between Cuckmere and Newhaven.
 - **Long distance cycle routes.** Sustrans National Cycle Route 2 (NCR2) Dover to Havant passes between Worthing and Eastbourne and includes part of the

'Downs and Wealds Cycle Route' within its route between Brighton and Eastbourne. The route includes notable seaward views between Worthing and Seaford. Parts of several other NCRs extend inland away from the coast, including NCR223, NCR82, NCR90 and NCR21.

- **Public Rights of Way.** A more general concentration of Public Rights of Way is also notable within the extents of the SDNP and the coast, associated with its open landscape and focus as a centre for outdoor recreation. Sea front promenades, typically associated with the main settlements, provide further linear route vantage points.
- **Main road routes.** The principal highway route with capacity for sea views is the A259 running between Chichester and Eastbourne, connecting the various coastal towns and coincident with the coastline between Worthing and Newhaven. The A27 is set inland from the coast and has only limited scope for views where it reaches its highest point north of Brighton.
- **Rail routes.** The only notable rail route with potential for views of the proposals is the Lewes to Seaford line terminating at Seaford, where the line runs parallel to the coast east of Newhaven.
- **Tourist and visitor locations.** Concentrations of recreational and visitor locations associated with the main coastal resort towns, with their sea front promenades, piers and shingle beaches, including: Brighton and Hove (13.9km), Worthing (14.5km), Bognor Regis (15.4km), Littlehampton (14.5km) and Seaford (15.3km). Other notable beach locations (within general accessibility along the majority of the coastline) offering beach and inshore sea based recreational opportunities include: Selsey Bill, Pagham, Middleton, South Lancing, Shoreham and Birling Gap. The cliffs east of Seaford and coincident with the extents of Heritage Coast, act as a key visitor focus along the coastline, including locations at Seven Sisters Country Park, Birling Gap, Cuckmere Haven and Beachy Head. The eastern coast of the Isle of Wight is a popular recreational and visitor location.
- **South Downs IDSR.** People visiting the South Downs IDSR at night to view the night sky, including from Dark Sky Discovery sites, which allow good access to dark skies and are usually centred on rural car parks.
- **Principal Boat Routes.** The English Channel shipping route, passing to the south of the wind farm array area is one of the world's busiest shipping lanes, including both freight and passenger traffic, though predominantly freight in closest proximity to the site (refer to **Chapter 13: Shipping and navigation**) for figures illustrating vessel movements). The nearest shipping lane used by westbound channel traffic runs to the south east of the wind farm array area. There is an inshore traffic zone north of this lane, which is used by coastal shipping and currently coincides extensively with the wind farm array area. Commercial shipping routes also originate from Shoreham, diverging east and west beyond the northern extents of the wind farm array area. The main cross channel passenger routes run from Newhaven to Dieppe, to the east of the wind farm array area, and from Portsmouth to Le Havre to the west of the SLVIA study area. The nature of such views is either sea to land or sea to sea.

- **Other Sea Based Users.** Other sea based users are considered in more detail in **Chapter 13**, **Chapter 10: Commercial fisheries** and **Chapter 7: Other marine users**. The main recreational boat routes run out of Brighton in a westward direction, to the north of the wind farm array area. Several 'medium use' routes run through the wind farm array area. The main recreational boat racing and sailing areas coincide with areas to the east of Selsey Bill and east of Beachy Head. Beyond Selsey Bill to the west, the Solent is known internationally as a location for sailing with Portsmouth hosting many of the world's long-distance sailing races. Cowes on the Isle of Wight attracts the world's leading racing yachtsmen and the Solent is busy with leisure boats all year round. The majority of fishing vessel activity is concentrated on Shoreham with the main fishing grounds occurring within 9km of the coastline to the north of wind farm array area, and immediately to the south, and including transitional movement between the two across the wind farm array area. The area to the west of the wind farm array area is a significant resource for aggregate extraction. All such users experience varying aspects of sea to land or sea to sea views.

Nature of views - overview

- 16.6.31 An understanding of the baseline visual resource and nature of views is provided in the MMO Seascape Assessment for the South Marine Plan Areas (MMO, 2014), Section 3. It is described in terms of land with sea views; and visibility of the sea.
- 16.6.32 Figure 25 of the MMO Seascape Assessment (MMO, 2014) shows land with sea views, which broadly indicates that elevated land forming the eastern part of Sussex Bay has generally higher visibility of the sea than the lower coastal plain forming the western parts of the bay. Visibility of the sea is also primarily from land within 10km of the coastline, forming a band of visibility across the coastal edge, South Downs and coastal plain. At the broad scale, it indicates that beyond 20km inland from the coast, there is almost no visibility of the sea; and between 10-20km visibility of the sea is very limited. Although this does not equate to visibility of the offshore elements of Rampion 2, which is discussed in relation to the ZTV, it does provide some definition to 'seascape' where the sea may form part of the baseline characteristics in 'landscapes with views of the coast or seas' (MMO, 2014).
- 16.6.33 The MMO Seascape Assessment (MMO, 2014) finds that *'At a strategic scale, the most extensive views of the South Inshore and South Offshore marine plan areas are generally found within 5km of the HWM. A notable exception to this is the South Downs where there are extensive sea views experienced further inland at these higher elevations. Due to its elevated topography and position, the west of the Isle of Wight also provides viewers with extensive views of the sea'*.
- 16.6.34 At a more local level, the MCA descriptions highlight where viewers on land may expect to have the most extensive views of each MCA. Extensive views of MCA07 (Selsey Bill to Seaford Head) can be obtained from areas up to 10km inland, from the western edge of Eastbourne to Walderton (within the SDNP and including sections of the South Downs Way). Some views of MCA07 can also be obtained from the coastline between Selsey Bill to Hove, Seaford; from parts of the Seven Sisters Country Park; and from East Wittering to Beachy Head on the mainland. Some views are afforded from the edge of Shanklin and Bembridge Downs within the Isle of Wight AONB.

- 16.6.35 At a strategic scale, in terms of visibility of the sea from land, it is '*particularly noticeable the extent to which the Solent and adjacent waters (between Selsey Bill and Seaford Head) can be seen from numerous locations on land. This is likely to be a result of the extent to which views of the sea extend inland to elevated areas around the South Downs. There are opportunities to view this area of sea from both directions (from the Isle of Wight as well as Hampshire and West Sussex). The coastline behind the Solent is generally low-lying and there is high visibility of this area of sea by viewers close to the coast as well*'.
- 16.6.36 MMO 2014 includes viewshed analysis for MCA07, to examine which locations on land can see these. Figure 28 of MMO 2014 shows the locations of the most and least visible areas of sea within MCA07 and identifies that the most extensive views are of the areas of MCA07 are within 15km of the coast, reducing to more moderate levels to the outer edges of MCA07 with distance offshore.
- 16.6.37 The visual context of the SLVIA study area includes a number of key visual elements and vertical infrastructure components which influence the nature of views experienced, which include:
- the existing Rampion 1 project, comprising 116 turbines of 140m blade tip height, between 13 and 20km off the Sussex coast;
 - the general built form within the extensive, coastal, urban environment which predominates between Seaford and Bognor Regis;
 - landmark man-made features including high rise buildings and seafront piers at Brighton, Worthing and Bognor and Shoreham Power Station chimney;
 - The Brighton i360 tower (162m) at Brighton sea front, the tallest structure in Sussex.
 - the massing of beach groynes along the coastline and lighthouses at Beachy Head; concentrations of sea faring activity at Newhaven, Brighton, Shoreham and Littlehampton;
 - large scale cliff landforms, most notably between Seaford and Beachy Head; and the large scale landform massing of the South Downs; and
 - extensive shingle beaches extending along the majority of the coastline between Brighton and Selsey.

Visibility

- 16.6.38 Whilst ZTV mapping can model the theoretical visibility of the sea or the offshore elements of Rampion 2, it is important to note that atmospheric conditions will affect visibility. The Met Office defines visibility as '*the greatest distance at which an object can be seen and recognised in daylight, or at night could be seen if the general illumination were raised to a daylight level*' (Met Office, 2000).
- 16.6.39 A quantitative description of the existing visibility is provided using METAR visibility data from the closest Met Office weather station at Thorney Island, to highlight potential trends in the visibility conditions of the study area. This 'visibility data' shows a 10-year average of the frequency of observations at measured distances from the station.

- 16.6.40 Visibility range and frequency is mapped in **Figure 16.23, Volume 3** in the context of the wind farm array area site using visibility ranges based on Met Office visibility definitions: < 1km Very Poor; 1 - 4km Poor; 4 - 10km Moderate; 10 - 20km Good; 20 - 40km Very Good; 40km > Excellent. The visibility range is shown in bands extending from the wind farm array area and is combined with the ZTV of the offshore elements of Rampion 2 to show the likely frequency of visibility over 10 years at difference distances, as shown in **Table 16-10**.

Table 16-10 Visibility frequency

Visibility range	Visibility definition	% Visibility frequency (over 10 years)	Days per year visibility frequency (10 year average)
< 1km	Very Poor	0.94%	3
1 - 4km	Poor	3.64%	13
4 - 10km	Moderate	13.30%	49
10 - 20km	Good	27.89%	102
20 - 40km	Very Good	35.95%	131
40km >	Excellent	18.27%	67

Visibility Range	% Frequency
< 1km	0.94%
1 - 4km	3.64%
4 - 10km	13.30%
10 - 20km	27.89%
20 - 40km	35.95%
40km >	18.27%

Viewpoints

- 16.6.41 The term 'viewpoint' is used to define a place from where a view is gained, and that represents specific conditions or viewers (visual receptors).
- 16.6.42 Viewpoints have been compiled within the SLVIA study area based on consultee feedback, viewpoints from the Rampion 1 ES (E.ON UK, 2012), the ZTV for the offshore elements of Rampion 2 (**Figure 16.14, Volume 3**), identification of the landscape and visual receptors within the ZTV, further desk study through wireline analysis and review of the SDNP: View Characterisation and Analysis (SDNPA, 2015), as well as field survey observations. The approach to the selection of

viewpoints was set out in a Viewpoint Selection Method Statement provided to the SLVIA ETG for feedback during the evidence plan process.

- 16.6.43 In summary, a viewpoint search listed all the potential viewpoints compiled from the Rampion 1 ES, additional viewpoints defined in the Rampion 2 Scoping Report, together with viewpoints suggested by consultee stakeholders during informal consultations and the Scoping Opinion (PINS, August 2020). Proposed viewpoints for the SLVIA were then shortlisted from this overall viewpoint search, to those that were considered necessary to assess the likely significant effects of the offshore elements of Rampion 2, informed by guidance contained within the GLVIA3 (Landscape Institute, 2013) (p107-110) and Visual Representation of Wind Farms (SNH, 2017) (p16-21).
- 16.6.44 Consultations with the SLVIA ETG on the viewpoint selection for the SLVIA have been ongoing. Agreement of viewpoint locations for use in the SLVIA has been reached following consideration of the combined feedback from consultees and discussion during ETG meetings in March/April 2020.
- 16.6.45 Viewpoints within the SLVIA study area are set out in **Table 16-11** and shown in **Figure 16.10, Volume 3**. The viewpoints take into account a range of factors, including:
- a range of viewpoints from where there are likely to be significant effects;
 - those representative of views within the study area, from specific viewpoints and illustrative of certain effects;
 - the accessibility to the public, and potential number and sensitivity of viewers who may be affected;
 - the viewing direction, distance and elevation, including a range of distances between 13.6km – 45.1km to test threshold of significance from coastal to inland areas);
 - the nature of the viewing experience and activities (e.g. static views, views from settlements, tourist destinations, and views from sequential points along roads and recreational routes, such as the South Downs Way);
 - the view type (for example panorama, vistas and glimpses);
 - areas of high landscape, scenic or recreational value (such as the SDNP, CHAONB and IoW AONB);
 - various landscape character areas and local authority administrative areas;
 - the potential for combined views of Rampion 2 with Rampion Wind Farm; and views of just Rampion 2 alone; and
 - potential for integrated approach – viewpoints representing several aspects from the same location, such as visual effects of the offshore and onshore infrastructure, or views representing onshore cultural heritage assets.
- 16.6.46 Baseline panoramas showing the existing view from these viewpoints are shown in the relevant baseline panoramas that are cross referenced for each viewpoint in **Table 16-11**. The nature of views from these viewpoints is described for each viewpoint within the baseline description of each geographic area that follows in

this description of the current baseline conditions. The viewpoint numbering is not consecutive but reflects the viewpoint numbering used throughout the consultation process.

- 16.6.47 A number of further viewpoints that are not assessed in this PEIR, were agreed with the ETG to be included in the ES as identified in **Table 16-11**.

Table 16-11 Viewpoints included in the SLVIA

ID 1	Viewpoint	Geographic area	Distance (km) to wind farm array area (km)	Visible HFOV of Rampion 1 (degrees)	Visible HFOV of Rampion 2 (degrees)	Principal visual receptor	Landscape designation	Heritage interest
1	Beachy Head (Figure 16.26, Volume 3)	SDNP	25.1	9.8°	21.1°	South Downs Way / Visitor Centre	SDNP	Sussex Heritage Coast
2	Birling Gap (Figure 16.27, Volume 3)	SDNP	21.9	10.8°	24.5°	South Downs Way / Visitors to National Trust Site / Dark Skies Discovery Site	SDNP	Sussex Heritage Coast. Scheduled Monument - 1002288 Camp near Belle Tout lighthouse, Birling Gap.
3	Seven Sisters Country Park (Figure 16.28, Volume 3)	SDNP	19.7	11.5°	28.6°	South Downs Way / Seven Sisters Country Park	SDNP	Sussex Heritage Coast
4	Seaford Head (Figure 16.29, Volume 3)	SDNP	17.1	13°	34°	Walkers (Vanguard Way) / Residents (Seaford) /	SDNP	Sussex Heritage Coast. Near Scheduled Monument 1014523

¹ Viewpoint identification numbers have been retained from the overall viewpoint search for ease of reference and as a result are not numbered consecutively 1-40.

ID	Viewpoint	Geographic area	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 1 (degrees)	Visible HFoV of Rampion 2 (degrees)	Principal visual receptor	Landscape designation	Heritage interest
1						Visitors to Seaford Beach		Hillfort and bowl barrow on Seaford Head.
5	Newhaven (Castle Hill) (Figure 16.30, Volume 3)	East Sussex	15.1	16.4°	42.6°	Visitors (Newhaven Fort); Residents (Newhaven); Newhaven Ferry	No landscape designation	Scheduled Monument - 1002242 Newhaven military fort and lunette battery
6	Peacehaven (Figure 16.31, Volume 3)	East Sussex	13.6	20.5°	51.2°	Residents (Peacehaven)	No landscape designation	No
7	Beacon Hill, Rottingdean (Figure 16.32, Volume 3)	SDNP	14.0	25.9°	58.5°	Walkers (PRoW) / Residents (Rottingdean)	SDNP	No
8	Brighton sea front promenade	City of Brighton & Hove	13.8	32.8°	71.7°	Residents (City of Brighton & Hove); Visitors & sea-front/beach	No landscape designation	Near Kemp Town Enclosures Park & Garden (Grade II) and the Royal Pavilion,

ID	Viewpoint	Geographic area	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 1 (degrees)	Visible HFoV of Rampion 2 (degrees)	Principal visual receptor	Landscape designation	Heritage interest
1	(Figure 16.33, Volume 3)					recreation (Brighton sea front)		Brighton Park & Garden (Grade II)
9	Shoreham Harbour / A259 (Figure 16.34, Volume 3)	West Sussex	14.9	37.6°	83.2°	Residents (Shoreham); Visitors & sea-front/beach recreation (Shoreham Beach)	No landscape designation	Scheduled Monument - 1005824 Shoreham Fort, 120m SSE of East
10	Worthing sea front promenade (Figure 16.35, Volume 3)	West Sussex	13.6	41.2°	97.1°	Residents (Worthing); Visitors & sea-front/beach recreation (Worthing sea front)	No landscape designation	Scheduled Monument - 1263242 The Pier (including the pierfoot pavilion and the pierhead pavilion). Worthing Conservation Area.
11	Littlehampton sea front promenade	West Sussex	15.4	27.9°	88.2°	Residents (Littlehampton); Visitors & sea-front/beach	No landscape designation	No

ID	Viewpoint	Geographic area	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 1 (degrees)	Visible HFoV of Rampion 2 (degrees)	Principal visual receptor	Landscape designation	Heritage interest
1	(Figure 16.36, Volume 3)					recreation (Littlehampton sea front)		
12	Bognor Regis sea front promenade (Figure 16.37, Volume 3)	West Sussex	15.4	19.9°	73.5°	Residents (Bognor Regis); Visitors & sea-front/beach recreation (Bognor Regis sea front)	No landscape designation	Bognor Regis The Steyne Conservation Area
13	Pagham Beach (Figure 16.38, Volume 3)	West Sussex	16.1	16.7°	63.2°	Residents (Pagham); Visitors & sea-front/beach recreation (Pagham Beach); Recreational Boating	No landscape designation	No
14	Selsey sea front promenade	West Sussex	14.9	14.4°	55.5°	Residents (Selsey); Visitors & sea-front/beach	No landscape designation	Selsey Conservation Area

ID	Viewpoint	Geographic area	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 1 (degrees)	Visible HFoV of Rampion 2 (degrees)	Principal visual receptor	Landscape designation	Heritage interest
1	(Figure 16.39, Volume 3)					recreation (Selsey sea front)		
15	Willingdon Hill (Figure 16.40, Volume 3)	SDNP	26.0	9.4°	23.6°	South Downs Way	SDNP	No
16	Firle Beacon (Figure 16.41, Volume 3)	SDNP	22.1	14.2°	36.6°	South Downs Way	SDNP	Scheduled Monument - 1002267 Firle Beacon
17	Devil's Dyke (Figure 16.42, Volume 3)	SDNP	20.3	28.1°	66.8°	South Downs Way / Visitors to National Trust Site / Dark Skies Discovery Site	SDNP	Scheduled Monument - 1014953 Devil's Dyke hillfort
18	Cissbury Ring (Figure 16.43, Volume 3)	SDNP	19.5	31.3°	80.5°	Walkers / Visitors to National Trust Site	SDNP	Scheduled Monument - 1015817 Cissbury Ring hillfort

ID	Viewpoint	Geographic area	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 1 (degrees)	Visible HFoV of Rampion 2 (degrees)	Principal visual receptor	Landscape designation	Heritage interest
19	Highdown Hill (Figure 16.44, Volume 3)	SDNP	16.7	32.2°	88.5°	Walkers (PRoW) / Visitors to Highdown RPG	SDNP	Scheduled Monument - 1015877 Highdown Hill Camp
20	Springhead Hill (Figure 16.45, Volume 3)	SDNP	25.2	23.4°	69.1°	South Downs Way	SDNP	No
21	Bignor Hill (Figure 16.46, Volume 3)	SDNP	28.1	19.7°	61.6°	South Downs Way / Dark Skies Discovery Site	SDNP	No
22	Eastoke Point (Chichester Harbour AONB) (Figure 16.47, Volume 3)	West Sussex	26.6	11.3°	36.1°	Visitors (Sandy Point NNR); Residents (South Hayling); Recreational Boating	Chichester Harbour AONB	No

ID	Viewpoint	Geographic area	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 1 (degrees)	Visible HFoV of Rampion 2 (degrees)	Principal visual receptor	Landscape designation	Heritage interest
24	Bembridge, Isle of Wight (Figure 16.48, Volume 3)	Isle of Wight	29.9	5.7°	21.2°	Residents (Bembridge); Visitors (Norton Grange Coastal Village); Walkers (IoW Coastal Path)	Isle of Wight AONB (just outside)	No
26	Low Weald (A24, near Ashington) (Figure 16.49, Volume 3)	West Sussex	28.9	0°	12.2°	Road users (A24); Walkers (PRoW)	No landscape designation	No
27	Hollingbury Hill Fort (Figure 16.50, Volume 3)	SDNP	17.9	27.5°	61.7°	Walkers (PRoW) / Residents (City of Brighton & Hove) / Golfers / Dark Skies Discovery Site	SDNP	Scheduled Monument - Iron Age Hillfort.
28	Cuckmere Haven Beach	SDNP	19.3	4.2°	21.5°	Beach users / Walkers	SDNP	Sussex Heritage Coast

ID	Viewpoint	Geographic area	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 1 (degrees)	Visible HFoV of Rampion 2 (degrees)	Principal visual receptor	Landscape designation	Heritage interest
	(Figure 16.51, Volume 3)					(Cuckmere Haven) / Open Access Land		
29	Kingley Vale National Nature Reserve (Figure 16.52, Volume 3)	SDNP	31.6	13.9°	45.3°	Walkers (PRoW, Kingley Vale NNR) / Open Access Land	SDNP	Scheduled Monument - 1009004 An Itford Hill style settlement in Kingley Vale.
31	Butser Hill National Nature Reserve (Figure 16.53, Volume 3)	SDNP	45.1	7.2°	34.2°	South Downs Way / Queen Elizabeth Country Park / Open Access Land / Dark Skies Discovery Site	SDNP	Scheduled Monument - 1008692 A hilltop enclosed by Iron Age cross dykes.
33	Arundel Castle (Figure 16.54, Volume 3)	SDNP	21.5	24.1°	74°	Visitors (Arundel Castle)	SDNP	Scheduled Monument - 1012500 Arundel Castle. Grade II*

ID	Viewpoint	Geographic area	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 1 (degrees)	Visible HFoV of Rampion 2 (degrees)	Principal visual receptor	Landscape designation	Heritage interest
1								
	16.54, Volume 3)							Registered Parkscape. Grade I Listed Building.
34	Bembridge Down (Figure 16.55, Volume 3)	Isle of Wight	32.4	7.6°	18°	Visitors (Bembridge and Culver Downs National Trust site); Walkers (IoW Coastal Path)	Isle of Wight AONB	Scheduled Monument - 1012717 Bembridge Fort
35	St. Boniface Down above Ventnor (Figure 16.56, Volume 3)	Isle of Wight	37.0	6.2°	11.3°	Visitors (Ventnor Downs and Luccombe National Trust site); Residents (Ventnor); Walkers (IoW Coastal Path)	Isle of Wight AONB	No
43	Gilkicker Point (Figure 16.57, Volume 3)	Hampshire	37.9	0°	23.4°	Visitors (Gilkicker Point); Walkers (Solent Way)	No landscape designation	Scheduled Monument - 1276716 Fort Gilkicker

ID	Viewpoint	Geographic area	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 1 (degrees)	Visible HFoV of Rampion 2 (degrees)	Principal visual receptor	Landscape designation	Heritage interest
47	High Weald (near Bolney) (Figure 16.58, Volume 3)	West Sussex	33.4	0°	12.6°	Residents (Bolney); Walkers (PRoW); National Cycle Network Route 20	High Weald AONB	No
50	The Trundle (Figure 16.59, Volume 3)	SDNP	28.9	15.9°	52.2°	Monarch's Way	SDNP	Scheduled Monument - 1018034 The Trundle hillfort
51	Ditchling Beacon (Figure 16.60, Volume 3)	SDNP	23.4	22°	50.6°	South Downs Way / visitors to National Trust site / Open Access Land / Dark Skies Discovery Site	SDNP	Scheduled Monument - 1015340 Hillfort, Ditchling Beacon.
52	Chanctonbury Ring (Figure 16.61, Volume 3)	SDNP	23.4	26.7°	72°	South Downs Way	SDNP	Scheduled Monument - 1015114 Chanctonbury Ring hillfort

ID	Viewpoint	Geographic area	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 1 (degrees)	Visible HFoV of Rampion 2 (degrees)	Principal visual receptor	Landscape designation	Heritage interest
55	Beeding Hill (Figure 16.62, Volume 3)	SDNP	19.9	30.8°	74.5°	South Downs Way	SDNP	No
57	Telscomb Tye (Figure 16.63, Volume 3)	SDNP	15.9	21.5°	51.3°	Walkers (PRoW)	SDNP	No
61	A27 near Lancing College (Figure 16.64, Volume 3)	SDNP	17.3	37.6°	85.2°	Road users (A27)	SDNP	No
62	Beacon Hill, South Downs Way (Figure 16.65, Volume 3)	SDNP	38.5	13°	41.6°	South Downs Way / Visitors to National Trust site	SDNP	No

ID	Viewpoint	Geographic area	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 1 (degrees)	Visible HFoV of Rampion 2 (degrees)	Principal visual receptor	Landscape designation	Heritage interest
1								
Further viewpoints not assessed in PEIR, to be included within Environmental Statement (ES):								
30	Halnaker Hill (Figure 16.66, Volume 3)	SDNP	27.1	17.9	58.6	Walkers (local PRoW)	SDNP	Causeway enclosure, WWII Searchlights Scheduled Ancient Monument Grade II Listed building, Halnaker Windmill
32	Levin Down (Figure 16.67, Volume 3)	SDNP	32.5	11.2	51.2	Walkers (South Downs Way)	SDNP	
41	Slindon Folly (Figure 16.68, Volume 3)	SDNP	25.5	19.6	63.2	Walkers (Slindon Folly) / Visitors (National Trust Site)	SDNP	
53	Amberley Mount (Figure 16.69, Volume 3)	SDNP	26.1	0	47.2	Walkers (South Downs Way/open access land)	SDNP	

ID 1	Viewpoint	Geographic area	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 1 (degrees)	Visible HFoV of Rampion 2 (degrees)	Principal visual receptor	Landscape designation	Heritage interest
54	Chantry Hill (Figure 16.70, Volume 3)	SDNP	24.4	24.3	69.7	Walkers (South Downs Way open access land)	SDNP	
58	Wolstonbury Hill (Figure 16.71, Volume 3)	SDNP	23.3	17.9	58.7	Walkers (open access land) / Visitors (National Trust site)	SDNP	
A	East Wittering	West Sussex	22.6	12.5	42.1	Residents (East Wittering) / Visitors	No landscape designation	
B	Chichester Canal (New Lipchis Way)	West Sussex	22.4	14.9	51.8	Walkers (New Lipchis Way/Chichester Canal)	Chichester Harbour AONB	

Geographic areas considered in the SLVIA

- 16.6.48 The baseline conditions for seascape, landscape and visual amenity are described and effects subsequently assessed in **Sections 16.9 to 16.12** within each of the main geographic ‘receptor areas’ based on administrative boundaries (**Figure 6.3, Volume 3**) within the SLVIA study area:
- **South Downs National Park (SDNP)** – all areas within the SDNP boundary (including parts of East Sussex, West Sussex and Hampshire) and its associative seascape setting, including the Sussex Heritage Coast;
 - **West Sussex South Coast Plain** – specifically the South Coast Plain within West Sussex and areas of West Sussex outside the SDNP with an associate seascape setting, including the Chichester Harbour AONB;
 - **East Sussex and the City of Brighton & Hove** - areas of East Sussex outside the SDNP with an associative seascape setting;
 - **Hampshire and the Solent** – areas of Hampshire outside the SDNP and Chichester Harbour AONB (considered within West Sussex) with an associative seascape setting; and
 - **Isle of Wight** – the Island of the Isle of Wight, the Isle of Wight AONB and its associative seascape setting.
- 16.6.49 The baseline seascape, landscape and visual amenity of receptors and at viewpoints within these geographic areas are described in turn and assessed using this structure in the preliminary assessment in **Section 16.10** of the SLVIA.
- 16.6.50 Seascape, landscape and visual receptors often cover the same geographic area, for example, the SDNP is defined by the National Park designation and its description of special qualities, includes a number of landscape character areas, has a network of footpaths from which this landscape is experienced and viewpoints from representative hill summit locations. Where relevant, seascape, landscape and visual receptors are described and assessed together, such as a landscape character area and designation covering the same location, or a viewpoint representing views from a particular visual receptor, to avoid repetition and allow the assessment of the effects of the Proposed Development on these receptor areas using all of the relevant landscape and visual baseline information.

South Downs National Park (SDNP)

Overview

- 16.6.51 The geographic area of the SDNP is shown in **Figure 16.3, Volume 3**. Its current baseline seascape, landscape and visual amenity is described as follows based on the seascape character of ‘MCA08 South Downs Maritime’ which defines the associative seascape setting of the SDNP coastline; the ‘South Downs NCA’ (125) which defines its character at the national level; the SDNP’s special qualities; and the LCAs within the South Downs Landscape Character Assessment (2020) that together provide a baseline landscape characterisation within the SDNP and its immediate seascape setting.

MCA08 South Downs Maritime

- 16.6.52 MCA08 South Downs Maritime is co-incident with the area of coastline defined as the Sussex Heritage Coast along the distinctive white cliffs of the Seven Sisters and Beachy Head between Seaford and Eastbourne. It forms the maritime setting of the SDNP as shown in **Figure 16.4, Volume 3** (recognising that the SDNP contains sea views from inland areas to the west as well (within MCA 7)). The boundaries of the MCA are formed in the west by the point of Seaford Head and by the extent of the cliff line of Beachy Head in the east. Its offshore boundary is located 6.2km from the wind farm array area at its closest point.
- 16.6.53 MCA08 South Downs Maritime *‘consists of the Beachy Head and Seven Sisters chalk cliffs. The MCA is characterised by chalk bedrock which is exposed in the distinctive, steep cliffs on the coastline. The chalk subtidal and intertidal habitats, cliff geology, geomorphology and diverse inshore habitats are internationally important, and the sheer white cliffs, with the landmark red and white lighthouse are iconic symbols of the coastline of the south-east. Birling Gap is a near-complete cross section of a dry valley, whilst Cuckhaven Estuary is a rare undeveloped estuary. Strong tides race around Beachy Head which has been the site of many shipwrecks over the years, partly as a result of the large volumes of maritime traffic using the English Channel. Views between land and sea are particularly important, especially from panoramic viewpoints on the chalk cliffs of the South Downs.*
- 16.6.54 The views between land and sea include the existing Rampion 1 Wind Farm, visible in the adjacent MCA07, located approximately 23.3km from the maritime coastline of the SDNP and 22.1km from the Sussex Heritage Coast (which is slightly closer as it covers part of the nearshore sea). Rampion 1 is ‘remote’ from this maritime coastline of the SDNP, however has resulted in some change to Special Quality 1 of the SDNP - *‘Diverse, inspirational landscapes and breathtaking views’* as a result of its influence on the associative seascape setting of the SDNP and Sussex Heritage Coast, with the main association relating to the 12km coastal extents between Seaford and Beachy Head that form the adjacent coastline of this MCA.
- 16.6.55 The adjacent coastline is defined by LCAs of the South Downs Landscape Character Assessment (SDNP, 2011) – Seaford to Beachy Head Shoreline (S1), backed by the Ouse to Eastbourne Downs (A1).

South Downs NCA (125)

- 16.6.56 The South Downs NCA (125) (**Figure 16.5, Volume 3**) comprises a ‘whale-backed’ spine of chalk stretching from the Hampshire Downs in the west to the coastal cliffs of Beachy Head in East Sussex. South Downs NCA is located 13.3km to the north of the wind farm array area at its closest point. The majority of the area falls within the South Downs National Park (SDNP), however the coastal areas of the NCA are urban, comprising the coastal conurbation of Brighton and Hove in the east. Rampion 1 forms part of the seascape setting of the NCA, within Sussex Bay. The South Downs NCA is a diverse and complex landscape with considerable variation representing physical, historical and economic influences; much of it has been formed and maintained by human activity, while dramatic white chalk cliffs and downlands create a sense of openness.

- 16.6.57 The majority of the NCA falls within the SDNP, a recognition of its natural beauty and importance for access and recreation. The maritime coast of the NCA between Eastbourne and Seaford is recognised as part of the Sussex Heritage Coast.

SDNP designation

Introduction

- 16.6.58 The SDNP covers over 1,600km² (SDNPA, 2020) in total, with approximately 1280km² of the SDNP being located within the SLVIA study area (**Figure 16.7, Volume 3**). The SDNP is made up of a variety of complex landscapes – a tapestry reflecting its underlying geology and centuries of human influence. The eastern Downs have an open and expansive character, with scenic views across the Weald and out to sea, and include the Sussex Heritage Coast around Cuckmere Haven and the Seven Sisters. In the central and western Downs, woodland is a more characteristic feature. North of the chalk Downs, the Wealden clay and greensand is more enclosed and intimate, with its remnant heathland and sunken lanes. Pressures upon these landscapes are recognised in the SDNP Management Plan (SDNPA, 2020-2025) as ‘many and varied’ and ‘continue to be shaped by land use, agriculture and the many impacts of human settlement from small-scale clutter to large-scale infrastructure’. The protection and enhancement of natural beauty and landscape character of the SDNP is defined as one of the key priorities of the SDNP Management Plan (SDNPA, 2020-2025).
- 16.6.59 In essence the landscape of the SDNP comprises a chalk ridge stretching from Beachy Head in the east to Winchester in the west with a dramatic northern escarpment and gentler dip slope towards the coast. Within this simple landform structure there is significant diversity and including the greensand shelf at the foot of the downland scarps and the clay hinterland of the Low Weald, creating a very varied and complex landscape character. It includes areas of mixed farming with extensive swathes of seminatural species-rich chalk grassland which accentuates the undulating landform of the Downs, river valleys, frequent small woodlands and areas of heathlands.
- 16.6.60 The SDNP is of particular relevance due to its association with the closest coastal landscapes of the SLVIA study area. The most prominent association with the seascape relates to two sections of coastal cliffs forming the maritime edges of the SDNP. These are the coastal cliffs between Brighton to Rottingdean (LCA S2) which is approximately 2.7km length and the closest section of the SDNP located 13.5km from the wind farm array area; and the chalk cliffs between Beachy Head and Seaford Head (LCA S1) which is approximately 12km in length and located at a distance of 17km from the wind farm array area at its closest point. This coastal landscape formed by the white chalk cliffs of Beachy Head and Seven Sisters is also defined as the Sussex Heritage Coast.
- 16.6.61 There is an associative relationship between parts of the SDNP and the marine environment, particularly within the Sussex Heritage Coast between Beachy Head and Seaford, where the SDNP extends to the White Cliffs along this section of the coast, with the SDNP boundary being open at its seaward limit to encompass an

associative (but not formally defined) extent of seascape. Rampion 1 forms part of this associative seascape setting of the SDNP, within Sussex Bay.

- 16.6.62 To the west of Seaford Head, the SDNP boundary is formed by a continuous inland urban edge of the coastal conurbations between Seaford, Brighton and Worthing, which separate it from the coast, and where it extends inland formed by Open Downlands of the south facing dip slopes of the South Downs. There is a broad geographic division between the Open Downland to the east of the SDNP and the Wooded Estate Downland to the west, divided by several major river valleys (such as the Ouse, Arun and Adur) and chalk valley systems. The Open Downlands are Kipling's classic '*blunt, bow-headed, whale-backed Downs*' (Sussex, 1902) and the Wooded Estate Downlands forms a distinctive ridge dominated by large woodland blocks and estates in the central part of the South Downs extending from Worthing in the east. These downlands contain some of the highest and most remote parts of the SDNP and afford panoramic views across the Weald to the north and the sea to the south.

Special qualities

- 16.6.63 The statutory purposes of National Parks as set out in the National Parks and Access to the Countryside Act 1949 (**Table 16-1**) are:
- *'To conserve and enhance the natural beauty, wildlife and cultural heritage of the National Parks.*
 - *To promote opportunities for the public understanding and enjoyment of the special qualities of the Parks'.*
- 16.6.64 The special qualities of the SDNP have been defined in the SDNP Special Qualities Report (SDNPA) as indicators of what comprises its natural beauty. They have been defined as a result of stakeholder engagement and technical evidence prepared by the SDNPA since designation of the SDNP.
- 16.6.65 The SDNP has many special qualities which together define its sense of place and attract people to live and work in the area and visit the SDNP, but it is also a living, working and ever-changing landscape, shaped by its human history.
- 16.6.66 The special qualities of the SDNP as defined in the Special Qualities Report (SDNPA) are as follows:
- *'1. Diverse, inspirational landscape and breathtaking views.*
 - *2. A rich variety of wildlife and habitats including rare and internationally important species.*
 - *3. Tranquil and unspoilt places.*
 - *4. An environment shaped by centuries of farming and embracing new enterprise.*
 - *5. Great opportunities for recreational activities and learning experiences.*
 - *6. Well-conserved historical features and a rich cultural heritage.*
 - *7. Distinctive towns and villages, and communities with real pride in their area'.*

- 16.6.67 The special qualities that are scoped in to the SLVIA are identified in **Table 16-5**, as those that those that may have potential to be significantly affected by the offshore elements of Rampion 2 and are described as follows in **Table 16-12**.

Table 16-12 SDNP Special Qualities

ID	Special Quality	Description (SDNP Special Qualities Report)
1.	Diverse, inspirational landscapes and breathtaking views	The geology of the South Downs underpins so much of what makes up the special qualities of the area: its diverse landscapes, land use, buildings and culture. The rock types of the National Park are predominately chalk and the alternating series of greensands and clays that form the Western Weald. Over time a diversity of landscapes has been created in a relatively small area which is a key feature of the National Park. These vary from the wooded and heathland ridges on the greensand in the Western Weald to wide open downland on the chalk that spans the length of the National Park, both intersected by river valleys. Within these diverse landscapes are hidden villages, thriving market towns, farms both large and small and historic estates, connected by a network of paths and lanes, many of which are ancient. There are stunning, panoramic views to the sea and across the Weald as you travel the hundred mile length of the South Downs Way from Winchester to Eastbourne, culminating in the impressive chalk cliffs at Seven Sisters. From near and far, the South Downs is an area of inspirational beauty that can lift the soul.
3.	Tranquil and unspoilt places	The SDNP is in South East England, one of the most densely populated parts of the United Kingdom. Although its most popular locations are heavily visited, many people greatly value the sense of tranquillity and unspoilt places which give them a feeling of peace and space. In some areas the landscape seems to possess a timeless quality, largely lacking intrusive development and retaining areas of dark night skies. This is a place where people seek to escape from the hustle and bustle in this busy part of England, to relax, unwind and re-charge their batteries.
5.	Great opportunities for recreational activities and learning experiences	The South Downs offers a wide range of recreational and learning opportunities to the large and diverse populations living both within and on the doorstep of the National Park, and to visitors from further afield. With 3,200 kilometres (2,000 miles) of public rights of way and the entire South Downs Way National Trail within the National Park there is exceptional scope for walking, cycling and horse riding. Many other outdoor activities take place such as paragliding, orienteering and canoeing. There is a chance for everyone to walk, play, picnic and enjoy the countryside, including at Queen Elizabeth Country Park in Hampshire and Seven Sisters Country Park in East Sussex. The variety of landscapes, wildlife and culture provides rich opportunities for learning about the South

ID	Special Quality	Description (SDNP Special Qualities Report)
6.	Well-conserved historical features and a rich cultural heritage	<p>Downs as a special place, for the many school and college students and lifelong learners. Museums, churches, historic houses, outdoor education centres and wildlife reserves are places that provide both enjoyment and learning. There is a strong volunteering tradition providing chances for outdoor conservation work, acquiring rural skills, leading guided walks and carrying out survey work relating to wildlife species and rights of way.</p> <p>The distinct character of many areas of the South Downs has been created by well-conserved historical features, some of which are rare and of national importance. Bronze Age barrows, Iron Age hill forts, Saxon and Norman churches, dew ponds, historic houses and landmarks of the two World Wars help to give the National Park strong links to its past human settlement. These links are reinforced by the variety of architectural building styles spanning the ages. Evidence of earlier farming traditions can still be seen today in the pattern of field boundaries, and relics of the industrial past remain in the form of old iron workings, brickworks, quarries and ancient coppiced woodlands.</p> <p>The South Downs has a rich cultural heritage of art, music and rural traditions. There is a strong association with well-known writers, poets, musicians and artists who have captured the essence of this most English of landscapes and drawn inspiration from the sense of place: Virginia Woolf, Jane Austen, Hilaire Belloc, Edward Thomas, Gilbert White, Edward Elgar, Joseph Turner, Eric Gill and Eric Ravilious, among many others. Today traditions continue through activities such as folk singing and events like Findon sheep fair. Culture lives on with new art and expression, celebrating the strong traditions of the past.</p>
7.	Distinctive towns and villages, and communities with real pride in their area	<p>The South Downs National Park is the most populated National Park in the United Kingdom, with around 110,000 people living within the boundary. Significantly more people live in the major urban areas and villages that surround the National Park including communities that are actively involved in the South Downs such as Brighton and Hove, and Eastbourne.</p> <p>The South Downs is unique in having the largest market towns of any UK National Park - Lewes, Petersfield and Midhurst. The character and appearance of these and many other settlements throughout the National Park derives in large part from the distinctive local building materials. Picturesque villages like Selborne, Charlton and Alfriston blend into their landscapes. Many of these settlements contain strong and vibrant communities with much invested in the future of where they live, and a sense of identity with their local area, its culture and history. Across the</p>

ID	Special Quality	Description (SDNP Special Qualities Report)
<p>South Downs there are also communities of people who come together through common interests, for example, farming, conservation and recreation. These communities dedicate time and resources to enhancing community life, conserving what is important to them and planning for future generations.</p>		
<p><i>Sussex Heritage Coast</i></p>		
16.6.68		<p>Within the SDNP, land between Eastbourne, along the chalk cliffs of Beachy Head and the Seven Sisters, past Cuckmere Haven to Splash Point at Seaford is also defined as the Sussex Heritage Coast, which also extends to cover the nearshore waters off the white chalk cliffs of Beachy Head and Seven Sisters (Figure 16.7, Volume 3). The Sussex Heritage Coast is located approximately 13.5km from the wind farm array area at its closest point.</p>
16.6.69		<p>Heritage Coasts were established to protect and conserve the best stretches of undeveloped coast in England, however there are no statutory requirements or powers associated with the Heritage Coast definition. The Sussex Heritage Coast Group has published the Sussex Heritage Coast Strategy and Action Plan (2016-20), which informs the understanding of the baseline characteristics and qualities of the Sussex Heritage Coast, and includes objectives that are consistent with the conservation of natural beauty and protection of heritage features, particularly Key Principle 2: <i>‘Support measures that will conserve and enhance the unique coastal landscape and retain its open character and uninterrupted views’</i>.</p>
16.6.70		<p>The land section of the Sussex Heritage Coast sits entirely within the SDNP, stretching between Eastbourne, along the chalk cliffs of Beachy Head and the Seven Sisters, past Cuckmere Haven to Splash Point at Seaford. The inland boundary is the A259 road and the offshore boundary extends up to 1.5km off the coast covering the nearshore waters off the white chalk cliffs off Beachy Head and Seaford Head. The operational Rampion Wind Farm is located beyond the offshore boundary of the Sussex Heritage Coast, 22.1km from the closest edge of the Sussex Heritage Coast and forms part of the associative seascape setting.</p>

SDNP – Landscape Character

- 16.6.71 The South Downs Landscape Character Assessment (2020) has been used as the basis for the landscape characterisation and assessment of land within the SDNP (**Figure 16.6a-b, Volume 3**), given its purpose as a comprehensive, integrated assessment of the character of the SDNP. It defines a broad geographic division between the Open Downland (A) to the east of the SDNP and the Wooded Estate Downland (B) and Downland Mosaic (D) to the west, divided by several Major River Floodplains (F) and Chalk Valley Systems (E), and the Shoreline (S) along the maritime coast of the SDNP. The baseline characteristics of the landscape character areas within the SDNP that are scoped in to the SLVIA are described as follows. Full descriptions are set out in the South Downs Landscape Character Assessment (2020).

A1. Ouse to Eastbourne Open Downs

- 16.6.72 The Ouse to Eastbourne Open Downs (A1) occurs at the eastern end of the spine of chalk that forms the South Downs. The area extends from the deep U-shaped Ouse Valley in the west to Eastbourne/ Beachy Head in the east. The character area is divided into two parts by the Cuckmere Valley. This is the only character area that meets the sea, with associated strong maritime influences and extensive sea views. It is located 16.7km from the wind farm array area at its closest point.
- 16.6.73 The key characteristics of the Ouse to Eastbourne Open Downs (A1) are:
- vast open rolling upland chalk landscape of blunt, whale-backed downs reaching 217m at Firle Beacon;
 - dramatic undulating cliff line where the downs meet the sea at the Seven Sisters and Beachy Head, where there are strong maritime influences and connections with the seascape;
 - straight sided, irregular fields of 20th century date bounded by post and wire fencing or sparse thorn hedgerows, form a mosaic of arable and pasture;
 - hedgerows and tracks surviving from the earlier manorial downland landscape are important historic landscape features;
 - remnants of unimproved chalk grassland and scrub on steeper slopes, some of which reveal ancient, terraced field systems;
 - Friston Forest, a large 20th century plantation is located in the centre of the area and is an unusual feature in the otherwise open landscape;
 - large open skies ensure that weather conditions are a dominant influence creating a dynamic landscape, particularly on the windswept coastal edge;
 - strong sense of remoteness and tranquillity with pockets of remoteness associated with hidden dry valleys and higher reaches of the downs, which experience the darkest skies. Also an accessible landscape with high levels of public access;
 - generally, a low density of dispersed settlement, characterised by scattered farmsteads – most of 18th-19th century origin. Traditional flint barns are a feature; large modern agricultural buildings are now prominent;
 - large number of prehistoric and later earthworks providing a strong sense of historical continuity; causewayed enclosures, long barrows and round barrows situated on the ridge-line form important landmark features; and
 - panoramic views across adjacent landscapes – particularly notable are seascape views from the coastal cliffs and views over the scarp footslopes and Low Weald from the crest of the northern escarpment.
- 16.6.74 Viewpoints that illustrate the existing landscape character of the Ouse to Eastbourne Open Downs (A1) include: Viewpoint 1 Beachy Head (**Figure 16.26, Volume 3**), Viewpoint 2 Birling Gap (**Figure 16.27, Volume 3**), Viewpoint 3 Seven Sisters Country Park (**Figure 16.28, Volume 3**), Viewpoint 15 Willingdon Hill (**Figure 16.40, Volume 3**) and Viewpoint 16 Firle Beacon (**Figure 16.41, Volume 3**).

A2. Adur to Ouse Open Downs

- 16.6.75 The Adur to Ouse Open Downs (A2) extend between the two river valleys of the Ouse and the Adur, wrapping around the northern and eastern edge of Brighton, with its southern boundary formed abruptly between the lower slopes of the downs and the urban edge of Peacehaven, Brighton, Hove, Southwick and Shoreham. It includes two short maritime sections that form the coast between Brighton and Rottingdean (2.7km) and between Saltdean and Peacehaven (600m) at Telscombe Cliffs, which are located 13.6km from the wind farm array area at its closest point, however most of the LCA extends further inland at greater distance beyond the urban areas forming the majority of the coastal edge.
- 16.6.1 The key characteristics of the Adur to Ouse Open Downs (A2) are:
- vast open rolling upland chalk landscape of blunt, whale-backed downs reaching 248m at Ditchling Beacon;
 - furrowed by extensive branching dry valley systems which produce deep, narrow, rounded coombes;
 - large scale irregular fields (of 20th century date) of arable and pasture creating a very open landscape. Hedgerows and tracks survive from the earlier manorial downland landscape;
 - a landscape managed for country sports (game shooting) which preserves the shape and form of the landscape and creates a distinctive landcover;
 - occasional scrub and woodland on steeper slopes add to the overall diversity of chalk grassland habitats, providing visual texture in the landscape;
 - large open skies ensure that weather conditions are a dominant influence creating a dynamic landscape, with considerable seasonal variation;
 - a strong sense of remoteness and tranquillity in close proximity to the south coast urban area. Pockets of remoteness associated with hidden dry valleys;
 - a large number of prehistoric and later earthworks providing a strong sense of historical continuity; Iron Age hillforts form prominent features on the skylines, including three overlooking the Weald (Devil's Dyke, Ditchling Beacon and Wolstonbury) and one commanding the coastal plain (Hollingbury);
 - public access with a network of public rights of way and open access land;
 - the windmills at Clayton and the communication masts at Truleigh Hill are prominent features of the skyline; and
 - typical settlement form is relatively late in origin and comprises isolated farmsteads of 18th-19th century with individual farmsteads are often prominent features in the landscape.
- 16.6.2 Viewpoints that illustrate the existing landscape character of the Adur to Ouse Open Downs (A2) include: Viewpoint 7 Beacon Hill (**Figure 16.32, Volume 3**), Viewpoint 17 Devil's Dyke (**Figure 16.42, Volume 3**), Viewpoint 27 Hollingbury Hill Fort (**Figure 16.50, Volume 3**), Viewpoint 51 Ditchling Beacon (**Figure 16.60, Volume 3**), Viewpoint 55 Beeding Hill (**Figure 16.62, Volume 3**) and Viewpoint 57 Telsomb Tye (**Figure 16.63, Volume 3**).

A3. Arun to Adur Open Downs

- 16.6.3 The Arun to Adur Open Downs (A3) occupies the open downland between the Arun and Adur river valleys to the north of Worthing. The area is defined to the north by the crest of the north facing scarp, the Arun to Adur Downs Scarp. It is located 16.5km from the wind farm array area at its closest point.
- 16.6.4 The key characteristics of the Arun to Adur Open Downs (A3) are:
- vast open rolling upland chalk landscape of blunt, whale-backed downs reaching 238m at Chanctonbury Hill;
 - furrowed by extensive branching dry valley systems which produce deep, narrow, rounded coombes, such as the main dry valley (the Findon Valley);
 - dominated by large scale irregular fields of arable and pasture creating a very open landscape. Hedgerows and tracks survive from the earlier manorial downland landscape;
 - significant areas of unimproved chalk grassland, for example at Cissbury Ring and Lancing Ring;
 - occasional scrub and woodland on steeper slopes and beech clumps on hill tops provides visual texture in the landscape;
 - large open skies ensure that weather conditions are a dominant influence creating a dynamic landscape, with considerable seasonal variation;
 - a strong sense of remoteness and tranquillity with pockets of remoteness associated with hidden dry valleys and higher reaches of the dip slope;
 - large number of prehistoric and later earthworks, including enclosures and barrows, providing a strong sense of historical continuity. Iron Age hillforts at Cissbury Ring and Chanctonbury Ring form prominent features on the skyline;
 - public access with a network of public rights of way and open access land.
 - the typical settlement form is relatively late in origin and comprises isolated farmsteads of 18th-19th century origin with individual farmsteads are often prominent features in the landscape; and
 - extensive views from the north out across the scarp footslopes and Low Weald beyond the National Park, and over the coastal plain to the south.
- 16.6.5 Viewpoints that illustrate the existing landscape character of the Arun to Adur Open Downs (A3) include: Viewpoint 18 Cissbury Ring (**Figure 16.43, Volume 3**), Viewpoint 20 Springhead Hill (**Figure 16.45, Volume 3**) and Viewpoint 52 Chanctonbury Ring (**Figure 16.61, Volume 3**).

B1. Goodwood to Arundel Wooded Estate Downland

- 16.6.6 The Goodwood to Arundel Wooded Estate Downland (B1) comprises the rolling downs to the south of the east–west running Lavant Valley. The eastern boundary is defined by the Arun Valley, and the southern boundary adjoins the Upper Coastal Plain. It is located 21.7km from the wind farm array area at its closest point.

- 16.6.7 The key characteristics of the Goodwood to Arundel Wooded Estate Downland (B1) are:
- folded downland topography masked by large woodland blocks;
 - a landscape transformed in the 18th century with the landed estates of Goodwood and Arundel, with much of the downland planted with woodland;
 - woodland is interlocked with straight-sided, irregular open arable fields linked by thick hedgerows;
 - rare survival of ancient settlement, field systems and other archaeological features beneath the woodland;
 - Iron Age hill fort (The Trundle) on St Roche's Hill provides strong sense of historical continuity and an important landmark feature with views over coastal plain to the south;
 - a low density of dispersed settlement, characterised by scattered farmsteads – plus nucleated villages of Anglo-Saxon origin at Slindon and Eartham;
 - Goodwood racecourse stadium is a highly visible landmark on the downs;
 - large number of designed parkland landscapes and remnant deerparks with important visual influences – estate walls, avenues, follies as at Arundel, Goodwood, West Dean, Halnaker Park, Selhurst Park, and Dale Park;
 - a rural secluded landscape with large tracts devoid of roads and settlement. However, parking, signed walks, picnic sites, a good network of public rights of way and Goodwood Country Park provide opportunities for recreational use; and
 - panoramic views across the coastal plain from high, open ridges, as well as northwards across the Lavant Valley, and eastwards into the Arun Valley.
- 16.6.8 Viewpoints that illustrate the existing landscape character of the Goodwood to Arundel Wooded Estate Downland (B1) include: Viewpoint 21 Bignor Hill (**Figure 16.46, Volume 3**) and Viewpoint 50 The Trundle (**Figure 16.59, Volume 3**).

R1. South Downs Upper Coastal Plain

- 16.6.9 The South Downs Upper Coastal Plain (R1) is a narrow strip of land on the southern boundary of the SDNP between Funtington and Durrington. It forms a transition between the chalk downs to the north and the lower coastal plain to the south (outside the SDNP). It is located 15.8km from the wind farm array area at its closest point.
- 16.6.10 The key characteristics of the South Downs Upper Coastal Plain (R1) are:
- the northern edge of the low lying, undulating, fertile strip of land between the dip slope of the South Downs and the sea;
 - the outlying chalk ridge at Highdown Hill is a distinctive feature and is separated from the chalk dip slope to the north by a narrow clay vale;
 - mixture of field sizes and shapes supporting a mixture of pasture and arable;

- a strong network of hedgerows, hedgerow oaks and small woodlands create structure – woodlands form important visual links with the wooded downs. Extensive woodland cover in the east creates a distinctive dark horizon in views from the A27;
- nucleated historic villages e.g. Funtington, West Ashling, East Ashling, Mid Lavant, and East Lavant, are located along the foot of the dip slope;
- registered Park and Garden at Highdown and other historic parklands contribute landscape features such as avenues, parkland trees, and woodland;
- a wealth of archaeological features indicating the long history of the landscape, including the Bronze Age and Iron Age earthworks at Highdown Hill;
- crossed by narrow rural roads, many of which continue up the dip slope of the chalk onto the chalk downs;
- sand and gravel pits indicate the economic value of the underlying drift deposits; and
- views over the coastal plain and towards the sea from Highdown Hill.

16.6.11 Viewpoints that illustrate the existing landscape character of the South Downs Upper Coastal Plain (R1) include: Viewpoint 19 (**Figure 16.44, Volume 3**).

S1. Seaford to Beachy Head Shoreline

16.6.12 The Seaford to Beachy Head Shoreline (S1) is the narrow band of inter-tidal shoreline that occurs at the base of the steep chalk cliffs between Seaford and Beachy Head. It is located 17km from the wind farm array area at its closest point.

16.6.13 The key characteristics of the Seaford to Beachy Head Shoreline (S1) are:

- Narrow band of inter-tidal shoreline that occurs at the base of the steep chalk cliffs between Seaford and Beachy Head;
- Characterised by flint shingle beaches, formed from erosion of chalk to reveal flint nodules that are eroded into pebbles, supporting a shingle vegetation community;
- Chalk rubble, resulting from cliff falls, forms spits of land that extend into the sea, crowded with nesting sea birds;
- A dynamic and continually changing landscape featuring constant erosion and re-stocking of the beaches. Wooden groynes are a feature of the beaches;
- An exposed, wild landscape which is open to the elements and whose character is governed by the weather;
- Wooden and concrete retaining walls and concrete anti-invasion defences at Cuckmere Haven indicating the vulnerable nature of the coastline;
- The distinctive red and white striped lighthouse off at Beachy Head is a prominent landmark and indicates the importance of coastline in navigation; and

- Long views along the coastline to the dramatic white chalk cliffs and extensive views out across the sea to the horizon.

16.6.14 Viewpoints that illustrate the existing landscape character of the Seaford to Beachy Head Shoreline (S1) include: Viewpoint 1 Beachy Head (**Figure 16.26, Volume 3**), Viewpoint 2 Birling Gap (**Figure 16.27, Volume 3**), Viewpoint 3 Seven Sisters Country Park (**Figure 16.28, Volume 3**) and Viewpoint 28 Cuckmere Haven (**Figure 16.51, Volume 3**).

S2. Brighton to Rottingdean

16.6.15 The Brighton to Rottingdean (S2) shoreline is the narrow band of inter-tidal shoreline and concrete walkways that occur at the bottom of the steep chalk cliffs between Brighton Marina in the west and Rottingdean in the east.

16.6.16 The key characteristics of the Brighton to Rottingdean (S2) shoreline are:

- narrow band of inter-tidal shoreline and concrete walkways that occur at the bottom of the steep chalk cliffs between Brighton and Rottingdean;
- the steep chalk cliff runs the length of this area, and the beaches have been formed by the retreating cliffline, which has left a wave cut platform;
- along the foot of the cliff a seawall and concrete walkway protects the cliff and also provide access along this stretch of beach;
- shingle and sand characterise the small beaches located between large concrete or rock groynes;
- forms part of the Brighton to Newhaven SSSI, largely due to its exposure of important chronological fossils;
- the cliff face provides habitats for a number of uncommon plants and supports colonies of breeding seabirds;
- a dynamic and changing landscape featuring erosion and re-stocking of the beaches, however heavily controlled by sea defences;
- an exposed landscape which is open to the elements and whose character is often controlled by the weather, however notable urban and manmade elements influence this coastline; and
- long views along the coastline and extensive views out across the sea to the horizon. Views towards Brighton Marina in the west.

16.6.17 Viewpoints that illustrate the existing landscape character of the Brighton to Rottingdean (S2) shoreline include: Viewpoint 7 Beacon Hill, Rottingdean (**Figure 16.32, Volume 3**).

SDNP - Visual receptors

Overview

16.6.18 Given the statutory purpose of the SDNP (**Table 16-1**) and its special qualities, the SLVIA focuses on views experienced by recreational users of the SDNP,

particularly the South Downs Way National Trail and the Monarch's Way long distance walking route (**Figure 16.9, Volume 3**). It should be noted that the roads through the SDNP provide motorists with varying experiences and views as they traverse different landscape types, however they often follow the valleys that cut through the downs and do not generally afford the 'breath-taking views' experienced from the scarp slopes and tops of the downs.

South Downs Way

- 16.6.19 The 160km long South Downs Way National Trail follows the old routes and droveways along the chalk escarpment and ridges of the South Downs, running entirely within the SDNP. Approximately 156km of the South Downs Way is within the SLVIA study area, between Old Winchester Hill in the north-west to Beachy Head at the coast. The route provides the visitor with the opportunity 'to get away from it all' without having to travel too far in this busy part of southern England. The undulating route provides a route for long distance bike rides as well as walkers and is well way-marked so following the route is relatively easy and accessible to people.
- 16.6.20 The elevated position of the South Downs Way ensures breath-taking views across the English Channel and Isle of Wight to the south and over the wooded Weald and heathland ridges to the north. The South Downs Way passes through a varied landscape of protected habitats including internationally important chalk rivers, rich chalk grasslands and ancient woodland. It passes through or near five National Nature Reserves and many Sites of Special Scientific Interest (SSSI) where walkers can experience the wildlife at close hand; and sites of cultural heritage importance including numerous Scheduled Monuments such as hillforts atop the elevated hills of the South Downs.
- 16.6.21 Many of the viewpoints included in the SLVIA are located on the South Downs Way, providing representation of the baseline views gained sequentially from the route of the South Downs Way through the SDNP, including, from west to east: VP31 Butser Hill, VP62 Beacon Hill, VP21 Bignor Hill, VP20 Springhead Hill, VP52 Chanctonbury Ring, VP55 Beeding Hill, VP17 Devil's Dyke, VP51 Ditchling Beacon, VP16 Firle Beacon, VP15 Willingdon Hill, VP1 Beachy Head, VP2 Birling Gap and VP3 Seven Sisters Country Park.
- 16.6.22 The character and views from the South Downs Way vary across its route from the wooded estate downlands to the west, through the open downlands of the central downs between the Adur, Arun and Ouse valleys, and culminates in the dramatic coastal sections along tops of the white chalk cliffs within the Sussex Heritage Coast. The baseline conditions of the South Downs Way are described with reference to 13 distinct 'sections' defined for the purposes of this SLVIA that relate to the landform, landscape character and visibility of the seascape along the route, as shown in **Figure 16.24, Volume 3** and described further (from west to east) in **Table 16-13**.

Table 16-13 South Downs Way

Section	Baseline description	Section length (km)
1. Sussex Heritage Coast & Eastbourne Downs	From near Seven Sisters Country Park (Viewpoint 3 Seven Sisters Country Park (Figure 16.28, Volume 3)) this section runs along the clifftops from Cuckmere Haven (Viewpoint 28 Cuckmere Haven (Figure 16.51, Volume 3)) via Birling Gap (Viewpoint 2 Birling Gap (Figure 16.27)), to Beachy Head (Viewpoint 1 Beachy Head (Figure 16.26, Volume 3)), where it turns inland past some woodland to enter Eastbourne. Exiting along the B2103, it follows the western edge of Eastbourne past Willingdon Hill (Viewpoint 15 and Willingdon Hill (Figure 16.40, Volume 3)) before turning westwards to cross the Wealdway at Bourne Hill, continuing to Jevington and around the foot of Windover Hill. This section lies within the Ouse to Eastbourne Open Downs (A1). Seascape views from the coastal cliffs are panoramic and views over the scarp footslopes and Low Weald from the crest of the northern escarpment to the sea are widespread.	19.9
2. Cuckmere Valley	This section continues from Windover Hill across the Cuckmere Valley, through Alfriston to turn north at a small wood just west of Alfriston. It also splits to follow Cuckmere River to Littleton from where it follows the ridgeline south to Exceat and rejoining the route at Cliff End. This section is largely contained within the Cuckmere Valley Sides (G1) and Cuckmere Floodplain (F1). Extensive, open views across the floodplain are contained by the rising slopes of the valley sides and the wooded edge to the floodplain. Views of the sea are limited to the coastline where the land rises above cliffs.	10.2
3. Ouse to Cuckmere Downs	From a small wood west of Alfriston, this section follows the ridgeline of Borstal Hill to Firle Beacon (Viewpoint 16 Firle Beacon (Figure 16.41, Volume 3)), proceeding west past Firle Plantation, White Lion Pond, Red Lion Pond, to descend at Itford Hill. This section runs along the crest of the steep scarp within the Ouse to Eastbourne Open Downs (A1). Panoramic and far-reaching views over the scarp footslopes and Low Weald from the crest of the northern escarpment to the sea are widespread along this section.	9.3
4. Ouse Valley	This section splits at Itford Hill to follow the west bank of the River Ouse north, before turning away west through	8.9

Section	Baseline description	Section length (km)
	Rodmell to Mill Hill where it joins the southerly route through Southease. Having recombined, the way then continues to Front Hill. This section is contained within the Ouse Valley Sides (G2) and Ouse Floodplain(F2). Views from the valley sides over the Ouse floodplain are enclosed with no visibility of the sea. Low tree cover means views across the floodplain are open and extensive.	
5. Adur to Ouse Downs	Continuing along the ridgelines of Front Hill and Swanborough Hill this section passes south of Kingston near Lewes, turning north at Newmarket Hill. It then crosses the A27, passes through woodland at Ashcombe House, turns north west to Buckland Bank and on to Blackcap. From here it follows the scarp west past Ditchling Beacon (Viewpoint 51 Ditchling Beacon (Figure 16.60, Volume 3)) to cross the A273 at Pyecombe. Ascending West Hill to Devil's Dyke (Viewpoint 17 Devil's Dyke (Figure 16.42, Volume 3)) the section continues along the scarp past Fulking Hill and Perching Hill, to follow a minor road past Edburton Hill and Truleigh Hill to the junction with Mill Hill on Beeding Hill (Viewpoint 55 Beeding Hill (Figure 16.62, Volume 3)). This section traverses the Adur to Ouse Open Downs (A2) between the valleys of the Ouse and the Adur rivers. Panoramic views over the scarp footslopes and Low Weald from the crest of the northern escarpment to adjacent landscapes and the distant sea are seen between Ashcombe Bottom and Pyecombe. Prominent skyline features include windmills at Clayton and communication masts at Truleigh Hill.	30.4
6. Adur Valley	This section descends past Anchor Bottom to cross Shoreham Road and the River Adur, climbing past Annington Farm and Winding Bottom to follow the ridgeline of Annington Hill to join Bostal Road, south of Steyning Bowl. This section is contained by Adur Valley Sides (G3) and Adur Floodplain (F3). Far-reaching views across the open floodplain are enclosed by the valley sides, with prominent landmarks on the adjacent valley sides comprising Bramber Castle and Lancing College. Views from the valley sides look over the Adur floodplain with Lancing College and the chimney of the Shoreham Cement Works providing distinctive landmarks. Visibility of the sea is very low due to land cover, built form and topography.	4.7

Section	Baseline description	Section length (km)
7. Arun to Adur Downs	Leaving Bostal Road just north of New Hill Barn, this section follows a farm track to Chanctonbury Ring, rounding Chanctonbury Hill to follow another farm track north-west through woodland past Frieslands to cross London Road at Parkfield Farm. From here it follows Glaseby Lane west to climb Highden Hill and Barnsfarm Hill before rounding the foot of Sullington Hill, passing Kithurst Hill, climbing Springhead Hill (Viewpoint 20 Springhead Hill (Figure 16.45, Volume 3)) and Rackham Hill to Amberley Mount. This section crosses the Arun to Adur Open Downs (A3) between the Arun and Adur river valleys to the north of Worthing. Extensive views look across the scarp footslopes and Low Weald, beyond the National Park; and over the coastal plain to the sea which remains visible for much of this section.	18.4
8. Arun Valley	This section descends along Mill Lane through Highdown, leaving along High Titten, before turning north at Wysh House along New Barn Road. At Foxleigh Barn B&B it follows an access track west around a sewage works to cross a footbridge over the River Arun. This section is largely contained by Arun Floodplain (F4), and Arun Valley Sides (G4). Extensive views across the Arun floodplain are enclosed by the valley sides with little visibility of the sea beyond.	3.9
9. Arundel Wooded Estate Downs	This section passes from north of Houghton ascends along the southern edge of Coombe Wood, to cross the A29 and follow a track past Langham Wood heading north-west to Westburton Hill. It then follows another track to Bignor Hill (Viewpoint 21 Bignor Hill (Figure 16.46, Volume 3)) and on to the junction with Glatting Lane and Roman Road, before following another track south of Sotcher's Bottom to cross the A285 at Littleton Farm. This section enters the rolling downs to the south of the east-west running Lavant Valley comprising the Goodwood to Arundel Wooded Estate Downland (B1). High, open ridges allow panoramic views south across the coastal plain; northwards across the Lavant Valley and eastwards into the Arun Valley. Important landmark features within these views include the Iron Age hill fort at The Trundle and the highly visible Goodwood racecourse stadium. The sea remains visible for much of this section between Houghton and Burton Down.	8.4

Section	Baseline description	Section length (km)
10. Harting Down to Graffham Down	<p>This section ascends along a track from Littleton Farm past Warren Bottom, Littleton Down, Woolavington Down to Graffham Down, where it enters Charlton Forest. Skirting the northern edge of the wood before striking out through Manorfarm Down, the section descends past Manor Farm on Hillbarn Lane to cross the A286. The section then ascends to Cocking Down along Middlefield Lane, passing north of Linchball Wood to Treyford Hill. From the hill it turns to pass south of Devil's Jumps to enter Phillisdown Wood where it turns north-west along a track to pass north of Buriton Farm. It then climbs Pen Hill, passes south of Beacon Hill (Viewpoint 62 - Beacon Hill, South Downs Way (Figure 16.65, Volume 3)) and skirts Millpond Bottom before turning north-west at Telegraph House through Little Round Down. Descending Bramshott Bottom it then turns west past Hartin Downs to Two Beech Gate at the foot of Tower Hill. This section follows the crest of the north facing scarp slope within Queen Elizabeth Forest to East Dean Wooded Estate Downland (B2). Extensive forestry within Charlton Forest and less so at Linchball Wood and Westdean Woods limits otherwise widespread and far-reaching views south from the dip slope. Panoramic and far-reaching views towards the south coast, notably at Beacon Hill, take in the distant Isle of Wight, with prominent telecommunication masts on the skyline at Wetherdown and Butser Hill.</p>	19.4
11. Queen Elizabeth Forest	<p>Skirting Tower Hill, this section crosses the B2146, follows Forty Acre Lane to cross the Sussex Border Path on to Coulter's Dean Farm where it continues along a track to New Barn Lane. Turning south at a car park north of Fagg's Farm, the section then traverses Queen Elizabeth Country Park, leaving via an underpass below the A3. From here it heads north, ascending Hilhampton Bottom to a car park near Butser Hill, where it turns south along Limekiln Lane. It then turns west along a lane at Oxenbourne Down past Tegdown Hill, follows the north of Hyden Wood to Hyden Cross and along Droxford Road through Leydene Park. It then turns north past Long Down, Salt Hill and Small Down to Coombe Cross, continuing to a junction with Halnaker Lane where it turns south-west past Henwood Down to Hall Cottages then onto a northbound minor road to Whitewool Pond and south west to Whitewool Farm. This section follows the wooded ridge within the Queen Elizabeth Forest To East</p>	22.7

Section	Baseline description	Section length (km)
	Dean Wooded Estate Downland (B2); and extends west into Hambledon And Clanfield Downland Mosaic (D2) to the Hampshire border. Panoramic views from the dip slope take in the scarp footslopes, adjacent landscapes and the south coast. Prominent skyline landmarks include telecommunication masts at Wetherdown and Butser Hill. Visibility of the sea is limited to Tower Hill, and the section between Butser Hill and Salt Hill, where it and the Isle of Wight are visible in the far distance.	
		Total: 156.2 km

Monarch's Way

- 16.6.23 The route of the Monarch's Way is based on King Charles II's route taken after his defeat by Cromwell in the final battle of the Civil Wars at Worcester in 1651. It is a long-distance route of 938km in length that takes in the Midlands, the Cotswolds, the Mendips and the South Downs. Approximately 113km of the Monarch's Way is within the SLVIA study area, between Shoreham (at the coast) and Old Winchester Hill to the north-west. The route of the Monarch's Way through the SLVIA study area, extends through the relatively settled parts of Hampshire through Horndean and passing Havant, before extending through the western parts of the South Downs, descending to the sea as it moves east with a corresponding shift in the predominant views. The route is primarily within the SDNP between Havant and Arundel, crossing open downland to the south of the South Downs Way, passing Kingley Vale NNR (Viewpoint 29) and the Trundle (Viewpoint 50), where there are panoramic views over the surrounding landscape of the South Downs and across the coastal plain. The route crosses the lower dip slopes of the SDNP between Arundel, Upper Beeding and Brighton, with views over the urbanised coastline to the seascape beyond. Through the City of Brighton & Hove views are contained by the urban areas, until the route emerges at Brighton sea front and extends to Shoreham-by-Sea along the coastal edge, affording sea views over Sussex Bay and to the existing Rampion 1 wind farm.
- 16.6.24 Several viewpoints are included in the SLVIA on or near to the route of the Monarch's Way, providing representation of the baseline views gained sequentially from the route, including, from west to east: VP29 Kingley Vale, VP50 The Trundle, VP21 Bignor Hill, VP33 Arundel Castle, VP18 Cissbury Ring, VP8 Brighton Sea Front and VP9 Shoreham Harbour.

SDNP - Viewpoints

- 16.6.25 The SDNP: View Characterisation and Analysis (SDNPA, 2015) provides a view characterisation and analysis study comprising mapping and analysis of views to, from and within the SDNP. It sits alongside the South Downs Landscape Character Assessment (SDNPA, 2020) to provide analysis of views and provides a

way into understanding the visual amenity and views of the SDNP. It assigns views into a number of 'view types' of which the following are considered most pertinent to the consideration of the offshore elements of Rampion 2. These are represented by the viewpoints selected as follows.

- **Views from the chalk cliffs looking out to sea:** VP1 Beachy Head; VP2 Birling Gap; VP3 Seven Sisters Country Park; and VP4 Seaford Head. The elevated position of these viewpoints on the downs above the coast means these views represent the '*breath-taking views*' and '*stunning panoramic views to the sea*' that are noted in the SDNP Special Quality 1. The views also demonstrate the geology of the SDNP's dramatic chalk cliffs and are the culmination of views from the South Downs Way. They also reveal some of the tranquillity of the SDNP (Special Quality 3), largely lacking intrusive development and retaining areas of dark night skies, although they are also its most popular locations that are heavily visited and provide recreational opportunities (Special Quality 5) in the form of the South Downs Way along the cliff-tops, as well as visitor centres and car parking facilities at Beachy Head and Birling Gap. They have a rich cultural heritage recognised by the Sussex Heritage Coast (Special Quality 6).
- **Views from the scarp looking north across the Low Weald outside the SDNP:** VP17 Devil's Dyke; VP51 Ditchling Beacon and VP55 Beeding Hill. The elevated position on the scarp means these views represent the '*stunning panoramic views to the sea and across the Weald*' that are noted in the SDNP Special Quality 1. These views are representative of the '*diversity of landscapes*' in the SDNP '*from the heathland ridges in the Western Weald to wide open downland on the chalk that spans the length of the SDNP*'. These views also reveals the tranquillity of the downs as a result of the lack of intrusive development and sense of space (Special Quality 3), although they are also popular locations that provide recreational opportunities (Special Quality 5) in the form of National Trust facilities and the South Downs Way. These views also reveal the rich cultural heritage as a result of heritage assets in the views (historic parklands, country houses and churches) and the distinctive settlement pattern including the spring line villages at the foot of the scarp (Special Quality 6).
- **Views from the high downs looking south out to sea:** VP19 Highdown Hill; VP27 Hollingbury Hillfort; VP29 Kingley Vale; and VP50 The Trundle. The elevated position of these viewpoints on the downs above the coastal plain means these views represents the '*breath-taking views*' and '*stunning panoramic views to the sea*' that are noted in SDNP Special Quality 1. These views are also representative of the '*diversity of landscapes*' in the SDNP including rich variety of habitats including some of the iconic habitats of the South Downs such as the downland and yew woodland (at Kingley Vale) and the way that farming has shaped the landscape. These views also reveal the tranquillity of the downs compared to the settled coastal plain (Special Quality 3) and the rich cultural heritage as a result of heritage assets in the views (Special Quality 6).
- **Views from the scarp looking north across the Rother Valley to the Greensand Hills:** VP21 Bignor Hill and VP62 Beacon Hill. The elevated position on the scarp means this view type represents the '*breath-taking views*' that are noted in the first of the SDNP special qualities. These views are also representative

of the ‘*diversity of landscapes*’ in the SDNP including some of the contrasts between iconic habitats of the South Downs such as the sheep-grazed downland, woodland (including beech forests on the scarp) and heathland. They also reveal the tranquillity of the downs, as a result of the lack of intrusive development and sense of space (Special Quality 3) and the distinctive settlement pattern of settled valleys and spring line villages at the foot of the scarp (Special Quality 6).

- **Views across the undeveloped downs:** VP18 Cissbury Ring; VP31 Butser Hill; and VP57 Telscomb Tye. The elevated position of these viewpoints means they represent some of the ‘*breathtaking views*’ and ‘*stunning panoramic views to the sea*’ that are noted in SDNP Special Quality 1. They are also representative of the ‘*diversity of landscapes*’ in the SDNP, such as the sheep-grazed, ancient woodland and yew woodland. These views also reveal some of the tranquillity of the downs and sense of space gained from the undeveloped downs (Special Quality 3), although this relative since they are also close to urban landscapes and transport infrastructure, and are popular locations with recreational opportunities (Special Quality 5) in the form of visitor facilities (e.g. Queen Elizabeth Country Park at Butser Hill). They also reveal a rich cultural heritage in the form of hill forts (which often form viewpoints themselves), barrows, earthworks and field enclosures (Special Quality 6).
- **Views of specific landmarks:** VP18 Cissbury Ring; VP33 Arundel Castle; VP50 The Trundle (Goodwood and Chichester Cathedral); and VP52 Chanctonbury Ring. These views reveal landmarks which are often well-conserved historical features that reveal the rich cultural heritage of the Downs (Special Quality 6), which contribute the special qualities of the Park. These views also reveal other special qualities, such as a sense of tranquillity and relatively ‘unspoilt’ landscapes that lack intrusive development (Special Quality 3), and a long history of farming and distinctive towns and villages (Special Quality 7).

16.6.26 The existing view from viewpoints within the SDNP are described in **Table 16-14**. Baseline photographic panoramas showing the existing view from each viewpoint are shown in **Volume 3 Figures** as cross referenced in **Table 16-14**.

Table 16-14 SDNP Baseline Views

ID	Viewpoint	Baseline view
1.	Beachy Head (Figure 16.26, Volume 3)	This well visited viewpoint is located at the Compass Rose between the viewpoint marked on OS maps and the trig point. It is representative of views from the chalk cliffs looking out to sea. It affords panoramic, large-scale, sea views to the south, which is a largely featureless simple view of sea and sky; but the view south-west over Beachy Head and west is dramatic along the white chalk cliffs of the Seven Sisters, backed by relatively undeveloped open chalk downland with occasional built development at the coast and Belle Tout lighthouse a notable landmark. The settled urban coast between Seaford and Brighton is visible in the distance along the coast. The seascape is punctuated only with the existing Rampion

ID	Viewpoint	Baseline view
		1 wind farm visible to the south west and transient features such as large ships, fishing boats and recreational vessels.
2.	Birling Gap (Figure 16.27, Volume 3)	The viewpoint is located at Birling Gap National Trust site, on the platform at the top of the steps that provide a specific viewing point and access to the beach. It is representative of views from the chalk cliffs looking out to sea. It is as viewpoint that reveals the scenic coastline of the SDNP, dramatic views west are available along the Seven Sisters cliffs to Seaford Head and out to sea, revealing the iconic chalk sea cliffs. The location is a notable cliff top viewpoint associated with a car park, café and general visitor amenities. The main outward sea aspect is south facing, with the view along the coastline to the east limited by the immediate rise of white chalk cliffs. The view along the coast to the west is more extensive and includes the aspect of the 'Seven Sisters' chalk cliffs, terminating in the headland at Seaford Head. The main sea aspect is large in scale and largely featureless to the horizon, punctuated by the existing Rampion wind farm to the southwest, and other transitional influence of large scale shipping on the horizon and smaller fishing and recreational boats closer to shore. The relatively narrow shoreline comprises a shingle bank at the foot of the cliffs interspersed with localised areas of patchy sand and a rocky plateau extending further out to sea. The immediate context of the viewpoint includes a number of detracting features, including the extent of car parking, heavy visitor pressure provided for with café/toilets and a number of dispersed residential properties, adjacent to the car park. The experience of the 'along coast' aspect is limited to the immediate vicinity of the cliff edge where the view is otherwise contained by the rolling hills that rise to either side of Birling Gap.
3.	Seven Sisters Country Park (Figure 16.28, Volume 3)	This viewpoint represents views from the Seven Sisters which are noted in literature about the South Downs Way and widely photographed. It is representative of views from the chalk cliffs looking out to sea. This viewpoint, on the South Downs Way and in the Seven Sisters Country Park, is a good location from which to view the Cuckmere meanders from the downs above. The viewpoint illustrates the extensive nature of elevated coastal views that are characteristic of this stretch of the coastline. The seaward aspect is large in scale and largely featureless to the horizon, punctuated only by the transitional influence of large-scale shipping on the horizon and smaller fishing and recreational boats closer to shore. Belle Tout lighthouse is a notable skyline landmark on the headland north of Birling Gap. The only other man-made influences are limited to small scale, agricultural scale properties within open grassland landscape. The narrow shoreline is largely hidden from view below the cliff line but is partially visible at low tide with exposure of the coincident rock plateaus. To the west the view is

ID	Viewpoint	Baseline view
4.	Seaford Head (Figure 16.29, Volume 3)	<p>more diverse and includes the foreground coastal inlet of Cuckmere Haven with its distinctive brown and white cliff face banding. Beyond the immediate backdrop headland of Seaford Head, the urban extents of Seaford and Newhaven are apparent but are typically contained below the skyline within the rolling dips of the downland topography. The predominantly agricultural context of the grassland landscape is large scale and open, with minimal field boundary definition or woodland cover. Whilst the general topographic trend of the area is that of a seaward southerly aspect, the immediate valley of the River Cuckmere is notably more visually contained.</p> <p>The viewpoint is located at Seaford Head and is representative of views from the chalk cliffs looking out to sea. Views east towards the cliffs of the Seven Sisters with cottages at Cuckmere Haven in the foreground are available from South Hill. The viewpoint is located on the approach to the cliff top at Seaford Head on the route of the Vanguard Way and illustrates the extensive nature of elevated coastal views. In the immediate foreground of the viewpoint the coastline undergoes a notable transition from the vertical landform of white cliffs into the horizontal line of the beach. The coastal edge of the town of Seaford is defined by a shingle beach that extends as a continuous feature through to Newhaven. Beyond the shoreline the residential extents of Seaford, orientate within a general association of south facing slopes. The residential extents form an intermittent backdrop to the sea front promenade, interspersed with open space and recreational uses and backed by residential properties. The headland at Newhaven provides the focus for westward views along the coast and presents a diverse formation, with the line of the harbour wall extending from its base, a sporadic arrangement of built form on its slopes, communication masts on its skyline and a variable colour contrast in the exposed face of its cliffs. Beyond Newhaven, the indentations of the coastline are visible continuing westwards past Brighton towards Worthing and Bognor. The sea view itself is simple, consisting of sea and sky punctuated only by Rampion 1 wind farm, the transitional influence of large-scale shipping and smaller fishing and recreational boats. To the east of the viewpoint the context is characterised by an undulating downland topography, accentuated by the profile of the exposed chalk cliff faces that define the coastal edge through to Beachy Head.</p>
7.	Beacon Hill, Rottingdean (Figure 16.32, Volume 3)	<p>The view from Beacon Hill, Rottingdean, is representative of views from the closest section of the SDNP, where there is a 1.7km section of coastline between Brighton and Rottingdean which falls within the SDNP. The viewpoint is located at the top of Beacon Hill, near to the Rottingdean windmill and is within a local nature reserve, that has open access via paths from Rottingdean Village.</p>

ID	Viewpoint	Baseline view
15.	Willingdon Hill (Figure 16.40, Volume 3)	<p>It is elevated with extensive views out to sea and along the coast to the east over Rottingdean and Saltdean and west to Brighton and its prominent marina and sea front developments. The traditional downland (chalk grassland) of the nature reserve provides contrasts with the urbanised coastline to the east and west, providing open and relatively undisturbed sea views interrupted only by the A259 coastal road, the existing Rampion 1 wind farm out to sea and large passenger ferries in and out of Newhaven to the east.</p> <p>The view from South Downs Way on the southern side of Willingdon Hill is representative of views experienced by walkers on the South Downs Way, if walking west to east approaching its culmination at Beachy Head and is also accessed by residents of Eastbourne and East Dean from the local path network. It offers glimpses of the distant seascape to the south. The view is framed along the small, incised valley between Willingdon Hill and Pea Down, across grazed chalk grassland with wooded side slopes, and across the village of East Dean to the narrow seascape horizon in the backdrop beyond. The existing Rampion 1 wind farm is visible out to sea and beyond the downland horizon. There are expansive views over Eastbourne and along the coast to Bexhill and Hasting in the other direction to the east/north-east.</p>
16.	Firle Beacon (Figure 16.41, Volume 3)	<p>The viewpoint is located at a localised trig marked high point of 217m AOD on the crest of the South Downs on the route of the South Downs Way national trail. The dip slope of the Downs falls away southwards towards the coast across a rolling landscape of hills and valleys. The scarp slope falls away more steeply to the north, immediately behind the viewpoint, towards an extensive inland plain. The vantage point offers expansive views in all directions with no single point of focus. Views of the sea are experienced across an extensive agricultural foreground, with the sea covering a notable extent of the horizon. The elevation of Seaford Head on the horizon breaks the continuity of views across the water, with the most open seaward aspect coinciding with the area between Newhaven and Seaford. The sea environment is featureless apart from the transitional influence of large-scale shipping (most immediately servicing the port of Newhaven). Man-made influence is limited and largely concentrated within the extents of Newhaven, including the breakwater of Newhaven harbour, which forms an apparent seaward extension of the port. Telecommunications masts are apparent vertical skyline breakers along the South Downs ridge to the right of view. The single wind turbine at Glyndebourne is barely distinguishable inland to the north-west of the viewpoint set within an expansive landscape setting and dissociated from the context of seaward views. The rolling downland landscape is open, with a large-scale field pattern</p>

ID	Viewpoint	Baseline view
		of mixed arable and pastoral land use. Tree cover typically associates with the valleys, accentuating the more general sense of openness associated with the hill tops and conversely emphasising the localised enclosure presented by the valleys.
17.	Devil's Dyke (Figure 16.42, Volume 3)	There is a range of viewpoints in this popular recreational area, offering views that are noted in literature about the South Downs Way National Trail. These include views into the large dry valley of the Devil's Dyke, a key and distinctive landscape feature of the SDNP, views north from the Adur to Ouse Downs Scarp over the Low Weald and also views southwards to the coast. The selected view, from close to the OS trig point to the west of the Dyke, provides panoramic views over the Weald, along the scarp and also south over the rolling chalk dip-slope down to the sea at Hove. The viewpoint is located on the route of the South Downs Way at an area of convergence of several Public Rights of Way. The viewpoint is also close to a visitor car park and formal viewpoint at Devil's Dyke (however the formal viewpoint orientates northwards away from the coast). The dip slope of the Downs falls away southwards towards the coast across a rolling landscape of hills and valleys. The land continues to rise for a short distance behind the viewpoint, obscuring the view beyond which otherwise opens up across the dip slope to the plains in the north. Whilst views extend westwards along the ridgeline over successive 'peaks' in the crest of the slope, the main orientation of the view is southwards towards the coast. The simple uniformity and openness of the Downs gives way to a more intimately vegetated landscape on its lower slopes. This character in turn undergoes a transition into the diverse urban context of Brighton and Shoreham, which defines the character of the immediate coastal fringe. The urban skyline profile set against the seascape backdrop includes notable high-rise buildings within Brighton and Hove and the landmark chimney and electricity pylons associated with the power station at Shoreham. West of Shoreham the immediate coastal hinterland becomes obscured behind the rolling foothills. The seascape backdrop includes the Rampion 1 wind farm and the transitional influence of large-scale shipping on the horizon.
18.	Cissbury Ring (Figure 16.43, Volume 3)	Cissbury Ring is identified as a landmark feature and views revealing it are available from the Monarch's Way which passes close to the north. The ring is noted as a feature in literature published about the Monarch's Way. The viewpoint is located on the route of a Public Right of Way that passes through the setting of Cissbury Ring. The man-made influence of the earthworks associated with the historic hillfort are apparent within the general profile of the hilltop landform. Views out from the hill are locally limited by the immediate extent of tree cover, which limits the potential for 360-degree views and instead compartmentalises the

ID	Viewpoint	Baseline view
		<p>aspect of different angles of view into distinct character contexts. Seaward views are inclusive of a prominent foreground, with a suburban, residential influence, which extends along the immediate valley through to the greater massing of Worthing towards the coastline. The urban context presents a complex, small scale mosaic of form and colour in contrast with the relatively large scale and uniformity of foreground grassland and background sea. The transition from rolling agricultural upland through to the urbanised plain is further characterised by extensive tree cover in and around the urban area. High rise buildings in Worthing are visible against the seascape backdrop. Seaward views form a central component of the main southerly aspect and are extensive along the coast to the west, though limited by immediate vegetation cover to the east. The seascape backdrop includes Rampion 1 wind farm and the transitional influence of shipping on the horizon.</p>
19.	Highdown Hill (Figure 16.44, Volume 3)	<p>The viewpoint is located at Highdown Hill, the site of a hillfort, owned by the National Trust and a good vantage point from which to view the landscape, which is representative of views from the high downs looking south out to sea. Views to the east and south include the densely populated coastal towns of Worthing, Ferring and East Preston, which reduces the remoteness qualities associated with other elevated viewpoints within the park. Extensive sea views are however the main focus across the coastal plain. The viewpoint is located on the route of a Public Right of Way within the National Trust owned extents of Highdown Hill. The site of a hillfort lies immediately behind the viewpoint with limited capacity for inland views beyond the landform and tree cover. The vantage point looks out across the physical transition between the South Downs foothills and the coastal plain which also defines a transition in character between the more typically rural uplands and urbanised coastal lowlands. Views range extensively across Worthing to the east, becoming obscured behind the slopes of Highdown Hill in the west. The extent of sea view across the horizon is expansive and forms a prominent component of the view. The immediate coastal foreground context is however a complex mosaic of urban and urban periphery influences with a predominance of residential use but inclusive of several larger scale industrial units. The extents of Ferring make up the immediate foreground with Angmering to the west and Worthing to the east.</p>
20.	Springhead Hill (Figure 16.45, Volume 3)	<p>The viewpoint is located on the South Downs Way at Springhead Hill, which is representative of the views from nearby Amberley Mount and Chantry Hill. It affords panoramic views west along the wooded scarp slopes, north across the Low Weald and south over the Arun to Adur open downs and across the settled coastal plain to the sea beyond. The view is curtailed somewhat by landform to</p>

ID	Viewpoint	Baseline view
		<p>the south-east but is more expansive to the south out to sea and to the south-west over the Arun, the coastal plain towards Chichester and beyond to the headland of Selsey Bill. This portion of lowland in the distant view is heavily settled, particularly along the coastline, but the more elevated rolling landform of open downs with its agricultural land, pastures and woods provides the perception of a more natural setting to the view south, where the developed coast is largely screened by the landform and the view extends over the rolling downs to the open seascape beyond.</p>
21.	Bignor Hill (Figure 16.46, Volume 3)	<p>The viewpoint is located on the South Downs Way at Bignor Hill. This viewpoint provides one of many natural vantage points along the South Downs Way and it is highlighted in literature about the South Downs Way as a notable viewpoint along this National Trail. It is representative of views from the scarp looking north across the Rother Valley to the Greensand Hills, but also affords a panoramic view south over the wooded estate downlands between Goodwood and Arundel, to the seascape of Sussex Bay beyond. Arable land in the immediate foreground gives way to extensive areas of mature estate woodlands blanketing the mid-ground of the view on the dip-slopes dropping south, before giving way to the coastal plain. The view is both expansive to the east along the chalk ridge of the downs and its steep scarp slopes that drop to the north, out to sea to the south, and to the south-west over the coastal plain towards Chichester and beyond to the headland of Selsey Bill. The coast is heavily settled with almost contiguous urban development, backed by the open seascape, in which Rampion 1 wind farm is visible out to sea.</p>
27.	Hollingbury Hill Fort (Figure 16.50, Volume 3)	<p>The viewpoint is located at Hollingbury Hill Fort, within an open area of undeveloped downs associated with Hollingbury Castle and golf course, which is within the SDNP but surrounded by the urban areas of Brighton and provides a natural vantage point from which to experience views over Brighton. It is representative of views from the high downs looking south out to the sea, across Brighton, and provides an auditorium to see the landscape context of the city, addressing the sea to the south and backed by the rising landform of the South Downs. The immediate foreground consists of Hollingbury Golf Course, which surround the hill fort, large areas of mature woodland on the lower slopes that extend into the urban edge before giving way to the urban street patterns evident in the townscape of residential suburbs of Brighton, taller high-rise buildings of the city centre and landmarks such as the i-360 tower. The existing Rampion 1 wind farms forms a notable visible element in the seascape backdrop to Brighton in the view.</p>
28.	Cuckmere Haven Beach	<p>The viewpoint is located on Cuckmere Haven Beach, which is accessed via the walk along the Cuckmere River from the visitor</p>

ID	Viewpoint	Baseline view
	(Figure 16.51, Volume 3)	<p>centre and car parking area. The site is famous for the classic meanders of the River Cuckmere. The wider view is relatively contained by the Cuckmere Valley associated with the Seven Sisters country park, however there are open views of the sea along the axis of the valley between contained chalk cliffs to the east and west, primarily orientating views to the seascape directly south of the coastline. The landforms of the chalk cliffs contain the extent of the sea view to the immediate seascape setting of Cuckmere Beach and out to sea, while providing dramatic and iconic white cliffs forming focal points on either side of Cuckmere Beach. The sea view is simple, consisting of three elements – shingle beach, sea and sky. The chalk cliffs on either side of the valley provide a dramatic frame and contrast, by virtue of their vertical scale, white colour of the chalk and ‘natural’ downland of the chalk grasslands above. The beach below is dynamic, with an active shoreline constantly influenced by the sea and coastal processes. There are a number of man-made jetties which extend across the beach and concrete sea defences abutting the white cliffs which are detractors. The existing Rampion 1 wind farm is visible in the seascape of the view, distant and relatively small in scale, but viewed adjacent to the white cliffs to the west of Cuckmere Haven.</p>
29.	Kingley Vale National Nature Reserve (Figure 16.52, Volume 3)	<p>The viewpoint is located at Kingley Vale National Nature Reserve (NNR), on an elevated section of the footpath that approaches Bow Hill above the vale below. Views from Kingley Vale include some of the iconic habitats of the South Downs such as the ancient yew woodlands. The superb views are also noted in literature published about the Monarch’s Way and by the SDNP. The viewpoint is representative of views from the high downs looking south out to sea. The view extends over the woodlands of Kingley Vale across Chichester, its cathedral and Chichester Harbour AONB, extending over south coast plain eastwards to Brighton and west towards Portsmouth. The Isle of Wight is visible on a clear day. The viewpoint provides an auditorium to view the landscape context of Chichester on the coastal plain and its seascape backdrop, with contrasts between the undeveloped, open immediate landscape of the high downs and the settled coastal plain below extending along the coast.</p>
31.	Butser Hill National Nature Reserve (Figure 16.53, Volume 3)	<p>Located at the flat-topped summit of a chalk hill south of Petersfield, this OS viewpoint within Queen Elizabeth Country Park is a natural observation point, at 271m high it is one of the highest points on the main ridge of the South Downs. The South Downs Way passes nearby, with links to the walking and cycle trails within the Country Park and views from it are noted in literature about the South Downs Way. There is a visitor centre, facilities and a car park near the top of Butser Hill providing relatively easy access to</p>

ID	Viewpoint	Baseline view
		this panoramic viewpoint. There are expansive views over the Meon Valley and Rother Valley, along the chalk ridgeline and northern scarp slopes of the South Downs, and as the landform falls away gradually to the south, views across extensive woodlands and the south coast plain to the distant sea beyond.
33.	Arundel Castle (Figure 16.54, Volume 3)	Arundel Castle provides a natural vantage point for views over the Arun Valley and is also representative of views from specific landmarks (Arundel Castle). The viewpoint is located at the top of the castle keep, approximately 40m high above ground level. The 'commanding views' from Arundel Castle over the Arun Valley are noted in literature published about the Monarch's Way and it occupies a prominent position within the Arun River valley, as well as being an important historic building within the SDNP, with the view demonstrating its relationship with the Downs, river valley and settlement, and coastal plain to the south. The view to the south from the castle keep is curtailed by the stone turrets, such that there is no view of Rampion 1 wind farm and the view is focused south-west between the turrets, revealing the relationship of the castle with Arundel and the landscape beyond in which it is set.
50.	The Trundle (Figure 16.59, Volume 3)	The viewpoint is located at the top of St Roche's Hill, otherwise known as the Trundle, which occupies a prominent hilltop overlooking the coastal plain north of Chichester. It is accessed from a popular visitor car park and is promoted with visitor literature. It is representative of views from the high downs looking south out to sea and is also representative of views of specific landmarks – both Goodwood Estate and Chichester Cathedral. The viewpoint is a natural observation point from which Goodwood Racecourse, the coastal plains and Chichester to the south and extensive views to downland to the north can be seen. The view is panoramic and long distance, taking in the wooded estate downlands that form the setting of Goodwood Racecourse, Chichester, its cathedral and Chichester Harbour AONB, extending over the south coast plain eastwards to Brighton and west towards Portsmouth. The Isle of Wight is visible on a clear day when the full seascape backdrop can be appreciated in the southern panorama.
51.	Ditchling Beacon (Figure 16.60, Volume 3)	The viewpoint is located at Ditchling Beacon. This fort provides a natural vantage point, within National Trust land, from where there are views north over the Low Weald. The South Downs Way passes through this viewpoint (which is noted in the literature about the trail) and the views north from the scarp south of Ditchling are also referred to in the online information about the Sussex Border Path. It is representative of views from the scarp looking north across the Low Weald outside the SDNP, but also takes in views south out to sea, across the Adur to Ouse open downland and parts of the City of Brighton & Hove. The elevated rolling landform

ID	Viewpoint	Baseline view
		of open downs with its agriculture land, pastures and woods provides partial screening of the developed coast and the view extends over the rolling downs to the open seascape beyond, interrupted by scattered high-rise buildings in Brighton.
52.	Chanctonbury Ring (Figure 16.61, Volume 3)	This viewpoint, located on the South Downs Way, provides a good view of Chanctonbury Ring - an iron age hill fort, trig point and landmark due to the ring of trees on its summit. Literature for the South Downs Way notes views of Chanctonbury Ring as well as over the Low Weald to the north, however the panorama also extends south over the open downs between the Arun and Adur to their seascape backdrop beyond the coastal plain. The elevated rolling landform of open downs provides partial screening of the developed coast, enhancing the perception of openness and space, with the urban coastline revealed only partially in the view south towards Rampion 1 wind farm, and more extensively extending west along the coastal portions of the coastal plain.
55.	Beeding Hill (Figure 16.62, Volume 3)	This viewpoint lies near the summit of Beeding Hill, on the Monarch's Way, but near to where it crosses the South Downs Way. It is representative of views from the scarp looking north across the Low Weald outside the SDNP, but also takes in views south out to sea across the open downland between the Adur and the Ouse. The view of the Adur Valley from the downs above Upper Beeding is noted in the literature for the South Downs Way. An existing high-voltage overhead power lines and pylons form detracting elements in the immediate foreground of the view south, as do other elements such as the power station on the coast. The urbanised coastline on the edges of the coastal plain are more prominent in this view due the closer proximity of this part of the downs compared to those extending to the north-west. The views along the chalk spine of the downs and its northern scarp slopes form the most unspoilt sections of the panorama, away from the coast.
57.	Telscomb Tye (Figure 16.63, Volume 3)	The viewpoint is located at Telscombe Tye which is situated within an area of undeveloped downland near the coast, within a small section of the SDNP which extends down to the coast at Telscombe Cliffs between Saltdean and Peacehaven. Due to its elevation and closer proximity to the coast, the viewpoint provides a more direct view of the sea compared to the majority of the open downs that extend at greater distance inland to the west/north-west. The panorama also includes a number of SDNP landmarks such as Firle Beacon, Belle Tout lighthouse and the white cliffs beyond Seaford. The coastal portion of the view is nevertheless interrupted by large areas of urban development visible at Saltdean and Peacehaven, and there are other detractors such as local electrical distribution lines and masts that interrupt the view of the

ID	Viewpoint	Baseline view
		sea, in which Rampion 1 wind farm is visible in the seascape backdrop to Saltdean.
61.	A27 near Lancing College (Figure 16.64, Volume 3)	The viewpoint is located on the southern urban edge of the SDNP where it meets the A27 and the urban areas of Lancing and Shoreham near Brighton City Airport. It is intended to show the view that may be experienced by road users on the A27 travelling along this urbanised edge to the SDNP. Lancing College is located nearby and is noted as 'majestic' when viewed from the Monarch's Way and is also dramatic in views from the A27. The view south from this minor road near the access to the college is south across the A27, construction earthworks and large-scale urban elements such as warehouses, flood lighting and mature trees.
62.	Beacon Hill, South Downs Way (Figure 16.65, Volume 3)	The viewpoint is located the summit of Beacon Hill, near the view marker, which is accessible from the walk along the South Downs Way from Harting Down and is on the edge of the Harting Down and Beacon Hill National Trust site. This is a popular location for visiting with car parking, popular walks and paragliding off the northern scarp slopes, noted as a key view from the South Downs Way. An OS marked viewpoint on the South Downs Way, this is a natural observation point on a prominent chalk hill towards the west of the Downs and provides views over the Rother Valley to the north and the Greensand Hills, but the panorama also extends south-east across the wooded downs to the coastal plain and seascape beyond to the south at long distance.

South Downs International Dark Sky Reserve (IDSR)

- 16.6.27 The Campaign to Protect Rural England (CPRE) has produced interactive maps of the UK's light pollution and dark skies as part of a national mapping project (LUC/CPRE, 2016). The Open Source data can be used to understand and illustrate baseline lighting levels, as shown in **Figure 16.11, Volume 3**. It identifies that the majority of the coastal margin between Bognor Regis and Seaford falls within the 'brightest' to 'brighter' light influence category (the greatest, light-influenced end of the spectrum). The relatively less light influenced, darker coastal areas coincide with the headlands of Selsey Bill and Beachy Head. The seascape of Sussex Bay includes visible fixed marine navigational lighting on the existing Rampion 1 WTGs, as well as lit vessels and cardinal buoys that are visible in the sea at night. The South Downs uplands, within the eastern and western extents of the study area, also demonstrate more association with darker skies.
- 16.6.28 In May 2016 the SDNP became the world's newest International Dark Sky Reserve (IDSR). Draft policies for the SDNP's Local Plan include specific lighting requirements that developers will need to meet. Dark skies are a special quality of the SDNP that are perceived by people within the SDNP at night. Using sky quality measurements, the SDNP has been categorised into a number of dark zones, shown in Figure 2 of the SDNP Dark Skies Technical Advice Note (April 2018).

The zones reflect the quality of the sky overhead, the IDSR designation and the general level of lighting. The IDSR takes in the entire SDNP boundary (located 13.5km from the proposed development at its closest point) but is largely defined by a core and buffer zone, where the darkest skies and IDSR quality can be found.

- 16.6.29 The conditions in the core zone are generally the best within the SDNP, however the core zone is located some 22.6km from the Proposed Development at its closest point and often separated from it by areas in the greatest light influenced category. Surrounding the core is a buffer zone, determined at 2km reflecting a transition from dark to brighter skies. Other areas of the SDNP are consistently brighter than the core and buffer areas but have skies of sufficient IDSR quality they remain of value to protect and distinguish from other areas of the SDNP that are brighter, e.g. urban areas. The baseline conditions of the South Downs IDSR are described further in **Appendix 16.5, Volume 4**. Categorising the landscape according to general darkness, allows the SDNPA to take a weighted zoning approach to policies to ensure that lighting is appropriate to the environment within the IDSR. Policies are largely concerned with lighting of developments within the IDSR, however reference is also made to the consideration of the potential effects of large scale developments outside the SDNP on dark skies within the IDSR.

West Sussex South Coast Plain

Overview

- 16.6.30 The geographic area of the county of West Sussex is shown in **Figure 16.3, Volume 3** and the South Coast Plain within West Sussex is shown in **Figure 16.5, Volume 3**. Its current baseline seascape, landscape and visual amenity is described as follows based on the seascape character of 'MCA07 Selsey Bill to Seaford Head' which defines the majority of this coastline (and extends into East Sussex); the 'South Coast Plain NCA' (126) which defines its character at the national level; the Chichester Harbour AONB's special qualities; and the LCAs within the West Sussex Landscape Character Assessment (2003) that provide the baseline landscape characterisation of West Sussex.

MCA07 Selsey Bill to Seaford Head

- 16.6.31 MCA07 Selsey Bill to Seaford Head is an extensive bay with boundaries formed in the west by the low lying headland of Selsey Bill and to the east by the distinctive chalk cliffs of Seaford Head (**Figure 16.4, Volume 3**), where the SDNP boundary meets the coast. It includes expansive urban development along the coastline. The wind farm array area is located predominantly within MCA07.
- 16.6.32 MCA07 Selsey Bill to Seaford Head is an 'expansive bay framed by these headlands and is locally known as the Bay of Sussex. The coastline contains a number of towns including Selsey, Bognor Regis and Littlehampton to the west, Worthing and Brighton in the centre and Newhaven and Seaford to the east. The SDNP is located inland to the north of the major settlements forming a prominent ridge and extends to the coastline at places in the east of the MCA, between Brighton and Rottingdean, Saltdean and Peacehaven and Newhaven and Seaford providing important visual connections to and from the sea. Shingle beaches offset the major coastal resorts in the west of the MCA and vertical chalk cliffs

characterise the east, where there are views to the prominent white cliffs of Beachy Head (SDNP) in MCA 8. Views seaward are frequently to an unbroken horizon (emphasis added), with the main shipping traffic being located at a greater distance into the channel. Small recreational craft and fishing boats are the main sea users with cross channel ferries between Newhaven – Dieppe and freight from small ports at Shoreham, Newhaven and Littlehampton.

- 16.6.33 Changes to the baseline conditions have occurred since publication of the MMO Seascape Assessment (MMO, 2014), such that it is no longer the case that ‘*views seaward are frequently to an unbroken horizon*’ (*emphasis added above*). Rampion 1 became operational in November 2017 and has introduced a large-scale operational offshore wind farm influence to the baseline conditions of MCA07. Rampion 1 consists of 116 x 140m blade tip WTGs, located within MCA07 parallel to the coast within Sussex Bay between Selsey Bill and Beachy Head, approximately 13km from the closest part of the coast and 14.4km from the SDNP coastline adjacent to this MCA.
- 16.6.34 The adjacent coastline is defined by the South Downs (125) NCA and South Coast Plain (126) NCA, and by LCAs of the West Sussex Landscape Character Assessment (West Sussex County Council, 2003) – including several built up areas, SC1 South Coast Shoreline, SC4 Pagham Harbour, SC9 Chichester to Yapton Coastal Plain and SC11 Littlehampton and Worthing Fringes; and the Falmer to Telscombe Downs (18) of the East Sussex Landscape Character Assessment (East Sussex County Council, 2016).

South Coast Plain NCA (126)

- 16.6.35 The South Coast Plain NCA (126) is a flat, coastal landscape with an intricately indented shoreline lying between the dip slope of the South Downs and South Hampshire Lowlands and the waters of the English Channel, Solent and part of Southampton Water. It is located 13.5km to the north of the wind farm array area at its closest point. The coastline includes several major inlets, which have distinctive local landscapes and intertidal habitats. Chichester Harbour AONB lies within the NCA and the foothills of the South Downs, along the northern boundary, fall within the SDNP. The Manhood Peninsula is one of few undeveloped stretches of coastline within the NCA. Elsewhere, there is significant urban development, with settlements along the coast dominated by conurbation, trunk roads, suburban villages and an extensive string of seaside towns. The existing Rampion 1 project forms part of the seascape setting of the South Coast Plain.

Chichester Harbour AONB Designation

- 16.6.36 Countryside and Rights of Way Act 2000 (CRoW) places a general duty on public bodies i.e. “relevant authorities” including for example the Councils, statutory undertakers and in the context of the DCO, the Secretary of State, to ‘*have regard to the purpose of conserving and enhancing the natural beauty of the AONB*’ as described in **Table 16-1**.
- 16.6.37 Chichester Harbour AONB is located approximately 22.3km from the wind farm array area at its closest point (**Figure 16.7, Volume 3**) but is largely shielded from the seascape of Sussex Bay by the headland of Selsey Bill and the intervening landscape of the Manhood Peninsula. Chichester Harbour AONB is a blend of

landscape and seascape which is one of the smallest AONBs in the country 'covering 74km², of which approximately 41% is water at high tide' (Chichester Harbour Conservancy, 2019). It is located on the south coast between the cities of Portsmouth and Chichester and straddles the boundary between the counties of Hampshire and West Sussex. Backed by the South Downs, Chichester Harbour is one of four nearby harbours, the others at Portsmouth, Langstone and Pagham, and is the only one designated as an AONB. The channels and water of Chichester Harbour provide one of the most popular sailing areas in the country.

- 16.6.38 10 special qualities of the Chichester Harbour have been defined in the Chichester Harbour Management Plan (2019-2024) as indicators of what comprises its natural beauty and these are further described in the Chichester Harbour AONB Landscape Character Assessment (Chichester Harbour Conservancy, 2019). The special qualities that are scoped in to the SLVIA are identified and described in **Table 16-15**, as those that those that may have potential to be significantly affected by the offshore elements of Rampion 2.

Table 16-15 Chichester Harbour AONB Special Qualities

ID	Special quality	Description of CHAONB special quality
1.	The unique blend of land and sea – especially the combination of expanses of open waters, narrow inlets and intimate creeks.	The outstanding quality of the AONB is due in a large part to its unique blend of land and sea, especially the combination of large-scale open water areas and intimate creeks. The margin between land and water is frequently wooded (or appears so) and attractive historic waterside settlements add interest to parts of the shore. The landscape is dynamic and naturally adapts to changes, resulting in a variety of important habitats and features that define the estuarine environment. Distinctive tidal channels lead to a maze of inlets and rythes that cross the mudflats and link with the shoreline. Old mills are remnants of historic maritime trade within the coastal villages.
2.	The frequently wooded shoreline.	The landscape of the AONB is predominantly agricultural in character. Fragments of the former oak forest remain to the east and north of the Harbour. Much of the forest has been lost within the AONB. Old, gnarled oak trees come down to the shoreline in places. Along with other species, these contribute to locally wooded shorelines. Despite some losses, the hedgerows and hedgerow trees remain evident across the AONB and contribute to the unspoilt, rural character. Where they define fields in proximity to the water, they also contribute to the wooded appearance of parts of the shoreline.
3.	The flatness of the landform, unusual among AONBs, accentuates the	A characteristic of the AONB is its distinctive unspoilt views, which can be attributed in part to the general flatness of the landscape. This topography is unusual among AONBs, which are more commonly located in

ID	Special quality	Description of CHAONB special quality
	significance of sea and tide and of distant landmarks across land and water.	higher undulating countryside. The low-lying flat landform accentuates the significance of the sea and tide and means that tall spires and towers are important features, seen as distant landmarks across the land and water, against the distant backdrop of the South Downs. These are often seen in panoramic views over the water, mudflats and saltmarshes towards adjacent Harbour islands and peninsulas. There are long views towards Chichester Cathedral and the South Downs, framed views of the inlets and the yachts moored along them and attractive views of historic waterside development, notably at Bosham, West Itchenor, Emsworth, Langstone and Dell Quay.
4.	The open water of the central area of the Harbour.	The open water of the main Harbour pool is a microcosm of the open sea beyond the Harbour mouth, reflecting the clouds and sky, and the wind and rain. The movement of the tide means that this is a landscape that changes rhythmically every day, which in turn exposes bare mudflat and saltmarsh to view, creating a wide, open remote wilderness. This is where the maze of intricate channels and rythes combine, providing a dramatic change at low tide. Panoramic, open views are characteristic of this part of the Harbour. At high tide, the sea reaches into the land, creating areas of sheltered, open water that support diverse flora and fauna.
5.	The overall sense of wilderness within the seascape.	The sense of wilderness is associated primarily with the open water, dunes and natural wooded shorelines that fringe the waters around the Harbour. Much of this wilderness quality can be attributed to the naturalness of the landscape and actions of the weather upon the estuary that create a dynamic interface between the land and sea. The weather's influence on the sense of solitude and tranquillity of the seascape is documented in the writings of 20th century sailors and these descriptions continue to be applicable particularly within the Harbour basin.
6.	The particularly strong historic environment and heritage assets.	Chichester Harbour AONB has a unique historic landscape moulded by the dynamic interactions of humans, land and sea over hundreds and thousands of years. Whilst the most dramatic coastline changes took place in the long distant past, leaving the legacy of the flooded river valleys that are now the channels of the Harbour, the most rapid pace of change on the land has occurred during the last three millennia. Much of what is seen in the present landscape is the result of this historic and prehistoric inheritance. The visible remains of this landscape change are extensive and varied including Iron Age hillforts,

ID	Special quality	Description of CHAONB special quality
		prehistoric saltworking sites, tide mills, boatyards, oyster beds, remains of early medieval parks and Second World War defensive remains. The features and landscapes from past military, trade, maritime, fishing, agricultural, industrial, settlement, and more recently, recreational activity, have therefore created a special landscape that contains within its bounds the memories, remains and echoes of many generations past.
7.	The picturesque harbourside settlements.	Harbourside settlement has grown from historical land and water uses including trading, fishing and shipbuilding. The historic parts of these villages are located on or in proximity to the harbourside. In the flat landscape, churches and old mills are important features on the shoreline, particularly noting St Nicholas and Holy Trinity in the harbourside villages of West Thorney and Bosham. Whilst more recent development has taken place inland, these settlements have retained their relationship with the water, with jetties, pontoons and slipways common features along the inlets. The settlements are generally dispersed along the waters' edge and separated by wind-sculpted oaks, scrub, agricultural fields and hedgerows.
8.	The unspoilt character and unobtrusive beauty.	Today the undeveloped character of the Harbour is almost unique on the south coast, where other tidal river mouths are either much smaller or developed as ports and industrial centres. It is a dynamic landscape that has been sculpted by natural processes and diversity of human activity over time. This has resulted in high quality habitats that contribute to the natural beauty and landscape of the AONB. A similar area to Chichester Harbour AONB is the section of the South Hampshire AONB between Lymington and Hurst Spit, but this does not have quite the same feeling of flat openness and is open coast rather than enclosed Harbour.
9.	The very special sense of peace and tranquillity, largely engendered by the gentle way the AONB is used and closeness to nature that is experienced.	There are many parts of the AONB, which are relatively tranquil and peaceful compared with other areas of the south coast. The Harbour is an important landscape that provides a natural setting for water-based recreation that forms part of the distinctive views and instils a sense of tranquillity and well-being within the AONB. The peninsulas and open water within the AONB that are the most tranquil. They maintain a sense of naturalness and benefit from least intrusion from disruptive activity, noise and light pollution.
*	The following special quality has been scoped out of the SLVIA:	

ID	Special quality	Description of CHAONB special quality
		'The wealth of flora and fauna, and notably the vast flocks of wading birds add to the richness and diversity of the landscape'.

- 16.6.39 Viewpoints that illustrate the existing landscape character of the Chichester Harbour AONB include: Viewpoint 22 Eastoke Point (**Figure 16.47, Volume 3**).

West Sussex Landscape Character

Overview

- 16.6.40 The West Sussex Landscape Character Assessment (2003) identifies landscape character areas covering the coastal parts of the SLVIA study area to the west of Brighton to Chichester Harbour; and areas to the north of the SDNP extending to Horsham and Crawley. The immediate coastal edge is defined as the South Coast Shoreline (SC1), backed primarily by built-up urban areas between Shoreham-by-Sea, Worthing, Bognor Regis and Selsey, and the Chichester to Yapton Coastal Plan (SC9) and Manhood Peninsula (SC2) to the west. The landscape character areas within West Sussex that are scoped in to the SLVIA are described as follows.

SC1. South Coast Shoreline

- 16.6.41 South Coast Shoreline (SC1) is a long, very narrow area extending between West Wittering and Shoreham and comprises the majority of the West Sussex coastline. It is a distinctive low, open and exposed landscape which has an overriding visual and physical association with the sea. Its wide and gently curved bays are further defined by the protruding shingle headland of Selsey Bill, and the chalk headland of Beachy Head in neighbouring East Sussex. This is a dynamic character area whose key characteristics are linked by coastal evolution, weather and tides. The character varies considerably according to weather condition and seasons. It is located 13.4km from the wind farm array area at its closest point.
- 16.6.42 The key characteristics of the South Coast Shoreline (SC1) are:
- shingle banks to the east of Selsey Bill with bands of sand and mud at low tide;
 - sandy beaches, dry sand dunes and grasslands to the west of Selsey Bill;
 - influence of extensive linear urban coastal resort development. To the east, almost continuous conurbation of Bognor Regis, Littlehampton, Worthing and Shoreham. To the west, notably villages of West Wittering, East Wittering and Bracklesham. Separated by distinctive village of Selsey at Selsey Bill;
 - low sweeping coastline. Open, exposed foreshore;
 - dominance of the sea. Noise of waves, wind and birds;
 - dynamic seascape of constantly changing weather, light and tidal conditions;
 - movement of shingle and sand along coast, linked to coastal geomorphology;

- relatively narrow undeveloped sections of coastline behind beaches. Bounded by low growing vegetation, often providing separation of urban areas;
- reed beds, streams and deep drainage ditches;
- distinctive historic piers at Littlehampton, Bognor Regis and Worthing;
- fleets of small fishing boats beached along the shoreline;
- caravan parks and other built holiday accommodation facilities; and
- yachting, surfing, windsurfing and commercial boat traffic are frequent in seaward views.

16.6.43 Viewpoints that illustrate the existing landscape character of the SC1. South Coast Shoreline include: Viewpoint 10 Worthing (**Figure 16.35, Volume 3**), Viewpoint 11 Littlehampton (**Figure 16.36, Volume 3**), Viewpoint 12 Bognor Regis (**Figure 16.37, Volume 3**), Viewpoint 13 Pagham Beach (**Figure 16.38, Volume 3**) and Viewpoint 14 Selsey Bill (**Figure 16.39, Volume 3**).

SC3 and SC4 Chichester Harbour and Pagham Harbour

16.6.44 Chichester Harbour (SC3) and Pagham Harbour (SC4) lie to the south west of Chichester and are distinctive for their enclosed expanses of marine water, tidal mudflat, shingle, marsh, wetland scrub and small creeks. Chichester Harbour differs from Pagham Harbour because of its larger size and greater diversity, with numerous inlets and its more wooded shoreline and clusters of harbour side settlement and marinas. Pagham Harbour (SC4) is located 15.4km from the wind farm array area at its closest point, while Chichester Harbour (SC3) is located further away to the west of Selsey Bill at 20.6km. The landscape within the Chichester Harbour (SC3) is designated as part of the Chichester Harbour AONB.

16.6.45 The key characteristics of the Chichester Harbour (SC3) and Pagham Harbour (SC4) are:

- in approaches to Chichester Harbour by land, the sight of masts glimpsed through the fields creates a sense of anticipation of the coastal edge;
- in contrast, views in to Pagham Harbour are dominated by vast tidal mudflats and fringing marsh vegetation enclosed to the south by open shingle banks;
- large parts of these areas have been reclaimed from the sea and remain below the current high spring tide level;
- whilst traffic and recreational activities reduce tranquillity in some parts, there are also notable areas of Chichester and Pagham Harbours which have a tranquil character and retain a sense of remoteness;
- enclosed natural harbours of marine water, tidal mudflats and saltmarsh with small inlets and creeks. Contrast with the surrounding open agricultural land;
- localised presence of woodland, for example, Old Park Wood, Bosham and Church Norton Wood;
- distinctive historic features include earthworks, sea defences, quays and boatyards;

- rich range of habitats at the harbour edges including mudflats, saltmarsh, grazing marsh, reedbeds, sand dunes, shingle banks;
- areas of unimproved grassland on their edges. Wind-shaped trees and scrub; and
- attractive harbourside settlements and early medieval flint churches such as at Bosham and Pagham.

16.6.46 Viewpoints that illustrate the existing landscape character of Chichester Harbour (SC3) include: Viewpoint 22 Eastoke Point (**Figure 16.47, Volume 3**) and Pagham Beach Viewpoint 13 (**Figure 16.38, Volume 3**) (although Viewpoint 13 is sited outside the LCA within the adjacent shoreline).

SC10. Lower Arun Valley

16.6.47 The Lower Arun Valley (SC10) extends from where the river leaves the downland at Arundel; its drained floodplain pastures merge with the Coastal Plain. Stretches of the tidal river are contained by high banks engineered to control flooding, with suburban and urban fringe development visible over a distance. The river reaches the sea at Littlehampton, where it is located 15.3km from the wind farm array area at its closest point.

16.6.48 The key characteristics of the South Coast Shoreline (SC1) are:

- extensive areas of drained pasture and floodplain;
- wide meandering river course throughout, fed by rifes and dykes with adjacent reed beds, with meanders increasing in size to the south. Tidal character up to Pallington Lock;
- stretches of engineered concrete river banks;
- very shallow valley sides, consisting of slightly undulating farmland or the urban edge of the coastal development, in particular Littlehampton;
- intrusive surrounding suburban activities, including prominent railway on embankment;
- extensive high-level views onto the area. Key close dramatic views of Arundel Castle from the south;
- seaward views from elevated positions; and
- long views towards the Chalk Downs and Arundel from the south.

16.6.49 Viewpoints that illustrate the existing landscape character of Lower Arun Valley (SC10) include: Viewpoint 11 Littlehampton (**Figure 16.36, Volume 3**).

West Sussex - Visual Receptors

Arun Way

16.6.50 Approximately 36km of the Arun Way is within the SLVIA study area, broadly running north-south between Pulborough to Littlehampton on the West Sussex coast, which circles through Pulborough before turning south and running through

open countryside along the Lower Arun Valley via Arundel, Tortington, and Climbing to the coastline at Atherington and then to Littlehampton. The route is through a varied landscape, rich in evidence of various phases of British History, that includes the west Weald, South Downs, villages, riverside meadows and sea front. The Arun Way largely follows the Arun Valley and the floodplain of the River Arun but crosses the South Downs Way and the Monarch's Way and is partly coincident with the Wey-South Path. The route lies entirely within 25km of the wind farm array area and runs largely north to south crossing the South Downs and South Coast Plain to the coast. It takes a route through the Lower Arun Valley (SC10), Arun Floodplain (H2), Arun Wildbrooks (WG6), Arun to Adur Scarp Foothills (J3) and Rother Valley Farmland (N1).

- 16.6.51 Much of the route has contained views of the enclosing landform of the Arun Valley, contained by the South Downs as they rise on either side of the valley, and by the landform of the downs to the south of Weald. Views of the sea tend to be limited to the sections of the Arun Way near to the coast near Atherington and Littlehampton where the route approaches and runs along the coast, before turning inland along the River Arun, where the urban areas of Littlehampton intervene within the open views. There are representative viewpoints taken from or near the Arun Way in at VP11 Littlehampton and VP33 Arundel Castle.

West Sussex - viewpoints

- 16.6.52 The existing views from viewpoints within the West Sussex South Coast Plain (outside the SDNP) are described in **Table 16-16**. Baseline photographic panoramas showing the existing view from each viewpoint are shown in **Volume 3 Figures** as cross referenced in **Table 16-16**.

Table 16-16 West Sussex Baseline Views

ID	Viewpoint	Baseline view
9	Shoreham Harbour / A259 (Figure 16.34, Volume 3)	This viewpoint is located at Shoreham Harbour and sited at the base of Shoreham Lighthouse, on the seaward side of the A259. The immediate foreground is defined by the waters within Shoreham Harbour and its west and east breakwaters, which channel the view to a narrow section of sea beyond. The view is defined by the visible harbour activities of this busy commercial port facility. Large warehouses for cargo handling, storage, warehousing and fishing enclose the harbour and limit views of the sea. Shoreham combined cycle gas-fired power station is located to the east alongside Shoreham Port's wind turbines. To the east, Shoreham RNLI lifeboat station occupies the view, with jetties extending into the waters and combining with the harbour walls to break up the sea view. The sea view features many signs of past and present maritime industry including the Southwick ship Canal.
10	Worthing sea front promenade	The viewpoint is located on the sea front promenade to the west of Worthing pier. The immediate foreground is defined by the uniformity and openness of the promenade and its continuation in

ID	Viewpoint	Baseline view
	(Figure 16.35, Volume 3)	level across the adjacent shingle beach. Views offshore to the sea are simply composed and consist of layers of shingle, sea and sky which form a simple composition, with relatively few elements and a strong horizontal emphasis, with large-scale sea and skies, stretching out into the distance. The view offshore is punctuated only by Rampion 1 wind farm and the transitional influence of large-scale shipping on the horizon by smaller fishing vessels and by recreational boats closer to shore. The view along the coast to the east is characterised and limited in extent by the structure of Worthing pier and the Worthing observation wheel. Street lights and small scale tree and shrub planting defines a transition from the uniformity of the promenade into the backdrop detail of the sea front highway and built façade of seafront hotels and residential properties. The view along the coast to the west is more immediately limited by the convex curve of the coastline. The inland extent of views is limited to the immediate line of buildings behind the viewpoint, such that the character of the view is largely defined by the sea front environment. On a busy summer's day there is therefore capacity for the character of view to be fundamentally changed by the nature of busy seafront activity.
11	Littlehampton sea front promenade (Figure 16.36, Volume 3)	This Viewpoint is located at the western end of the sea front promenade at Littlehampton, at the harbour park and near the East Pier, where the River Arun joins the English Channel. The immediate foreground is defined by the sand and shingle beach, and mudflats exposed at low-tide. The view is however more complex than others due to the numerous timber groynes extending down the beach that subdivide the sand and shingle beach, as well as the numerous vertical structures along the mouth of the river and the east pier which extends into the sea. It is a dynamic and changeable view, in part due to the dynamism of the sea itself, but more so as a result of the amount of people and variety of recreational activities at the beach, in the sea and along the adjacent promenade, which is backed by an amusement park. Views offshore to the sea have a strong horizontal emphasis, with large-scale sea and skies, stretching out into the distance. The view offshore is punctuated by Rampion 1 wind farm, masts at the river mouth and the transitional influence of large-scale shipping on the horizon and smaller fishing and by recreational boats closer to shore.
12	Bognor Regis sea front promenade (Figure 16.37, Volume 3)	The viewpoint is located on the sea front promenade to the east of the pier. Both the eastward and the westward coastal aspects include subtle land to land views, coincident with the concave sweep of the adjacent coastline. The detail associated with such views is however limited to the general massing of the coastal landform towards Selsey Bill in the west and Brighton in the east. The more immediate extent of westward views is limited by the

ID	Viewpoint	Baseline view
		<p>structure of Bognor pier and by the general massing of sea front kiosks. To the east, a concentration of sea front facilities, including the most immediately placed band stand and new sea front developments add detail and scale to the sea front environment. Built holiday accommodation facilities dominate the sea front in places. Views offshore to the sea are expansive and simply composed and consist of layers of shingle, sea and sky which form a simple composition, with relatively few elements and a strong horizontal emphasis, with large-scale sea and skies, stretching out into the distance. The view offshore is punctuated by masts in the nearshore water and by Rampion 1 wind farm on the horizon, as well as the transitional influence of large-scale shipping on the horizon and smaller fishing and by recreational boats closer to shore. The inland extent of views is limited to the immediate line residential and tourist accommodation properties behind the viewpoint, such that the character of the view is largely defined by the sea front environment. On a busy summer's day there is capacity for the character of view to be changed by the amount of people and the extent of seafront and beach activity.</p>
13	Pagham Beach (Figure 16.38, Volume 3)	<p>This viewpoint is located on Pagham Beach, near Pagham Yacht Club and close to the point where Beach Road joins Pagham's shingle beach. It is overlooked by low-rise detached residential properties that line the shore and have open views out to sea. Views offshore to the sea are expansive, simply composed and consist of layers of shingle, sea and sky which form a simple composition, with relatively few elements and a strong horizontal emphasis, with large-scale sea and skies, stretching out into the distance. The view offshore is punctuated by Rampion 1 wind farm on the horizon, the transitional influence of large-scale shipping on the horizon, and recreational boats/watersports activities closer to shore. The view south along the coast that takes in Pagham Harbour and extends to the headland of Selsey Bill is relatively undeveloped, while the view north-east along the coastline across Bognor Regis and beyond is influenced by urbanised coast.</p>
14	Selsey sea front promenade (Figure 16.39, Volume 3)	<p>The viewpoint is located at Selsey sea front promenade, next to the RNLI lifeboat station, on the low sweeping coastline where the foreshore is open and exposed to the open seas, across shingle banks and bands of sand and mud at low tide. The sea is the prevailing element in the view, with the associated dynamic nature of the noise of waves, exposure to the wind and elements, constantly changing weather, light and tidal conditions. The shingle beach is backed by the sea front promenade, and relatively narrow undeveloped sections of coastline behind the beach, bounded by low growing vegetation, providing some slight separation of the urban areas behind the viewpoint that face to the sea. Fleets of small fishing boats are beached along the shoreline and yachting,</p>

ID	Viewpoint	Baseline view
		<p>surfing, windsurfing and commercial boat traffic are frequent in seaward views. Views offshore to the sea are expansive, simply composed and consist of layers of shingle, sea and sky which form a simple composition, with relatively few elements and a strong horizontal emphasis, with large-scale sea and skies, stretching out into the distance.</p>
22	Eastoke Point (Chichester Harbour AONB) (Figure 16.47, Volume 3)	<p>The viewpoint is located at Eastoke Point, on the edge of Sandy Point Nature Reserve and within the Chichester Harbour AONB. The viewpoint is located at the southern seaward extremity of the Chichester Harbour AONB, where there are greatest views out to sea. The view looks across the mouth of Chichester Harbour and along the coast towards the headland formed at Selsely Bill. Whilst yachting traffic and recreational activities reduce the tranquillity in part, the view has a tranquil character and a sense of relative remoteness. The panorama affords views 'into' the central area of the Chichester Harbour AONB, dotted with boats and backdropped by the rising landforms of the South Downs to the north, as well as extending along the flat sandy coast to the east which accentuates the scale of the sea and sky. The sandy coastline is dotted with holiday accommodation and huts, backed by windswept trees. Views offshore consist of expanses of open water, simply composed of sea and sky stretching out into the distance and interrupted by only transitory boats in the nearshore waters and more distant large vessels on the horizon. The view south-west extends to the Isle of Wight, its profile of higher chalk downlands rising beyond the Solent.</p>
26	Low Weald (A24, near Ashington) (Figure 16.49, Volume 3)	<p>The viewpoint is located in the Low Weald, just to the north of Ashington and east of the A24, on a public right of way near Woodman's Farm, which is on a localised high point at Basing Hill that affords views south over the Low Weald to the landform backdrop form by the South Downs. The view is over the Wiston Low Weald, to the west of the Adur Valley, which is a mainly pastoral landscape with a well-wooded character. Strong patterns of small to medium size fields of pasture enclosed by woodlands, shaws and hedgerows are common, with the local character having a dense cover of broadleaved woodlands and enclosed further by the rising landform of the downs to the south. The A24 is not visible but is close by and audible to the west of the viewpoint and reduces the otherwise apparent rural tranquillity. There are no views of the seascape due to the curtailment by the steep downland scarp to the south.</p>
47	High Weald (near Bolney)	<p>The viewpoint is located on the southern edge of the High Weald AONB, just to the north of Bolney and east of the A23, on a public right of way near Park Farm, which is on a localised high point at Basing Hill that affords views south from the High Weald, over the</p>

ID	Viewpoint	Baseline view
	(Figure 16.58, Volume 3)	Low Weald, to the landform backdrop form by the South Downs. The foreground of the view is over pastoral landscape and the well-wooded character of Bolney Wood, Ragget Wood and North Wood on the southern edges of the High Weald, where the landform drops gradually into the eastern Low Weald. Over the Low Weald, arable and pastoral rural landscape prevails, with a mosaic of small and larger fields, scattered woodlands, shaws and hedgerows, interspersed with development. Overhead power lines for a detractor cross the view over the Low Weald. There are no views of the seascape due to the curtailment by the steep downland scarp to the south.

East Sussex and the City of Brighton & Hove

East Sussex Landscape Character

- 16.6.53 The geographic area of the county of East Sussex and the City of Brighton & Hove is shown in **Figure 16.3, Volume 3**. The East Sussex Landscape Character Assessment identifies landscape character areas covering the SLVIA study area to the north-east and east of the SDNP (**Figure 16.16a-b, Volume 3**), with much of the East Sussex Landscape Character Assessment area being within the SDNP and considered within the landscape character descriptions provided above for the SDNP. Areas of coast that fall to the south-west and outside the SDNP are primarily the built up coastal urban areas of the City of Brighton & Hove, Peacehaven, Newhaven, Seaford and Eastbourne and small areas of LCAs which fall just outside the SDNP, such as parts of the Falmer Telscombe Downs (18). The main terrestrial areas to the north-east and east of the SDNP, are defined by the Low Weald (14 and 15), High Weald (4 and 5), Eastbourne Levels (24) and Pevensey Levels (25) which fall largely or entirely outside the ZTV (**Figure 16.19a, Volume 3**). Landscape character areas within East Sussex (outside the SDNP) are scoped out of the SLVIA.

East Sussex - Visual receptors

National Cycle Network Route 2

- 16.6.54 NCNR2 is long-distance bike route along the south coast of England from Dover in the east to St. Austell in the west. Within the SLVIA study area (**Figure 16.8, Volume 3**), it extends between Worthing and Bexhill and includes part of the 'Downs and Wealds Cycle Route' within its route between Brighton and Eastbourne. NCNR2 includes notable seaward views for the majority of the route between Worthing and Seaford, as it largely follows the coastal edge, however there are sections further east that divert into the urban areas of Peacehaven, Newhaven and Rookery Hill where the views are more restricted by the intervening urban environment. The route includes an apparent seaward aspect

towards the offshore elements of Rampion 2 however, this will be experienced from a distinctly urban corridor through the majority of its length.

East Sussex - viewpoints

- 16.6.55 The existing view from viewpoints within East Sussex (outside the SDNP) are described in **Table 16-17**. Baseline photographic panoramas showing the existing view from each viewpoint are shown in **Volume 3 Figures** as cross referenced in **Table 16-17**.

Table 16-17 East Sussex and City of Brighton & Hove baseline views

ID	Viewpoint	Baseline view
5	Newhaven (Castle Hill) (Figure 16.30, Volume 3)	This coastal viewpoint is located on Castle Hill, sited at the telescope next to Newhaven Fort, the last of a series of defences built on the cliffs overlooking Seaford Bay, where there is a visitor centre and coastal walks. Newhaven has a channel ferry port, with passenger ferries from Newhaven to Dieppe from Newhaven Harbour – the breakwater to the harbour being visible to the east in the view towards Seaford. Newhaven is physically divided by the River Ouse. As with the majority of the settlement, the viewpoint is located west of the river. Just inland of this location is the lookout tower for the National Coastguard and its supporting transmission tower. The eastern aspect offers the focus of interest in the view across Seaford Bay to the white cliffs of the Seven Sisters and open views over the breakwaters of Newhaven Harbour and the shipping lanes of the English Channel. Features of Newhaven's industrial and historical heritage are prominent from this viewpoint. A drilling platform is currently located with the breakwaters. Evidence of Newhaven Fort is prominent in the surrounding landform and with the presence of gun emplacements. The view south-west is less dramatic, including the adjacent transmission mast and the edges of Castle Hill, but with expansive views offshore of simply composed vast sea and skies, with a strong horizontal emphasis, interrupted by the WTGs of Rampion 1 wind farm.
6	Peacehaven (Figure 16.31, Volume 3)	This viewpoint is located on the clifftop in Peacehaven, on a footpath that traverses the top of the cliffs adjacent to the residential areas of Peacehaven and small public park that front on to the sea and have expansive views from the elevated clifftops over the seascape to the south. The sea and the sky are the prevailing elements in the simply composed view, which have a large scale and vast range, as well as associated dynamic nature of the noise of waves, exposure to the wind and elements, changing weather, light and tidal conditions. Drama and exposure are created from the elevation of the viewpoint and its position close to the cliff edge, the height of the white chalk cliffs above the shoreline below and scale of the white cliffs, particularly notable

ID	Viewpoint	Baseline view
		along the coast to the west. Urban development is notable as extending close to the cliff edge and having direct views out to sea. There are long distance views along the coast to the west to Brighton and its prominent marina and sea front developments, including the i-360 tower.
8	Brighton sea front promenade (Figure 16.33, Volume 3)	The viewpoint is located on the sea front promenade approximately west of the landmark structure of Brighton pier. The eastward extent of sea and coastal views is limited by the pier, however the urban skyline of the landward component indicates the continuation of the coastal frontage beyond. The westward extent of coastal view includes the concave sweep of coastline, picking up the power station chimney at Shoreham and a more general massing of land and buildings towards Worthing. The remnant structure of Brighton west pier features within the extent of the inshore waters to the right of view. The orientation of Brighton pier and foreground breakwater (with sculptural focal point) directs the line of sight seawards to the horizon. The seaward aspect is further emphasised by the landward containment afforded by the distinct urban edge of five storey hotels immediately behind the viewpoint. The immediate context of the sea view is fundamentally defined by the influence of the pier. Further foreground detail is contributed by the below promenade shops and beach recreational facilities along with the shoreline strip of shingle beach. Beyond this context the seascape is featureless to the horizon, punctuated only by the transitional influence of large-scale shipping on the horizon and by smaller fishing and recreational boats closer to shore. On a busy summer's day there is capacity for the character of view to be fundamentally changed by seafront and beach activity.

Hampshire and the Solent

Overview

- 16.6.56 The geographic area of Hampshire County is shown in **Figure 16.3, Volume 3** and the Solent is shown in **Figure 16.4, Volume 3** where it is shown as a distinct Marine Character Area. Its current baseline seascape, landscape and visual amenity is described as follows based on the seascape character of 'MCA05 The Solent' which defines the majority of the relevant coastline and LCAs within the Hampshire Integrated Landscape Assessment (2010) that provide the baseline landscape characterisation of Hampshire.

MCA05 The Solent

- 16.6.57 MCA05 The Solent (**Figure 16.4, Volume 3**) covers the distinctive narrow stretch of sea of the Solent and its adjoining channels (the largest being Southampton Water) and Portsmouth, Langstone and Chichester Harbours. It stretches to

Foreland and Selsey Bill to the east and is located 13.6km from the wind farm array area at its closest point.

- 16.6.58 MCA05 The Solent *'is one of the busiest stretches of water in the UK, both commercially and for inshore recreation. It includes the major ports of Southampton and Portsmouth, which are nationally important hubs for marine transportation and trade. The Solent's sheltered waters also attract some of the largest numbers of marine recreational users in North-East Europe, supported by a large number of yacht clubs and marinas and world-class sailing events. Calm, warm seas nurture rich fishing grounds, including nationally rare native oyster beds at Chichester Harbour. The area is steeped in maritime history reflecting its nationally important roles in defence and trade, including the historic base of the Royal Navy at Portsmouth. The busy waters and port developments contrast with sections of highly tranquil coastline (particularly within the New Forest National Park, Isle of Wight and Chichester Harbour AONBs) and internationally important wildlife havens'.*
- 16.6.59 Within the SLVIA study area, the adjacent northern coastline is defined by the South Coastal Plain (126) NCA (**Figure 16.5, Volume 3**) and sections of the coastline are within the Chichester Harbour AONB (**Figure 16.7, Volume 3**). The southern side of The Solent is defined by the Isle of Wight (127) NCA and includes sections of coastline within the Isle of Wight AONB (described in the following section covering the Isle of Wight). The MCA is also defined by the Eastern Solent LCA from the Hampshire Landscape Character Assessment (Hampshire County Council, 2010) and its adjacent northern coastline by Hayling Island Coastal Plain (9h) and the Langstone and Chichester Harbours (10b).

Hampshire Landscape Character

11c. Eastern Solent

- 16.6.60 The Eastern Solent (11c) (**Figure 16.6, Volume 3**) covers the seascape of the eastern Solent and is essentially coincident with MCA05 The Solent (**Figure 16.4, Volume 3**). The waters in the eastern Solent are well used by ferries, which affects its character and it has a more developed feel than the New Forest coastline to the west. The eastern boundary is formed by an imaginary line extending from the County boundary southwards from the entrance to Chichester harbour and is approximately 24.7km from the wind farm array area at its closest point.
- 16.6.61 The key characteristics of the Eastern Solent (11c) are:
- sheltered from predominant south-westerly winds, with very busy shipping, including commercial container vessels, tankers, ferries, high speed vessels, hovercraft and recreational sailing. Major deep water shipping channel in the South channel;
 - unusual tidal conditions due to the influence of the Isle of Wight;
 - active commercial fishing interests, mainly consisting of shellfish, the harvesting of which affects the natural sea bed characteristics;

- historically, the home port of the British navy at Portsmouth and one of the most significant cruise liner ports at Southampton have meant the waters have seen some of the most significant war and commercial vessels;
- numerous visually prominent historic defence related landmarks including Calshot castle and Southsea Castle, evocative of times when this coast and its ports were of huge strategic defence importance; and
- varied views of low coastline to the north in contrast to the hilly backdrop of the Isle of Wight to the south – even with the coastal settlements it still retains more natural undeveloped stretches and is heavily wooded on the Island side.

16.6.62 Viewpoints that illustrate the existing landscape character of the Eastern Solent (11c) include: Viewpoint 22 Eastoke Point (**Figure 16.47, Volume 3**) and Viewpoint 43 Gilkicker Point (**Figure 16.57, Volume 3**).

Hampshire - visual receptors

Solent Way

- 16.6.63 The Solent Way runs through Hampshire, West Sussex and East Sussex connecting Milford on Sea with Emsworth Harbour. Approximately 41km of the Solent Way is within the SLVIA study area, extending from Farham along the Solent to Gilkicker Point around the mouth of Portsmouth Harbour, and then inland around Langstone Harbour and Chichester Harbour to Emsworth. The route lies over 30km from the wind farm array area, in the west-north-west of the study area and follows the Hampshire coastline for much of its length. After crossing Southampton the Solent Way follows the Solent shoreline and crosses the River Hamble via the Gosport ferry to reach Warsash. It continues to Lee-on-the-Solent's promenade, the suburbs of Gosport crossing the Haslar Bridge to the ferry over to Portsmouth, along the waterfront of Old Portsmouth and Southsea sea front, before skirting the coastal marshes and quays of the eastern edge of Langstone Harbour. The path then skirts Havant to the village of Langstone, crossing the bridge to Hayling Island, and following the banks of Chichester Harbour to end at the town of Emsworth on the West Sussex border.
- 16.6.64 While sections of the route are more rural, large urban areas frequently characterise parts of the route and interrupt inland views of the South Coast Plain. To the north, the views across Southampton Water dominates while further south, the coastal nature of the way ensures panoramic views across the Solent to the Isle of Wight, just a few miles off the Hampshire Coast, for most of its length. Approaching Portsmouth the Spinnaker Tower forms the main landmark. Views from Gilkicker Point and the Southsea/Portsmouth waterfront take in the open sea and the mouth of Portsmouth Harbour. As the way skirts Langstone Harbour, turning away from the coast, the low-lying Hayling Island across the harbour becomes the main feature in views from the route. There is a representative viewpoint on the Solent Way at VP43 Gilkicker Point.

New Lipchis Way

- 16.6.65 The New Lipchis Way runs from Liphook, on the Hampshire/West Sussex border, through Hampshire and West Sussex through the SDNP to East Head at the

entrance to Chichester Harbour. Approximately 55km of the New Lipchis Way is within the SLVIA study area, extending between Chichester Harbour AONB to Chichester and across the SDNP (The Trundle). The New Lipchis Way passes through open countryside within the South Coast Plain, following the Chichester Ship canal and the southern bank of Chichester Channel to end at Chichester Harbour, with an optional detour around East Head. It crosses the South Downs via The Trundle, before it crosses the heaths, woods and farmland of the west Weald over Older Hill and Woolbeding Common to Midhurst and Heyshott. Extensive views of the South Downs and beyond are available as the route crosses the Downs. More limited views of the surrounding landscape are available as the route traverses the South Coast Plain, skirting Chichester's western edge, following the ship canal and entering the Chichester Channel. Panoramic views of the open sea are seen from the southern end of the way at East Head. There is a representative viewpoint on the South Downs section of the New Lipchis Way at VP50 The Trundle and VP22 Eastoke Point is close to the start of the route in the Chichester Harbour AONB.

Hampshire - viewpoints

- 16.6.66 The existing view from viewpoints within Hampshire County (outside the SDNP) are described in **Table 16-18**. Baseline photographic panoramas showing the existing view from each viewpoint are shown in **Volume 3 Figures** as cross referenced in **Table 16-18**.

Table 16-18 Hampshire baseline views

ID	Viewpoint	Baseline view
43	Gilkicker Point (Figure 16.57, Volume 3)	The viewpoint is located at Gilkicker Point, near to Fort Gilkicker on the Solent Way, which rounds the headland and fort at this point. The viewpoint is located at the southern seaward extremity of the headland between Stokes Bay and the mouth of Portsmouth Harbour. It is a panoramic view that extends from Portsmouth Harbour, across the harbour mouth to the urban coastline of Portsmouth and Southsea Common to the east and encompasses open sea views over the eastern Solent and across to the Isle of Wight to the south. The seas of the Solent are scattered with numerous sailing boats, Isle of Wight ferries and large vessels, including naval vessels, coming in and out of Portsmouth Harbour, all of which are part of the established character of the seascape of the eastern Solent visible in the view. These boats and vessels add complexity and visual interest to what would otherwise be a simple view of shingle, sea and sky. The long-distance sea view east is channelled between the headland of Selsey Bill and the coastline of the Isle of Wight, with much of the remaining sea panorama being backdropped by the hilly landform of the Isle of Wight to the south and south-east, which is wooded and well settled between Ryde and Foreland. Urban coastline prevails to the east along the mainland between Portsmouth, Hayling Island and Selsey Bill. Rampion 1 wind farm is not visible due to the intervening headland.

Isle of Wight

Overview

- 16.6.67 The geographic area of the Isle of Wight is shown in **Figure 16.3, Volume 3**. Its current baseline seascape, landscape and visual amenity is described as follows based on the seascape character of 'MCA06 South Wight' (**Figure 16.4, Volume 3**) which defines the coastline to the south of the Solent; the 'Isle of Wight NCA' (127) (**Figure 16.5, Volume 3**) which defines its character at the national level; the Isle of Wight AONB's special qualities; and the LCAs within the East Wight Landscape Character Assessment (IoW Council, 2015) (**Figure 16.6, Volume 3**) that provide the baseline landscape characterisation of the Isle of Wight.

MCA06 South Wight

- 16.6.68 MCA06 South Wight (**Figure 16.4, Volume 3**) covers the south coast of the Isle of Wight from the Needles in the west to Foreland in the east, reflecting the change in marine and coastal character between the north and south coasts. Offshore, the MCA extends eastwards to meet MCA 7 off Selsey Bill and is located 8km from the wind farm array area at its closest point.
- 16.6.69 MCA06 South Wight *'is a diverse MCA displaying a wide range of coastal landscapes and marine characteristics. The southern coastline of the Isle includes sections of internationally important geology, geomorphology and coastal habitats reflecting some 120 million years of evolution. The island is surrounded by offshore rocky ledges and reefs which host rich maritime biodiversity as well as the wrecks of numerous vessels that have succumbed to the dangerous waters associated with them. The scenic beauty of the island, and particularly its unrestricted sea views across the Channel, has been appreciated for centuries by eminent writers and artists – as well as the Victorian middle classes who spurred the development of its seaside resorts. The MCA's role in both World Wars as well as famous historic invasion attempts such as the Spanish Armada result in an area steeped in history. Fishing (commercial and recreational), marine transportation and coastal and sea-based recreation (including yachting and diving) are the key human activities which shape the character of South Wight today'*.
- 16.6.70 The adjacent coastline is defined by the Isle of Wight (127) NCA. Outside the coastal settlements of Ventnor, Shanklin, Sandown and Bembridge, the coastline falls within the Isle of Wight Area of Outstanding Natural Beauty (AONB) and is defined by LCAs of the East Wight Landscape Character Assessment (IoW Council, 2015) – including Chalk Downs (1), the Undercliff (11), Changed Countryside (14) and Coastal Designed Landscape (15).

Isle of Wight NCA (127)

- 16.6.71 The Isle of Wight NCA (127) (**Figure 16.5, Volume 3**) covers the whole of the Isle of Wight, separated from the mainland by the Solent and is located 29.6km to the west of the wind farm array area at its closest point. It is England's largest Island. The chalk spine crossing from east to west stretches out at the western tip in a series of three chalk stacks known since medieval times as the Needles (located outside the study area boundary). The Island exhibits, at a small scale, the key

characteristics of much of lowland England, from farmed arable coastal plains to pastures and woodland, and from steep chalk downs to diverse estuarine seascapes and dramatic sea cliffs and stacks. Although most of the Island is rural, there are a wide range of settlements, including small villages, medieval planned and post-medieval towns, 19th-century seaside resorts and 20th-century development.

- 16.6.72 Almost half of the NCA falls within the Isle of Wight AONB, divided into five separate parcels, and much of the south coast is recognised as part of the Tennyson Heritage Coast.

Isle of Wight AONB designation

- 16.6.73 The Isle of Wight AONB (IoW AONB) is located 29.6km to the west of the wind farm array area at its closest point at Foreland, near Bembridge (**Figure 16.7, Volume 3**), however the majority of the two main areas of the IoW AONB at Culver Down and Ventnor Down are located at slightly greater distances (approximately 31km to Culver Down and 36km to Ventnor Down).
- 16.6.74 The Isle of Wight AONB is 191km², approximately half the land surface of the Island (IoW AONB Management Plan 2019-2024). Unusually, the AONB area is not continuous and is made up of five distinct land parcels across the Island. This creates a strong interrelationship between the AONB and the non-designated areas. The character of this AONB is shaped by contrasting elements; sea cliffs and sweeping beaches to quiet ancient woodland; worked farmland to intricate inlets of streams. Long distance views are offered from the coastal heath and downland, and at night, the dark skies of the area allow for views of the night sky. Settlements within the AONB comprise isolated houses, hamlets and rural villages and harbour towns. The AONB remains a lightly populated, undeveloped area, popular for outdoor recreation and tourism, valued for its tranquillity, the quality of the environment and culture, however the East Wight coast is notably more developed between Bembridge, Sandown and Shanklin.
- 16.6.75 The special qualities of the IoW AONB have been defined in Section 2 'Statement of Significance' of Appendix 1 of the IW AONB Management Plan 2019-2024 as indicators of what comprises its natural beauty. The special qualities that are scoped in to the SLVIA are identified and described in **Table 16-19**, as those that those that may have potential to be significantly affected by the offshore elements of Rampion 2.

Table 16-19 IoW AONB Special qualities

ID	Special quality	Interpretation of IoW AONB special quality
1.	From majestic sea cliffs and sweeping beaches to the quiet solitude of ancient woodland.	The complex and diverse landscape, with many contrasting landscape character areas ranging from sea cliffs, sweeping beaches to areas of ancient woodland, deriving from the underlying predominantly chalk geology, landform and historic land uses.

ID	Special quality	Interpretation of IoW AONB special quality
2.	The ever-changing patchwork of worked fields to the timeless and enduring presence of the downs.	The altered landscape of farmland traditionally comprising small scale farmsteads and open downland and heathland dating back to the prehistoric woodland clearance of these areas.
3.	The intricate inlets of tranquil creeks to the long-distance views from coastal heath and downland.	A spectacular, undeveloped coastline of unspoilt beaches, dramatic cliffs, iconic chalk stacks, and Heritage Coasts that features in many views to and from the designated area; its open aspect, long distance views to the English Channel and special quality of light.
4.	The planned and manicured gardens of former Royal Estates and Victorian villas to the irregular undulating hedged fields of pasture.	A long, rich history of human interaction with the natural environment evident within designed landscapes associated with grand houses and former Royal Estates; and the historic enclosure of land by closely associated boundary features such as hedgerows, ditches, hedge banks, wood banks, and stone walls and associated field patterns.
5.	The dark starlit skies to the bustle and colour of festivals and events.	Tranquil and unspoilt by urban levels of artificial light, noise, development or traffic; with dark, starlit skies.
6.	The winding paths, shuts and hollow ways in the countryside to chines and steps down cliffs to the beach.	The network of public rights of way including highways, byways, paths, and tracks which record how people have travelled across the landscape: from villages to the coast; from farms to the downs and the markets of nearby towns; and from hamlets to churches and schools.
7.	Place names and dialect to poetry, literature and art.	Local distinctiveness and identity derived from dialect, customs, and folklore; and the wider influence of the island through visual art and literature, its importance to the 'Picturesque' movement and its identification as part of the English Grand Tour.
8.	Isolated houses, hamlets and rural villages to harbour towns, castles and tumuli	A long history of human settlement showing the relationship between people and place, especially the coast and sea, as shown by harbours, coastal settlements, and navigation and defensive structures.
*	The following special quality has been scoped out of the SLVIA: 'Plants and animals to fossilised trees and dinosaur footprints'	

- 16.6.76 Viewpoints that illustrate the existing landscape character of the Isle of Wight AONB include: Viewpoint 34 Bembridge Down (**Figure 16.55, Volume 3**) and Viewpoint 35 St. Boniface Down (above Ventnor) (**Figure 16.56, Volume 3**).

Isle of Wight Landscape Character

Chalk Downs (1)

- 16.6.77 The Chalk Downs (1) (**Figure 16.6, Volume 3**) is located in two parts of the SLVIA study area. The first is located at Bembridge and Culver Down, which coincides with the coastal part of a visually distinct central chalk downland ridge, which runs west to east across the Isle of Wight. In the East Wight it is located at Bembridge Down running east to meet the sea, where the chalk is exposed at Culver Cliff, but also extends inland, to the north of Arreton. This part of the LCA is narrow, about 1km wide, with an elevation is around 104m AOD at Bembridge Down, flanked by areas of Coastal Farmland (16) to the south and Pasture Land to the north (18). The second area is formed by Ventnor and Shanklin Downs further to the south, where the series of chalk upland downs rise to above 240m at Ventnor Downs, and dip steeply on their southern and eastern slope, where it is flanked by the Undercliff (11).
- 16.6.78 Both of these areas of Chalk Downs (1) form the basis of the Isle of the Wight AONB designation where it extends to meet the East Wight coast and both areas of Chalk Downs (1) are also part of the National Trust – Bembridge and Culver Downs, and Ventnor Downs and Luccombe. The Bembridge and Culver Downs is located 30.8km from the wind farm array area at its closest point, while Ventnor and Shanklin Downs is located further away at approximately 36km.
- 16.6.79 The key characteristics of the Chalk Downs (1) are:
- open landscape often with an exposed feel;
 - long distance views across the landscape and out to sea;
 - a lack of enclosure (particularly in the chalk downland in the south of the East Wight);
 - dramatic exposed white chalk sea cliffs;
 - landmarks and structures present where these have required or taken advantage of the elevation and unobstructed nature of the downs;
 - species rich chalk grassland, acid grassland and heathland;
 - a landscape rich in archaeology and heritage assets;
 - ancient woodland found on steep slopes;
 - few buildings and little if any settlement, with smaller hamlets and villages often being located in adjacent areas where the downland provides shelter; and
 - Public rights of way run to, from and across the downland and are often an historic record of access throughout the area and there are extensive areas of open access land.

- 16.6.80 Viewpoints that illustrate the existing landscape character of the Chalk Downs (1) include: Viewpoint 34 Bembridge Down (**Figure 16.55, Volume 3**) and Viewpoint 35 St. Boniface Down (above Ventnor) (**Figure 16.56, Volume 3**).

The Undercliff (11)

- 16.6.81 The Undercliff (11) (**Figure 16.6, Volume 3**) is located along the southern coastline of the East Wight. It extends from Chale Bay to Luccombe Bay near Shanklin. The Undercliff (11) sits below the chalk downs and includes the dramatic inland Upper Greensand cliff, these landslip areas include dense woodland, scrub, rough ground, grasslands on flatter ground close to the coast, adjacent settlement areas such as St Catherine's, St Lawrence, Ventnor and Bonchurch. The Undercliff (11) is designated as part of the Isle of Wight AONB and parts are within the Ventnor Downs and Luccombe National Trust land. It is located approximately 35.7km from the wind farm array area at its closest point.
- 16.6.82 The key characteristics of the Undercliff (11c) are:
- dramatic landform due to the action of coastal erosion and the land slide complex caused by groundwater creating a series of terraced landslips;
 - appreciated for its natural beauty the area was a draw for those wishing to appreciate the picturesque in the late C18th and early C19th, resulting in its increased popularity as a location for marine villas and cottages;
 - dramatic landscape of high nature conservation and historic environmental interest;
 - tranquil area in some woodland areas secretive and in some areas more open and expansive with panoramic coastal and sea views;
 - open access and public footpaths allow opportunities to appreciate the character and dramatic views from the top of the inland cliff into the Undercliff;
 - some areas have lost former paths and road access due to land movement; and
 - parts of the Undercliff have been strongly influenced by designed parklands and ornamental gardens taking advantage of their coastal location, micro climate and shelter.
- 16.6.83 Viewpoints that illustrate the existing landscape character of the Undercliff (11) include: Viewpoint 35 St. Boniface Down (above Ventnor) (**Figure 16.56, Volume 3**).

Isle of Wight - Visual Receptors

Overview

- 16.6.84 Given the statutory purpose of the Isle of Wight AONB (**Table 16-1**) and its special qualities, the SLVIA focuses on views experienced by recreational users of the Isle of Wight AONB, particularly the Isle of Wight Coastal Path National Trail and long distance walking route.

Isle of Wight Coastal Path

- 16.6.85 The 113km Isle of Wight coastal path encircles the island with detours to the west of Thorness Bay and round the Osborne Crown Property at Osborne Bay. Sections of the path from Ryde to Bembridge and from the Needles to Yarmouth form part of the E9 E-Route. The Isle of Wight Coastal Path lies within the west of the SLVIA study area, following the coast of East Wight, over 30km from the wind farm array area. Approximately 63.5km of the Isle of Wight Coastal Path is within the SLVIA study area, between Ryde, Bembridge, Sandown, Shanklin and Ventnor. The Isle of Wight Coastal Path takes in chalk downland and sandstone cliffs, popular holiday resorts and quieter inlets, bays, marshes and saltings representing the varied experience of landscape character and the designated landscape of the Isle of Wight AONB. Views from the northern coastline take in the Solent and the South Coast between Bournemouth and Portsmouth. Views from the southern coastline take in the English Channel. While views from Ryde to Bembridge are focussed on the mouth of the Solent, the eastern coastline to Ventnor has panoramic and far-ranging views of the English Channel as it meets the south coast.
- 16.6.86 There are three viewpoints included in the SLVIA on or near to the route of the Isle of Wight Coastal Path, providing representation of the baseline views gained sequentially from the route, including, from north to south: VP24 Bembridge, VP34 Bembridge Down and VP35 St Boniface Down.
- 16.6.87 The character and views from the Isle of Wight Coastal Path vary across its route. The baseline conditions of the Isle of Wight Coastal path are described with reference to 11 distinct 'sections' defined for the purposes of this SLVIA that relate to the landform, landscape character and visibility along the route, as shown in **Figure 16.24, Volume 3** and described further in **Table 16-20**.

Table 16-20 Isle of Wight Coastal Path

Section	Baseline Description	Section Length (km)
1. Cowes	This section starts north of Cliff Farm, follows Solent View Road and Shore Road to follow the esplanade to Cowes Castle, from where it follows several roads offset from the coast, crosses the floating bridge across the River Medina and then follows York Avenue to New Barn Road. This section is contained within Cowes and is largely urban in character. Urban form limits views inland with coastal views largely limited to the esplanade. These look across the Solent and the entrance to Southampton Water and are enclosed by the south coast.	6.6
2. Cowes to Fishbourne	Continuing along the A3021, this section passes through Whippington, turns east along Alverstons Road to Wootton Bridge and Fishbourne, where it briefly	7.7

Section	Baseline Description	Section Length (km)
	<p>follows the B3331. It then turns along Quarr Road to Quarr Abbey. This section passes through Coastal Designed Landscape, Pasture Land and Valley Floor between the urban area of Cowes and settlement at Wootton.</p> <p>Views are short range around Cowes Harbour and Wootton Creek, and enclosed by development. Between the two settlements, views reach further, and are more open and rural in character. The Solent influences the character of the view while being largely imperceptible.</p>	
3. Ryde	<p>This section continues inland through the Ryde Golf Club course and Pelhamfield to Rye's esplanade and the North Walk along the coastline to Puckpool Point and Nettlestone Point. This section passes through Coastal Designed Landscape either side of Ryde, with a more open countryside character to the west and more coastal and exposed nature to the east. West of Ryde views are limited by built form within settlements, and relatively high levels of tree cover. East of Ryde, views across the Solent to the south coast are longer and panoramic. The busy character of the Solent dominates the views, even as it approaches and widens into the English Channel, to the east.</p>	7.1
4. Nettlestone to Bembridge Point	<p>Intermittently continuing along the coastline, this section passes through Nettlestone, south past Horestone Point, where it passes The Priory Bay, Priory Woods, and Nodes Point Holiday Park, to join Duvers Road. It traverses The Duver, crosses Old Mill Ponds on a causeway to join the Yar River Trail to skirt the south bank of Bembridge Harbour around Bembridge Point along Pump Lane and Ducie Avenue to the coast. This section passes through areas of settlement to the north and south, separated by Coastal Designed Landscape, Changed Countryside, and Harbours and Creeks. Views from this section are largely constrained by surrounding development. More open views of parkland and across Bembridge Harbour are available, with the latter remaining enclosed by built form. Occasional coastal views of the entrance to the Solent are wide and enclosed by the south coast.</p>	6.1

Section	Baseline Description	Section Length (km)
5. Bembridge	This section follows the coastline past East Cliff and Tyne Hal I, turning inland through Bembridge (Viewpoint 24 – Bembridge (Figure 16.48, Volume 3) at Lane End, rejoining the coast at Forelands Fields before following the clifftops to Black Rock. This section passes through Coastal Designed Landscape, and Changed Countryside, along Bembridge's coastline. At Bembridge, part of this section has a coastal aspect taking advantage of views of the English Channel. Remaining parts are set back from the coast, where built form within settlement largely screens the sea from view.	4.2
6. Culver Cliff	This section runs along the top of low cliffs above Whitecliff Bay turning inland and past The Nostrils, to climb up to Culver Down (Viewpoint 34 Bembridge Down (Figure 16.55, Volume 3)), to run along the Whitecliff Ledge to Red Cliff. From Changed Countryside, this section passes through Chalk Downs and Coastal Farmland. Far ranging views to the English Channel are discontinuous due to screening by vegetation above the cliffs. Panoramic and expansive views focussed on the open water of the Channel become available as the section climbs Culver Down and follows the coastline to Yaverland.	3.5
7. Sandown Bay and Shanklin	This section follows the coastline around Sandown Bay to Hope Beach where it is offset from the coast as far as Shanklin Chine. Here it descends to the coast and up Appley Steps, turning inland to follow Luccombe Road to Luccombe Village. The northern end of this section passes through Coastal Designed Landscape with the remainder of the section lying within urban development. Views from this coastal section are panoramic and far ranging, with the focus lying to the east where the Channel meets the south coast.	7.5
8. Luccombe Bay	Running parallel to the coast, this section runs through woodland on the clifftops, past Steel Bay and descends to the coast at Monks Bay. From settlement in the north, this section passes through The Undercliff with Chalk Downs (Viewpoint 35 St. Boniface Down (above Ventnor) (Figure 16.56, Volume 3)) adjoining inland. Views from this section of the Undercliff focus on the east where the Channel meets the south coast. Panoramic and far ranging, these are intermittent due	2.1

Section	Baseline Description	Section Length (km)
	to vegetation above the cliffs and built form within the settlement to the north and south.	
9. Ventnor Bay	Passing inland of Ventnor Winter Gardens, this section follows the Undercliff to Woody Point, with a short stretch along the clifftops between Castle Cove and Orchard Bay. While there is a part of The Undercliff in the north, this section is predominantly settlement and urban development. Views from this section are generally orientated south-east and south, towards the open water of the English Channel. These views are panoramic and far-ranging views out to open sea.	5.1
10. St Catherine's Point and Binne	<p>From Woody Point this section turns inland through St Lawrence to follow the inland cliff through Niton, to West Cliff and Gore Cliff.</p> <p>This section passes through settlement and along the cliff tops between Chalk Downs and The Undercliff. Views from the top of the inland cliff look inland to rolling downs and out to sea over the Undercliff. These panoramic sea views towards the open water of the English Channel are much wider and far reaching than those inland.</p>	5.3
11. Chale Bay	Passing Five Rocks, this section skirts the east of Blackgang, and follows Blackgang Road/A3055 before taking a track past Blythe Shute, rejoining at Chale and leaving the road again at Chale Bay Farm. After following Walpen Chine, it returns to the road and descends Whale Chine to follow the clifftops to cross Shepherd's Chine away from the coastline. This section passes through agricultural land atop the cliffs above The Undercliff. Views inland to the rolling downs are wide and relatively long while those out to sea and over the Undercliff are far-ranging and panoramic. The expansive open water of the English Channel is the focus of the sea views.	8.3
		Total: 63.5km

Isle of Wight - viewpoints

- 16.6.88 The existing view from viewpoints within on the Isle of Wight are described in **Table 16-21**. Baseline photographic panoramas showing the existing view from

each viewpoint are shown in **Volume 3 Figures** as cross referenced in **Table 16-21**.

Table 16-21 Isle of Wight Baseline Views

ID	Viewpoint	Baseline view
24	Bembridge, Isle of Wight (Figure 16.48, Volume 3)	The viewpoint is located at Bembridge, close to the RNLI Bembridge lifeboat station and within the sea front amenity area that provides public access to the sea front and includes the route of the Isle of Wight Coastal Path on its route around Foreland at this north-eastern corner of the Isle of Wight. The foreground of the view is most influenced by the railing on the edge of the sea front promenade and the concrete pier of the RNLI lifeboat station existing into the water. The view in this direction is north across the Solent to the mainland and the urbanised coastline of Portsmouth and its harbour, where tall buildings such as the Spinnaker Tower form landmarks on the coast. Forts in the Solent form landmarks in the water and the seas are scattered with numerous sailing boats, ferries and large vessels, crossing the Solent and Portsmouth Harbour, which are part of the established character of the expansive seascape. In the view east, the sea and the sky become the prevailing elements, with a simply composed view of sea extending into the long distance, interrupted only by transitory boats, cardinal buoys, and foreground railings, signage and trees on the shoreline. The view inland to the south takes in the greenspace and grounds of the Bembridge Coast Hotel.
34	Bembridge Down (Figure 16.55, Volume 3)	The viewpoint is located at the OS marked viewpoint just to the east of Bembridge Fort and its visitor parking, at the high point of Bembridge Down, within the IoW AONB. The viewpoint location coincides with the coastal part of the distinct central chalk downland ridge that runs from Culver Cliff to Bembridge Downs. Due to its elevation around 104m AOD the location affords panoramic views over not just the adjacent areas of coastal farmland and pastures below, but beyond over northern parts of the Isle of Wight, across the Solent to Portsmouth and north-east along the mainland coast. It is an open, exposed landscape with long distance views across the landscape and out to sea, with nearby landmarks present where these have required or taken advantage of the elevation and unobstructed nature of the downs, including Bembridge Fort and the Yarborough Monument on Culver Down. Culver Cliffs are not visible in this view east, extending straight out to the open seascape beyond Culver Down, with the coastal view interrupted by extensive holiday park development at Whitecliff Bay. The view illustrates some of the special qualities of the IoW AONB, notably the ' <i>enduring presence of the downs</i> ' (Special Quality 2) and ' <i>long-distance views from coastal heath and downland</i> ' (Special Quality 3).

ID	Viewpoint	Baseline view
35	St. Boniface Down above Ventnor (Figure 16.56, Volume 3)	The viewpoint is located at the OS marked viewpoint at Bonchurch Down, just to the east of the radio and radar stations, within the IoW AONB. It is coincident with the second area of chalk downs on the East Wight coast, formed by Ventnor and Shanklin Downs, where the chalk upland downs rise to above 240m and dip steeply on their southern and eastern slope, flanked by the Undercliff. Due to its position and elevation, the viewpoint provides a direct view of the sea across foreground vegetation on steep eastern slope of the down. In the view east the sea and the sky are the prevailing elements, with a simply composed view of sea extending into the long distance extending to the existing Rampion 1 wind farm in clear visibility. The view north-east extends along the east Wight coastline, taking in the urbanised coastline of Shanklin and Sandown, with the headland of Sandown Bay denoted by the white cliffs of Culver Cliffs and Bembridge Down extending inland. Beyond there are views to the Solent and the urban coastline of the mainland at Portsmouth, with tall buildings such as the Spinnaker Tower forming landmarks, backed by the distant profile of the South Downs. The view illustrates some of the special qualities of the IoW AONB, notably the ' <i>majestic sea cliffs</i> ' (Special Quality 1), ' <i>enduring presence of the downs</i> ' (Special Quality 2) and ' <i>long-distance views from coastal heath and downland</i> ' (Special Quality 3),

Future baseline

- 16.6.89 The baseline character of the landscape in the study area is likely to change in the future as a result of the effects of climate change, land use policy, environmental improvements and development pressures, regardless of whether Rampion 2 progresses to construction or not.
- 16.6.90 A range of policies impact on the management of the landscape, ranging from international obligations, national policy and regulation, through to community strategies and development frameworks. Landscape planning policies covering the coastal landscape within the study area, such as the AONB, generally seek to conserve and enhance the natural beauty of the area, while recognising the need to adapt to inevitable change over time, particularly in such a dynamic coastal landscape shaped by coastal processes, and the need to respond to development pressures that reflect the changing needs of society.
- 16.6.91 There is overwhelming evidence that global climate change, influenced by the human use of fossil fuels, raw materials and intensive agriculture, is occurring (IPCC 2014). Any notable change in climate is likely to present potential changes to the coastline of the study area in a variety of ways. The legislative framework already exists to ensure that no net loss of internationally important habitat occurs, but there remains a need to increase understanding of the potential effects of climate change on the characteristic landscapes of the study area and to develop longer term strategies that will mitigate any adverse effects of climate change.

- 16.6.92 Further development pressures which may change the baseline conditions, include suburbanisation and increased tourist development influences, particularly around the coastal landscapes and established coastal towns within the study area, which have potential to increase the developed influence and reduce perceived naturalness of the coastline.

16.7 Basis for PEIR assessment

Maximum design scenario

Overview

- 16.7.1 Assessing using a parameter-based design envelope approach means that the assessment considers a maximum design scenario whilst allowing the flexibility to make improvements in the future in ways that cannot be predicted at the time of submission of the DCO Application. The assessment of the maximum adverse scenario for each receptor establishes the maximum potential adverse impact and as a result impacts of greater adverse significance would not arise should any other development scenario (as described in **Chapter 4**) to that assessed within this Chapter be taken forward in the final scheme design.
- 16.7.2 The maximum assessment assumptions that have been identified to be relevant to seascape, landscape and visual amenity are outlined in **Table 16-22** below and are in line with the Project Design Envelope (**Chapter 4**). The assessment establishes those assumptions likely to result in the maximum adverse effect, the 'worst-case scenario' or 'maximum design scenario' and is undertaken accordingly to determine significance. The applicable assumptions to establish the maximum design scenario for the SLVIA are explained and set out as follows.

Wind farm and export cable corridor

- 16.7.3 The offshore elements of the Proposed Development are situated within the wind farm array area of the PEIR Assessment Boundary, adjacent to the south east and west of the existing Rampion 1 project (**Figure 16.1, Volume 3**), comprising a seabed area approximately 13km to 25km offshore.
- 16.7.4 The offshore part of the PEIR Assessment Boundary is described in **Section 4.3** of **Chapter 4**. Wind Turbine Generators (WTGs)
- 16.7.5 The final WTG design will be selected in accordance with the parameters set out in the Development Consent Order (DCO). WTGs that are currently being considered range in capacity, with maximum indicative numbers of up to 116 turbines (smaller height WTG) or 75 turbines (larger height WTG). Maintaining flexibility is crucial at this stage in the process as it is not possible to predict precisely which WTGs and sizes will be available in several years' time to ensure the site can be optimised in the final design. It is considered that the outcomes of the assessment for combinations of WTGs between the two scenarios will not exceed the maximum design scenario assessed.
- 16.7.6 The WTG maximum assessment assumptions relevant to the SLVIA are shown in **Table 16-22**.

Table 16-22 WTG maximum assessment assumptions

Parameter	Larger height WTG	Smaller height WTG
Maximum blade tip height above LAT	325m	210m
Rotor diameter	295m	172m
Maximum number of WTG	75	116
Minimum WTG spacing (m)	1720	860

16.7.7 The assessment scenario(s) for the SLVIA are based on the use of a single WTG model being utilised across the wind farm array area for Rampion 2.

WTG layout scenarios

16.7.8 In order to define the maximum design scenario for the SLVIA, a design review of alternative WTG layout scenarios was undertaken within the range of WTG maximum assessment assumptions set out in **Table 16-22**.

16.7.9 These WTG layout scenarios were further informed by the following layout assessment assumptions.

- WTGs located within the wind farm array area must be contiguous with the existing Rampion 1 project (The Crown Estate requirement). A scenario where a perceptible separation distance between the existing Rampion 1 project and Rampion 2 with clear lines of sight or 'space' is maintained between the arrays is not achievable in the development scenarios proposed;
- the maximum assessment assumptions require flexibility on the balance of WTGs located within Zone 6 Area and the Extension Area of the wind farm array area (**Figure 16.1, Volume 3**). WTG layouts could therefore reasonably include scenarios with the majority of WTGs located in either the Zone 6 Area or Extension Area (such as 800MW in the Zone 6 Area and 400MW in the Extension Area, and vice versa); or a scenario with a more equal balance of WTGs between the Zone 6 Area and Extension Area (such as 600MW in each zone) or any other combination within this range;
- a fixed 'layout mesh' has been defined with available 'nodes' which will be used whether smaller or larger WTGs. These nodes are used as the basis of minimum spacings for layouts. All layout variants are a subset of these nodes; and
- maximum spacings are not specified and are adjusted to suit the particular aspects being modelled. In the case of the SLVIA, this allows for WTGs to be placed at wider spacing from the typical grid arrangement at the edges of the wind farm array area to capture the maximum lateral spread.

Maximum Design Scenario

- 16.7.10 The maximum design scenario assessed as the design envelope for the SLVIA utilises the maximum height WTG and consists of 75 x 325m blade tip WTGs ('the 325m WTG layout'), as shown in **Figure 16.1, Volume 3**.
- 16.7.11 This 325m WTG layout scenario has the highest WTG blade tip height (325m), largest rotor diameter (295m), consisting of 75 WTGs with a minimum spacing of 1,720m between each WTG, occupying locations that represent the impacts arising from the full extent of the wind farm array area.
- 16.7.12 The realistic maximum design scenario layout (**Figure 16.1, Volume 3**) considered as the basis for the SLVIA has WTGs located to the full eastern and southern extent of the Zone 6 Area, as well as the full western and southern extent of the Extension Area, which results in WTGs being located in positions likely to result in the maximum adverse effect on the area of coastline within the Sussex Heritage Coast and South Downs National Park (SDNP) to the east, and the Isle of Wight (IoW) AONB (IoW AONB) to the west, both in terms of proximity, scale and widest lateral spread in views from this coastline.
- 16.7.13 WTGs are also located in positions that are weighted towards the northern coastward perimeters of the wind farm array area, as close as possible to the coastline within the wind farm array area, to represent the worst-case/maximum effect in terms of the proximity, scale and prominence of the WTGs in coastal views from receptors around the coastline of Sussex Bay.
- 16.7.14 Assuming that the full horizontal extent of the wind farm array area is occupied by WTGs, minimum spacing between WTGs is considered worst-case for the SLVIA. At a wider spacing, WTGs that are positioned closer to the coast would be located further offshore, at greater distance and appearing smaller scale in views from the coast, having less effect than WTGs closer to the coast at the minimum spacing.
- 16.7.15 WTGs with the highest 325m blade tip height will have a wider geographic extent of effect over a larger Zone of Theoretical Visibility (ZTV) than the lower 210m blade tip height WTGs. They will be visible from a wider geographic area, since they are 115m higher and it is their height which contributes most to the geographic extent of visibility. This is evident in comparison of the ZTVs in **Figure 16.13, Volume 3** (210m blade tip) and **Figure 16.14, Volume 3** (325m blade tip).
- 16.7.16 In addition to the wider geographic extent of effect, the 325m WTGs will appear to have a larger scale in views than the 210m WTGs, both in terms of their overall blade tip height (which is 115m higher), but also in terms of the appearance of the larger rotor of the WTG (which is 123m larger). This will result in visible differences in scale, with the 325m WTG considered to have potential for a higher visual effect than the 210m WTG, by nature of its larger scale and height in views. The larger 325m blade tip WTG will also result in a greater scale contrast with the existing Rampion 1 WTGs, at 140m blade tip height.
- 16.7.17 The increased visual effect arising from the larger scale of the 325m WTG is offset to a degree, by the 210m WTG layout having a higher number of WTGs, with a denser spacing. The 325m WTG layout consists of 75 WTGs, compared to the 116 WTGs in the 210m WTG layout. The effect that results from the additional 41 WTGs of smaller size, in the 210m WTG layout is however, considered to be

outweighed by the larger height and scale of the 325m WTGs, with the overall area occupied by WTGs being equal.

- 16.7.18 The lateral spread of Rampion 2 on the horizon defined by the area occupied by WTGs within the array area, also contributes to the scale of the visual effect (along with height and density of WTGs), however the lateral spread will be equal for both the 210m WTG and 325m WTG layouts, as the WTGs in each layout are spaced to fill the extents of the wind farm array area. The 325m WTG layout represents both the maximum WTG height and maximum lateral spread of WTGs in the horizontal field of view (HFoV).
- 16.7.19 The realistic maximum design scenario layout (**Figure 16.1, Volume 3**) has a similar number of WTGs within the Zone 6 Area (37) and Extension Area (38) of the wind farm array area, providing an equal balance of WTGs between each zone in this scenario. The maximum assessment assumptions require flexibility on the balance of WTGs located within the Zone 6 Area and Extension Area (without exceeding 75 in total). A greater proportion of WTGs than is shown in **Figure 16.1, Volume 3** could therefore be located in either zone, however it is considered that this 325m WTG layout covers the potential maximum adverse impacts of that scenario. A greater proportion of WTGs in either zone will not result in a greater worse-case effect than shown in **Figure 16.1, Volume 3**, the photomontages in **Figure 16.26 to Figure 16.65, Volume 3** and assessed in the SLVIA. This is because these WTGs will require to be located 'behind' and further offshore than the other WTGs in the layout (in the 'spaces' with no WTGs evident in **Figure 16.1, Volume 3**), but which are already covered visually in the span of WTGs closer to the coast, such that they will simply increase the depth of the layout offshore and will not materially increase the effect of the Proposed Development in coastal views. The realistic maximum design scenario layout (**Figure 16.1, Volume 3**) ensures that the maximum adverse effects are balanced between receptors to the east and west, including national designated landscape in both directions, such as the Sussex Heritage Coast/SDNP to the east and the IoW AONB to the west.
- 16.7.20 Considering all of the factors described above, the 325m WTG layout, shown in **Figure 16.1, Volume 3**, is considered to be representative of the realistic worst case in terms of seascape, landscape and visual effects, and is the maximum design scenario assessed in the SLVIA and shown in the visual representations in **Figure 16.26 to Figure 16.65, Volume 3**. Effects of greater adverse significance are not predicted to arise should any other development scenario (based on details within the project design envelope) to that assessed, be taken forward in the final design scheme.

Foundation substructures

- 16.7.21 The type of WTG foundation to be installed will be determined from the results of geotechnical investigations, existing environmental sensitivities and final WTG selection. The worst case for the SLVIA assumes that the foundation substructure design will be a 4-legged jacket foundation substructure. Field survey and experience of the visual effects of existing offshore wind farms suggests that jacket foundations are worst case for visual impacts. Jacket foundations for Rampion 2 will also appear different to the existing monopile foundation substructure used for Rampion 1. Jacket foundations are shown in a selection of

photomontage visualisations from the closest viewpoints within 15km of the wind farm array area – Viewpoint 6 Peacehaven (**Figure 16.31, Volume 3**); Viewpoint 7 Beacon Hill, Rottingdean (**Figure 16.32, Volume 3**); Viewpoint 8 Brighton sea front promenade (**Figure 16.33, Volume 3**); Viewpoint 9 Shoreham Harbour / A259 (**Figure 16.34, Volume 3**); Viewpoint 10 Worthing sea front promenade (**Figure 16.35, Volume 3**); and Viewpoint 14 Selsey sea front promenade (**Figure 16.39, Volume 3**).

- 16.7.22 The foundation substructures are assumed to have a working platform and tower interface, where the tower connects with the jacket foundation structure. The height of the platform level is assumed to be 25m above HAT. The jacket foundations are assumed to have four sides and four legs, supported by cross braces. The foundation substructures will be painted yellow for navigational marking.

WTG lighting

- 16.7.23 The WTGs and offshore substations will be lit in accordance with the International Association of Lighthouse Authorities (IALA) standards and Civil Aviation Authority (CAA) requirements. As such, there is potential for the Rampion 2 Offshore Wind Farm to be visible at night. Specific requirements for aviation and navigational lighting will be agreed with the relevant stakeholders post-consent and prior to construction.
- 16.7.24 The following worst-case assumptions have been made with regards to lighting of the Rampion 2 Offshore Wind Farm for the SLVIA, which are based on the aviation lighting adopted for Rampion 1:
- red, medium intensity aviation warning lights (2000 candela (cd)) will be located on either side of the nacelle (177.5m above LAT for 325m WTGs) of all peripheral WTGs of the 325m layout shown in **Figure 16.1, Volume 3**;
 - aviation warning lights will flash simultaneously with a Morse W flash pattern and be able to be switched on and off by means of twilight switches;
 - aviation warning lights will have reduced intensity at and below the horizontal and allow a further reduction in lighting intensity when the visibility in all directions from every WTG is more than 5km;
 - search and rescue (SAR) lighting of each of the non-periphery WTGs will be combi infra-red (IR)/200cd steady red aviation hazard lights, individually switchable from the control centre at the request of the MCA (i.e. when conducting SAR operations in or around Rampion 2). These low intensity lights are not assessed or shown in the night-time photomontages, as they will not be switched during normal operations and only during SAR operations;
 - all WTGs will be fitted with a low intensity light for the purpose of helicopter winching (green hoist lamp). All WTGs will also be fitted with suitable illumination (minimum one 5cd light) for ID signs. These low intensity lights are not shown in the night-time photomontages, as they will not be visible at such long distances;
 - marine navigational lights (aid to navigation lights) will be fitted at the platform level on significant peripheral structures (SPS) as shown in **Figure 16.1,**

Volume 3. These lights will be synchronized to display simultaneously an IALA “special mark” characteristic, flashing yellow, with a range of not less than five (5) nautical miles. The marine navigational lights will be located at platform level; and

- it is assumed that the aviation lighting and marine navigational lighting of the existing Rampion 1 WTGs will remain in place and operate as per the current baseline conditions i.e. they will not be ‘switched off’ even though Rampion 2 WTGs will become the new peripheral WTGs to the west, south and east of Rampion 1.

- 16.7.25 The visual effect of the Rampion 2 Offshore Wind Farm at night has been assessed in **Section 16.10** of this SLVIA, informed by the night-time photomontage visualisations produced from five representative viewpoints: Viewpoint 2 - Birling Gap (**Figure 16.27, Volume 3**); Viewpoint 8 - Brighton sea front promenade (**Figure 16.33, Volume 3**); Viewpoint 17 - Devil’s Dyke (**Figure 16.42, Volume 3**); Viewpoint 27 - Hollingbury Golf Course/Hill Fort (**Figure 16.50, Volume 3**); and Viewpoint 31 - Butser Hill National Nature Reserve (**Figure 16.53, Volume 3**).

Offshore substations

- 16.7.26 The SLVIA Rochdale Envelope identifies that up to three offshore substations are required within the wind farm array area. Indicative locations of the offshore substations have been assumed for the SLVIA, located along the shoreward perimeter of the wind farm array area, as shown in **Figure 16.1, Volume 3**, where they will in theory be most visible from coastal viewpoints to the west, north and east.
- 16.7.27 The SLVIA maximum design scenario assumes that each offshore substation will have a topside structure of maximum size 80m x 50m and a maximum height (excluding helideck or lightning protection) of 65m above LAT. The assumed maximum height of lightning protection and ancillary structures is 115m above LAT.
- 16.7.28 The foundation type for the construction operation and maintenance platform is assumed to be jacket foundations, supported with cross braces and painted yellow for navigational marking. The effects of the offshore substations are assessed as part of Rampion 2 in this SLVIA chapter. Offshore substations are shown in a selection of photomontage visualisations from the closest viewpoints within 15km of the wind farm array area as listed above in **paragraph 16.7.21**.

Embedded environmental measures

- 16.7.29 As part of the Rampion 2 design process, a number of embedded environmental measures have been adopted to reduce the potential for impacts on seascape, landscape and visual receptors. These embedded environmental measures will evolve over the development process as the EIA progresses and in response to consultation. They will be fed iteratively into the assessment process.
- 16.7.30 These measures typically include those that have been identified as good or standard practice and include actions that will be undertaken to meet existing

legislation requirements. As there is a commitment to implementing these embedded environmental measures, and also to various standard sectoral practices and procedures, they are considered inherently part of the design of Rampion 2 and are set out in this PEIR.

16.7.31 **Table 16-23** sets out the relevant embedded environmental measures within the design and how these affect the SLVIA.

Table 16-23 Relevant seascape, landscape and visual amenity embedded environmental measures

ID	Environmental measure proposed	Project phase measure introduced	How the environmental measures will be secured	Relevance to the seascape, landscape and visual assessment
C-37	The maximum blade tip height will be 325m from lowest astronomical tide (LAT) and the maximum rotor diameter will be 295m.	Scoping - updated at PEIR	DCO requirements or DML conditions.	Defines the maximum dimensions of the largest turbine that could be installed.
C-61	Due regard will be given to design principles held in Rampion 1 Design Plan and design principles to be developed for Rampion 2, with consideration of the seascape, landscape and visual impacts on the South Downs National Park and Sussex Heritage Coast.	Scoping - updated at PEIR	DCO requirements or DML conditions.	This ensures that, where appropriate, the intentions of the design principles established for Rampion 1 are followed through to the Rampion 2 design plan, including mitigation of effects on the special qualities of national landscape designations and offshore views from the SDNP and Sussex Heritage Coast, demonstrating regard has been

ID	Environmental measure proposed	Project phase measure introduced	How the environmental measures will be secured	Relevance to the seascape, landscape and visual assessment
				paid to statutory purpose.
C-62	The Proposed Development will comply with legal requirements with regards to shipping, navigation and aviation marking and lighting.	Scoping - updated at PEIR	DCO requirements or DML conditions.	This commitment ensures compliance with lighting and marking requirements for the Proposed Development, but also sets the relevant parameters for SLVIA assessment of Rampion, for example in relation to night time effects assessment.
C-110	RED will agree a lighting scheme for the aviation lighting of structures (turbines and offshore support platforms) above 60m in height with the relevant authorities.	Scoping - updated at PEIR	DCO requirements or DML conditions.	This commitment provides for minimising lighting impacts as far as practicable, whilst ensuring compliance with legal requirements for lighting and marking the Proposed Development.

16.7.32 As described in **Chapter 3**, further design evolution has occurred since the Scoping stage, which has resulted in the reduction of the Scoping Boundary to the PEIR Assessment Boundary (**Figure 1.1, Volume 2**). Reductions in the Scoping Boundary have been made offshore which is further explained in **Section 3.3**.

Early stakeholder engagement and the Scoping Opinion highlighted potential concerns including, seascape landscape and visual impacts (SLVIA) that may be addressed through refinement of the offshore element of the Scoping Boundary.

- 16.7.33 Stakeholder comments expressed during ETG consultation and in the Scoping Opinion are set out in full in **Appendix 16.1, Volume 4**. The main comments relating to the design relate to concerns about the scale of the Proposed Development located within both the Extension Area and Zone 6 Area, to the east and west of the existing Rampion 1 wind farm, and its resulting adverse effects on offshore views from the coastline and the seascape setting of nationally designated landscapes including the South Downs National Park (SDNP).
- 16.7.34 Concerns were raised with regard to development in the Zone 6 Area located to the east and south of the existing Rampion 1 project, which formed part of the original Rampion 1 development area and included a Structures Exclusion Zone (SEZ) (see **Figure 3.1**). This SEZ was applied to mitigate the impact of Rampion 1 on the SDNP and Sussex Heritage Coast by increasing its distance away from these receptors and reducing the horizontal spread, decreasing the extent to which the Rampion 1 wind farm would be visible in views out to sea.
- 16.7.35 It was also noted that offshore wind farm development to the west of Rampion 1 has the potential to further adversely affect the seascape setting of the SDNP and that a curtaining effect will be created, thereby reducing the extent of open views from the shore to the horizon.
- 16.7.36 RED has had regard to these comments and the statutory purpose of the SDNP designation, and as a result, the Zone 6 Area (to the east) and the Extension Area (to the west) have been reduced from the Scoping Boundary to the PEIR Assessment Boundary and this is illustrated on **Figure 3.2, Volume 3**.
- 16.7.37 The reduction of the Scoping Boundary to the PEIR Assessment Boundary in the Extension Area, shown in **Figure 3.2, Volume 3** is marginal but will increase the distance of the north-western edge of the wind farm array area from the coastline between Bognor Regis and Selsey Bill, and provides some reduction in the effects on views experienced by coastal receptors in this area.
- 16.7.38 The PEIR Assessment Boundary represents a reduction in the geographic extent of the wind farm array area, both to the east and west, with the potential to reduce the effects on views experienced by coastal receptors and effects on the perceived character of the seascape setting of the SDNP. In particular, the reduction of the PEIR Assessment Boundary in the Zone 6 Area means that the SEZ has been largely avoided, with only a small area of the SEZ being within the wind farm array area.
- 16.7.39 The reduction of the Scoping Boundary to the PEIR Assessment Boundary in the Zone 6 Area will increase the distance of the wind farm array area from the SDNP/Sussex Heritage Coast, to 15.6km at its closest point, an increase of approximately 2km further offshore compared to the Scoping Boundary (which was 13.5km at its closest point). It also reduces the horizontal spread of WTGs in views from the SDNP/Sussex Heritage Coast – a reduction of 5.6km in length of the coastward edge of the PEIR Assessment Boundary compared to the Scoping Boundary and a reduction in overall extent of approximately 40km².

- 16.7.40 These reductions of the Scoping Boundary to the PEIR Assessment Boundary increase the distance of the WTGs and limit the horizontal degree of view of WTGs from the SDNP and Sussex Heritage Coast, in accordance with the intentions of the Rampion 1 design plan. The refinement of the PEIR Assessment Boundary contributes to mitigating effects on the SDNP and its offshore views, accepting that those effects will not be prevented in their entirety.
- 16.7.41 Regard has been paid to the statutory purpose of the SDNP through the designed wind farm array area refinement in the Scoping Boundary to the PEIR Assessment Boundary, however the design evolution process adopted for Rampion 2 is iterative and will continue to develop for the ES and application for development consent, with opportunities for the development of environmental measures to be embedded directly into the design of Rampion 2.

16.8 Methodology for PEIR assessment

Introduction

- 16.8.1 The project-wide generic approach to assessment is set out in **Chapter 5: Approach to the EIA**. The assessment methodology for seascape, landscape and visual amenity for the PEIR is consistent with that provided in the Scoping Report (RED, 2020) and no changes have been made since the scoping phase.
- 16.8.2 The methodology for the assessment of seascape, landscape and visual impacts of the Rampion 2 Offshore Wind Farm is set out in full in **Appendix 16.2 SLVIA Methodology, Volume 4**. An overview is provided in the following sections.

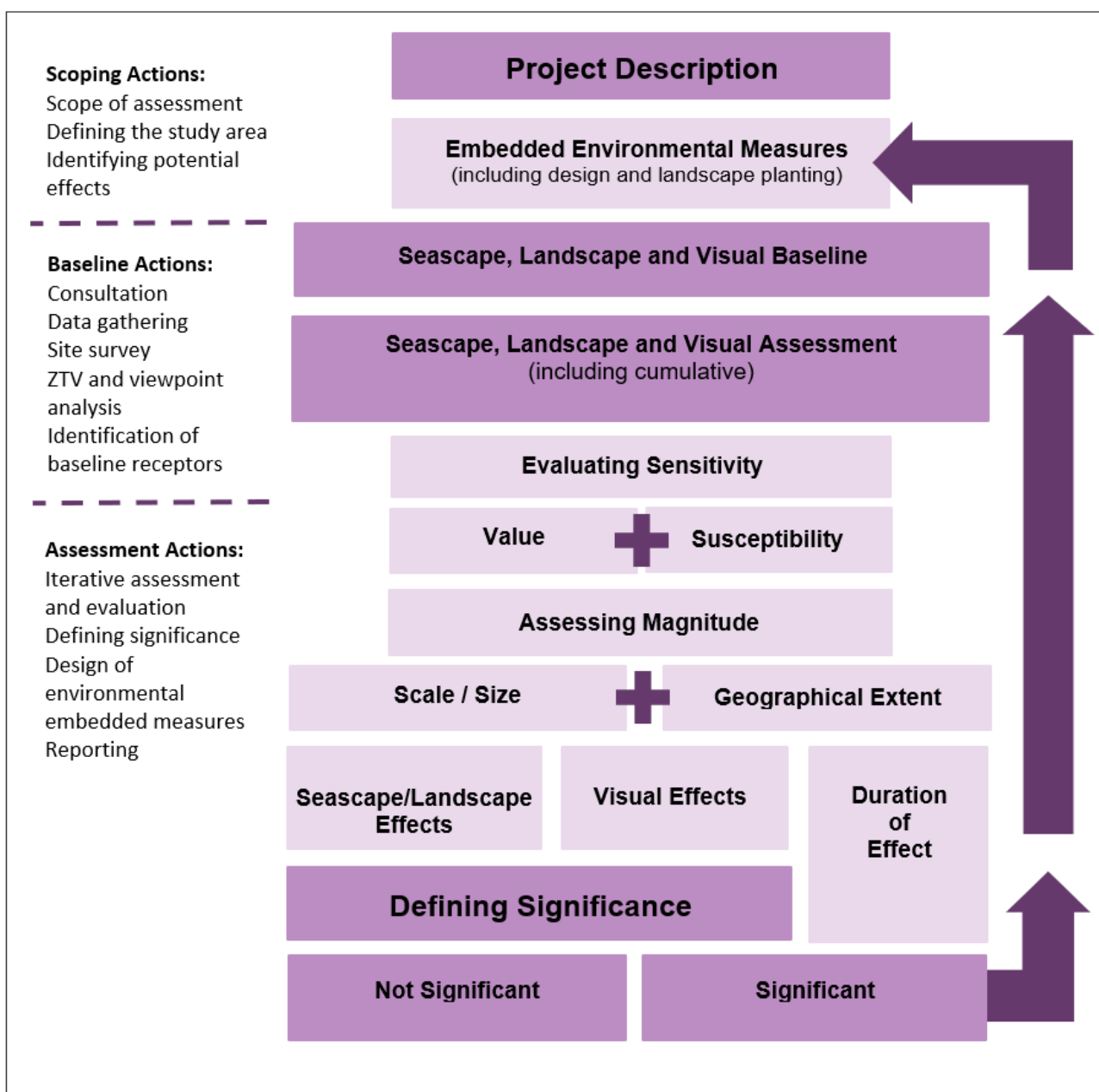
Summary of SLVIA methodology

Overview

- 16.8.3 The assessment has been undertaken in accordance with the Landscape Institute and IEMA (2013) Guidelines for Landscape and Visual Impact Assessment, 3rd Edition (GLVIA3), and other best practice guidance. An overview of the SLVIA process is provided here and illustrated, diagrammatically in **Graphic 16-1**.
- 16.8.4 The SLVIA assesses the likely effects that the construction, operation and decommissioning of the offshore elements of Rampion 2 on the seascape, landscape and visual resource, encompassing effects on seascape/landscape character, designated landscapes, visual effects and cumulative effects.
- 16.8.5 The SLVIA is based on the design envelope described in **Chapter 4** and the maximum design scenario identified as appropriate for the SLVIA as described in **Section 16.4**. In compliance with EIA regulations, the likely significant effects of a realistic 'worst case' scenario are assessed and illustrated in the SLVIA.
- 16.8.6 Essentially, the seascape, landscape and visual effects (and whether they are significant) is determined by an assessment of the 'sensitivity' of each receptor or group of receptors and the 'magnitude of change' that would result from Rampion 2.

- 16.8.7 The evaluation of sensitivity takes account of the value and susceptibility of the receptor to the offshore elements of Rampion 2. This is combined with an assessment of the magnitude of change which takes account of the size and scale of the proposed change. By combining assessments of sensitivity and magnitude of change, a level of seascape, landscape or visual effect can be evaluated and determined. The resulting level of effect is described in terms of whether it is significant or not significant, and the geographical extent, duration and the type of effect is described as either direct or indirect; temporary or permanent (reversible); cumulative; and beneficial, neutral or adverse.

Graphic 16-1 Overview of approach to Seascape, Landscape and Visual Impact Assessment



- 16.8.8 The assessment has also considered the whole Proposed Development or combined effects of the offshore and offshore elements of Rampion 2, as well as the cumulative effects likely to result from the offshore elements of Rampion 2 and other similar proposed developments.
- 16.8.9 In each case an appropriate and proportionate level of assessment has been undertaken and agreed through consultation at the scoping stage. The level of assessment may be 'simple' (requiring desk-based data analysis) or 'detailed' (requiring site surveys and investigations in addition to desk-based analysis).
- 16.8.10 The seascape, landscape and visual assessment unavoidably, involves a combination of quantitative and qualitative assessment and wherever possible a consensus of professional opinion has been sought through consultation, internal peer review, and the adoption of a systematic, impartial, and professional approach.

Defining impact significance

- 16.8.11 The matrix presented in **Table 16-24** is used as a guide to illustrate the SLVIA process helps to inform the threshold of significance when combining sensitivity and magnitude to assess significance. In line with the emphasis placed in GLVIA3 upon the application of professional judgement, an overly mechanistic reliance upon a matrix is avoided through the provision of clear and accessible narrative explanations of the rationale underlying the assessment made for each landscape and visual receptor.
- 16.8.12 The significance of the effect on each seascape/landscape character and visual receptor is dependent on all of the factors considered in the sensitivity of the receptor and the magnitude of change resulting from the proposed Rampion 2 project. Factors which influence levels of sensitivity and magnitude of change assessed in the SLVIA are set out in full in **Appendix 16.2, Volume 4**. Judgements on sensitivity and magnitude of change are combined to arrive at an overall assessment as to whether Rampion 2 will have an effect that is significant or not significant on each seascape/ landscape and visual receptor
- 16.8.13 Significant seascape, landscape and visual effects are highlighted in bold and shaded dark purple in **Table 16-24**. They relate to all those effects that result in a '**Major**' or a '**Major / Moderate**' level of effect. The light purple shaded cells are not significant, however in some circumstances, '**Moderate**' levels of effect (shaded light purple) do have the potential, subject to the assessor's opinion, to be considered as significant and these exceptions are also highlighted in bold in the text and has been explained as part of the assessment, where they occur. White or un-shaded boxes in **Table 16-24** indicate a non-significant effect.
- 16.8.14 In those instances where there would be no effect, the magnitude has been recorded as 'Zero' and the level of effect as 'None'.

Table 16-24 Impact Significance Matrix – Seascape/Landscape Effects

Sensitivity	Magnitude of change					
	High	Medium-high	Medium	Medium-low	Low	Negligible
High	Major (Significant)	Major (Significant)	Major / Moderate (Significant)	Moderate*	Moderate / Minor	Minor
Medium-high	Major (Significant)	Major / Moderate (Significant)	Moderate*	Moderate*	Moderate / Minor	Minor
Medium	Major / Moderate (Significant)	Moderate*	Moderate*	Moderate / Minor	Minor	Minor / Negligible
Medium-low	Moderate*	Moderate*	Moderate / Minor	Minor	Minor / Negligible	Negligible
Low	Moderate / Minor	Moderate / Minor	Minor	Minor / Negligible	Negligible	Negligible

***Note: Moderate levels of effect may be significant or not significant subject to the assessor's opinion which shall be clearly explained.**

Geographical extent

- 16.8.15 The geographic extent over which the seascape/ landscape and visual effects will be experienced is also assessed, which is distinct from the size or scale of effect. This evaluation is not combined in the assessment of the level of magnitude, but instead expresses the extent of the receptor that will experience a particular magnitude of change and therefore the geographical extents of the significant and not significant effects.
- 16.8.16 The extent of the effects varies depending on the specific nature of Rampion 2 and is principally assessed through analysis of the extent of perceived changes through visibility of the Rampion 2 Offshore Wind Farm.

Duration and reversibility

- 16.8.17 The duration and reversibility of seascape, landscape and visual effects is based on the period over which Rampion 2 is likely to exist and the extent to which it will be removed and its effects reversed at the end of that period. OPEN's methodology does not include duration and reversibility as part of magnitude of change, as there is potential that the reversibility aspect could alter or reduce potentially significant effects even though they are long-term. The duration and reversibility of the effects is instead determined separately in relation to the assessed effects.

- 16.8.18 Long-term, medium-term and short-term seascape/ landscape effects are defined as follows:
- long-term – more than 10 years;
 - medium-term – 6 to 10 years; and
 - short-term – 1 to 5 years.
- 16.8.19 Duration and reversibility are not incorporated into the assessment of magnitude of change, but are stated separately in relation to the assessed effects (i.e. as short/medium/long-term and temporary/permanent) and are considered as part of drawing conclusions about significance, combining with other judgements on sensitivity and magnitude, to allow a final judgement to be made on whether each effect is significant or not significant.

Visual representations methodology

- 16.8.20 The methodology for the production of visual representations (photomontages and ZTVs) of the Rampion 2 Offshore Wind Farm is set out in full in **Appendix 16.2, Volume 4**.
- 16.8.21 The visual representations presented in **Figures 16.26 to Figure 16.65, Volume 3** have been produced in accordance with Visual Representation of Wind farms (SNH, 2017) and Visual Representation of Development Proposals (TGN 06/19) (Landscape Institute, 2019).
- 16.8.22 The ZTVs in **Figures 16.13 to Figure 16.25, Volume 3** have also been produced in line with guidance in Visual Representation of Wind farms (SNH, 2017) and are generated using GIS software (ESRI ArcGIS Version 10.5) to model the theoretical visibility of the Rampion 2 Offshore Wind Farm.

16.9 Preliminary assessment: Construction phase

Effects on Seascape Character

- 16.9.1 The construction of the offshore elements of Rampion 2 has the potential to result in significant effects on the perceived seascape character of Marine Character Areas (MCAs) MCA05, MCA06, MCA07, MCA08 scoped into the detailed assessment in **Table 16-5**.
- 16.9.2 Construction phase effects on seascape character will occur as a result of the construction activities, including laying new offshore export cables to shore; the presence of jack-up vessels and/or dynamic positioning heavy lift vessels during the construction phase for the installation of foundations substructures and WTGs; windfarm service vessels and accommodation vessels; and partially constructed offshore elements; all of which may combine to alter the seascape character of the area within the offshore part of the PEIR Assessment Boundary and the perceived character of the wider seascape through visibility of the construction activities.
- 16.9.3 The residual effects arising as a result of the construction of the offshore elements of Rampion 2 are assessed as being of the same magnitude and significance on all seascape character receptors as those arising due to their operation and

maintenance, as assessed in **Section 16.10**, with the residual effects being short-term and temporary, occurring during the length of the construction phase and differing in nature from the operational effects mainly due the influence of the various construction vessels in the seascape, including cable laying vessels closer to shore within the export cable array area corridor of the Offshore PEIR Assessment Boundary, during the construction phase that will not be present or result in effects during the operational phase.

Effects on Landscape Character

- 16.9.4 The construction of the offshore elements of Rampion 2 has the potential to result in significant effects on the perceived character of the landscape character areas, designations and their special qualities scoped into the detailed assessment in **Table 16-5**.
- 16.9.5 Construction phase effects on landscape character will occur as a result of the construction activities, including laying new offshore export cables to shore; the presence of jack-up vessels and/or dynamic positioning heavy lift vessels during the construction phase for the installation of foundations substructures and WTGs; windfarm service vessels and accommodation vessels; and partially constructed offshore elements; all of which may combine to alter the perceived character of the wider landscape through visibility of the construction activities.
- 16.9.6 The residual effects arising as a result of the construction of the offshore elements of Rampion 2 are assessed as being of the same magnitude and significance on all landscape character receptors as those arising due to their operation and maintenance, as assessed in **Section 16.10**, with the residual effects being short-term and temporary occurring during the length of the construction phase and differing in nature from the operational effects mainly due the influence of the various construction vessels visible during the construction phase, including cable laying vessels closer to shore within the export cable array area, which will not be present or result in effects during the operational phase.

Effects on views and visual amenity

- 16.9.7 The construction of the offshore elements of Rampion 2 has the potential to result in significant effects on the views and visual amenity of the visual receptors scoped into the detailed assessment in **Table 16-5**.
- 16.9.8 Construction phase effects on views and visual amenity will occur as a result of the construction activities, including laying new offshore export cables to shore; the presence of jack-up vessels and/or dynamic positioning heavy lift vessels during the construction phase for the installation of foundations substructures and WTGs; windfarm service vessels and accommodation vessels; and partially constructed offshore elements; all which may combine to alter the views and visual amenity through visibility of these changes.
- 16.9.9 The residual effects arising as a result of the construction of the offshore elements of Rampion 2 are assessed as being of the same magnitude and significance on all viewpoints and visual receptors as those arising due to their operation and maintenance, as assessed in **Section 16.10**, with the residual effects being short-term and temporary occurring during the length of the construction phase and

differing in nature from the operational effects mainly due the influence of the various construction vessels visible during the construction phase, including cable laying vessels closer to shore within the export cable array area, which will not be present or result in effects during the operational phase.

16.10 Preliminary assessment: Operation and maintenance phase

Introduction

- 16.10.1 The seascape, landscape and visual effects of the offshore elements of Rampion 2 are assessed within each of the main geographic ‘receptor areas’ identified in the baseline conditions (**Section 16.6**) based on administrative boundaries (**Figure 6.3, Volume 3**) within the SLVIA study area.
- **South Downs National Park (SDNP)** – all areas within the SDNP boundary (including parts of East Sussex, West Sussex and Hampshire) and its associative seascape setting, including the Sussex Heritage Coast;
 - **West Sussex South Coast Plain** – specifically the South Coast Plain within West Sussex and areas of West Sussex outside the SDNP with an associate seascape setting, including the Chichester Harbour AONB;
 - **East Sussex and the City of Brighton & Hove** - areas of East Sussex outside the SDNP with an associative seascape setting;
 - **Hampshire and the Solent** – areas of Hampshire outside the SDNP and Chichester Harbour AONB (considered within West Sussex) with an associative seascape setting; and
 - **Isle of Wight** – the Island of the Isle of Wight, the Isle of Wight AONB and its associative seascape setting.
- 16.10.2 The effect of the offshore elements of Rampion 2 on the seascape, landscape and visual receptors and viewpoints within these geographic areas is described in turn in the following preliminary assessment for each geographic area.

South Downs National Park (SDNP)

Residual effects on Seascape Character - SDNP

- 16.10.3 A preliminary assessment of the likely significant effects arising from the operation and maintenance of the offshore elements of Rampion 2 on the seascape character of MCA08 South Downs Maritime, which forms the associative seascape setting of the coastal part of the SDNP (**Figure 16.18, Volume 3**) is set out in **Table 16-25**.

Table 16-25 Preliminary assessment of Seascape Character (SDNP)

MCA	Sensitivity to Change	Magnitude of change and significance of residual effects
MCA08 South Downs Maritime	<p>Sensitivity: High. The sensitivity of the MCA is considered to be high, reflecting that the seascape has high value and its perceived character has a high susceptibility to changes that will occur as a result of the offshore elements of Rampion 2. The value of the MCA derives principally from it forming the associative seascape setting of the SDNP coastline and Sussex Heritage Coast, and the high scenic quality/distinctiveness of the coastline of the Seven Sisters chalk cliffs from which the seascape of the MCA is primarily viewed, including from scheduled monuments overlooking the sea.</p> <p>The susceptibility of the MCA to changes associated with the offshore elements of Rampion 2 derives from its strong visual connections between the adjacent coastal landscape of the SDNP/Sussex Heritage Coast and the sea within the MCA and wider seascape, particularly from panoramic viewpoints on Beachy Head and the South Downs Way along the chalk cliffs, as well as the perceptual qualities of remoteness and tranquillity to which the seascape contributes and relates to SDNP special qualities.</p> <p>Some factors reduce sensitivity including the transient shipping influences, high visitor pressure which reduces perceived tranquillity and remoteness in areas, the large</p>	<p>The wind farm array area is located approximately 6.2km outside MCA08 from the closest parts of its offshore boundary, therefore the offshore elements of Rampion 2 will result in no direct changes to seascape characteristics within MCA08.</p> <p>The operation and maintenance of the offshore elements of Rampion 2 will result in changes to the perceived character of the seascape character of MCA08 as perceived by people in panoramic sea views from the onshore coastal edges of the SDNP and Sussex Heritage Coast in particular, where the maritime character of MCA08 forms part of the associative seascape setting where most people will experience the seascape.</p> <p>The offshore elements of Rampion 2 will result in changes to the seascape character perceived from this coastal edge of the MCA, with the most prominent association relating to the 12km coastal edge of the MCA between Seaford and Beachy Head, from which Rampion 2 will increase the influence of the wind farm element viewed in MCA07 that forms</p>

MCA	Sensitivity to Change	Magnitude of change and significance of residual effects
	<p>scale and expansiveness of the seascape, and the presence of the Rampion 1 Wind Farm whose WTGs are a characteristic feature of the existing seascape.</p>	<p>the seascape backdrop to MCA08, through an extension in the lateral spread, scale and influence of WTGs from Rampion 1 eastwards towards MCA08 and the relevant maritime coastline of the SDNP.</p> <p>Magnitude of change: The magnitude of change to the perceived character of the MCA experienced from this 12km coastal edge of the MCA resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as ranging between medium at Beachy Head to medium-high at Seaford Head, with increasing proximity to Rampion 2 moving eastwards along the MCA coastline; and the effect is assessed as Significant (Major to Major/Moderate), indirect, long-term and reversible.</p> <p>The offshore elements of Rampion 2 will result in some Significant residual effects to the perceived scenic qualities of the seascape experienced in offshore panoramic views primarily from the immediate chalk coastline of the MCA, as a result of its influence within the associated seascape setting of this coast within the SDNP and Sussex Heritage Coast.</p>

Residual effects on Landscape Character

- 16.10.4 A preliminary assessment of the likely significant effects arising from the operation and maintenance of the offshore elements of Rampion 2 on the landscape character of LCAs within the SDNP is set out in **Table 16-26**. These LCAs within the SDNP are highlighted in **Figure 16.6, Volume 3** are mapped at detailed scale with the ZTV in **Figure 16.19, Volume 3**.

Table 16-26 Preliminary Assessment of SDNP Landscape Character

LCA	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
A1. Ouse to Eastbourne Open Downs	<p>Sensitivity: High. The sensitivity of the LCA is considered to be high, reflecting that the landscape has high value and its perceived character has a high susceptibility to changes that will occur as a result of the offshore elements of Rampion 2. The value of the LCA derives principally from it forming a key part of the designated landscape of the SDNP and Sussex Heritage Coast, the high scenic quality/distinctiveness of the landscape, particularly the chalk coastline and its rarity in forming the main LCA within the SDNP that meets the sea. It also has high recreational value and strong cultural associations, particularly along the Heritage Coast, with a strong sense of the perceptual qualities of tranquillity and remoteness across the downlands.</p> <p>Susceptibility:: The susceptibility of the LCA to changes associated with the offshore elements of Rampion 2</p>	<p>The offshore elements of Rampion 2 will result in zero change to the fabric of the physical landscape of the LCA. There will also be zero change to many of the main characteristics of the LCA, including its fundamental character as rolling chalk downland, its geology, land use, field pattern, habitats, settlement pattern and presence of ancient earthworks, all of which will remain unaffected and continue to define the distinct character of these open downs.</p> <p>Magnitude of change Changes will only occur to the visual aspects of its perceived character as a result of the offshore elements of Rampion 2 outside its area, in its associate seascape context. These changes occur to specific aesthetic/perceptual aspects of landscape character, notably its tranquillity and perception of</p>	<p>Significant (Major/Moderate), indirect, long-term and reversible on the perceived character of the coastal downs between Beachy Head and Seaford Head (within the Sussex Heritage Coast) and the open downs between the Cuckmere and Ouse valleys; dropping to Not Significant (Moderate) from the downs further inland to the north of the A259 between Eastbourne and Cuckmere Valley.</p>

LCA	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
	<p>derives principally from its open uninterrupted skylines and exposed undeveloped character, potential for changes to its perceptual qualities (tranquillity and remoteness) and the elevated/open landform which permits long views over its associate seascape context to the south, such that is visually susceptible to changes in the wider seascape setting.</p> <p>Some factors reduce sensitivity including the high visitor pressure (including car parking, signage, facilities) which reduces perceived tranquillity and remoteness in areas, the intervening urban coastal development influences on the downs between the Ouse and Cuckmere valley, the large scale and expansiveness of the seascape, and the presence of the Rampion 1 Wind Farm whose WTGs are a characteristic feature of the existing seascape context outside the LCA.</p>	<p>remoteness, as a result of further WTG development influence in its distant panoramic views. The distant panoramic views out to sea from the downs of the LCA will be altered through a partial loss of open seascape occupied by the offshore elements of Rampion 2 and the resulting change in the seascape composition from the increased influence and spread of WTGs. In particular, these changes occur from the coastal downs between Beachy Head and Seaford Head, where there is a direct association with the seascape and the magnitude of change is assessed as being medium-high from the closest parts of the LCA near Seaford Head (17km), reducing to medium magnitude and with increasing distance eastwards towards Birling Gap (22km) and Beachy Head (25km). This magnitude of change is assessed as dropping to medium-low from the downs further inland to the north of the A259 between Eastbourne and</p>	

LCA	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
		Cuckmere Valley, which are at greater distance and have larger areas of forestry screening, which limit perceived changes in character and where the spread and influence of the proposed WTGs in sea views is more limited in lateral extent. In all areas of the LCA, the characteristic large open skies, dramatic and dynamic landscape of the open downs will prevail.	
A2. Adur to Ouse Open Downs	<p>Sensitivity: Medium-high. The sensitivity of the LCA is considered to be medium-high, reflecting that the landscape has high value and its perceived character has a medium-high susceptibility to changes that will occur as a result of the offshore elements of Rampion 2.</p> <p>The value of the LCA derives principally from it forming a key part of the designated landscape of the SDNP, the high scenic quality/distinctiveness of the landscape, particularly the open rolling upland of the chalk downs and</p>	<p>The offshore elements of Rampion 2 will result in zero change to the fabric of the physical landscape of the LCA. There will also be zero change to many of the main characteristics of the LCA, including its fundamental character as rolling chalk downland, its geology, land use, field pattern, habitats, settlement pattern and presence of ancient earthworks, all of which will remain unaffected and continue to define the distinct character of these open downs.</p> <p>Magnitude of change</p>	<p>Significant (Major), indirect, long-term and reversible on the perceived character of the two areas of open coastal downs near the coast at Rottingdean and Telscombe Cliffs; and Significant (Major/Moderate) from the tops of the open rolling upland downs inland of Brighton and Hove and Shoreham, between Hollingbury, Ditchling Beacon, Devil's Dyke and the Adur Valley.</p> <p>Not Significant (Minor) from the furrowed extensive</p>

LCA	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
	<p>the rarity of small areas of open coastal downs forming further parts the SDNP coastline amongst the largely urban coast. It also has high recreational value, strong cultural associations with the setting for Neolithic sites and Iron Age hillforts, and sense of the perceptual qualities of tranquillity and remoteness across the elevated inland downs.</p> <p>Susceptibility: The susceptibility of the LCA to changes associated with the offshore elements of Rampion 2 derives principally from its open, exposed character deriving from its elevated/open landform, which allows long views over its associate seascape context to the south, such that is visually susceptible to changes in the wider seascape setting outside its area.</p> <p>Some factors reduce sensitivity including its strong associations with the Weald landscape inland to the north, the high visitor pressure (including car parking, signage, facilities) which reduces perceived tranquillity and remoteness in areas,</p>	<p>Changes will only occur to the visual aspects of its perceived character as a result of the offshore elements of Rampion 2 outside its area, in its associate seascape context. These changes occur to specific aesthetic/perceptual aspects of landscape character, notably its tranquillity and perception of remoteness, as a result of further WTG development influence in its distant panoramic views. The distant panoramic views out to sea from the downs of the LCA will be altered through a partial loss of open seascape occupied by the offshore elements of Rampion 2 and the resulting change in the seascape composition from the increased influence and spread of WTGs.</p> <p>In particular, these changes occur from the two areas of open coastal downs near the coast at Rottingdean and Telscombe Cliffs, where there is a direct association with the seascape and the</p>	<p>branching dry valley systems that limit effects on character.</p>

LCA	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
	<p>the intervening non-designated and urbanised coastal strip between the LCA and the sea, the large/expansive scale of the wide seascape, and the presence of the Rampion 1 Wind Farm whose WTGs are a characteristic feature of the existing seascape context outside the LCA.</p>	<p>magnitude of change is assessed as being medium-high. The magnitude of change is assessed as reducing to medium magnitude from the tops of the open rolling upland downs inland of Brighton and Hove and Shoreham, between Hollingbury, Ditchling Beacon, Devil's Dyke and the Adur Valley, where the proposed development will increase the WTG developed seascape element in panoramic views from the tops of the downs, however is at increased distance, typically experiencing the sea within a remote context setting beyond the intervening, non-designated and urbanised coastal strip between the LCA and the sea.</p> <p>Negligible change occurs from the furrowed extensive branching dry valley systems which produce deep, narrow, rounded coombes that contain visibility and limit perceived changes in character. In all areas of the LCA, the characteristic large open skies,</p>	

LCA	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
		dramatic and dynamic landscape of the open downs will prevail.	
A3. Arun to Adur Open Downs	<p>Sensitivity: Medium-high. The sensitivity of the LCA is considered to be medium-high, reflecting that the landscape has high value and its perceived character has a medium-high susceptibility to changes that will occur as a result of the offshore elements of Rampion 2. The value of the LCA derives principally from it forming a key part of the designated landscape of the SDNP, the high scenic quality/distinctiveness of the landscape, particularly the open rolling upland of the chalk downs. It also has high recreational value, strong cultural associations with the setting for Neolithic sites and Iron Age hillforts, and sense of the perceptual qualities of tranquillity and remoteness across the elevated inland downs.</p> <p>Susceptibility: The susceptibility of the LCA to changes associated with the offshore elements of Rampion 2</p>	<p>The offshore elements of Rampion 2 will result in zero change to the fabric of the physical landscape of the LCA. There will also be zero change to many of the main characteristics of the LCA, including its fundamental character as rolling chalk downland, its geology, land use, field pattern, habitats, settlement pattern and presence of ancient earthworks, all of which will remain unaffected and continue to define the distinct character of these open downs. Changes will only occur to the visual aspects of its perceived character as a result of the offshore elements of Rampion 2 outside its area, in its associate seascape context. These changes occur to specific aesthetic/perceptual aspects of landscape character, notably its tranquillity and perception of remoteness, as a result of further WTG development influence in its</p>	<p>Significant (Major/Moderate), indirect, long-term and reversible on the perceived character of the open downland to the north of Worthing (around Cissbury Ring) and the tops of the open downland between the Arun and Adur river valleys.</p> <p>Not Significant (Moderate/Minor) from the furrowed extensive branching dry valley systems (including the main Findon Valley) that limit effects on character.</p>

LCA	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
	<p>derives principally from its open, exposed character deriving from its elevated/open landform, which allows long views over its associate seascape context to the south, such that is visually susceptible to changes in the wider seascape setting outside its area.</p> <p>Some factors reduce sensitivity including its strong associations with the Weald landscape inland to the north, the high visitor pressure (including car parking, signage, facilities) which reduces perceived tranquillity and remoteness in areas, the intervening non-designated and urbanised coastal strip between the LCA and the sea, the large/expansive scale of the wide seascape, and the presence of the Rampion 1 Wind Farm whose WTGs are a characteristic feature of the existing seascape context outside the LCA.</p>	<p>distant panoramic views. The distant panoramic views out to sea from the downs of the LCA will be altered through a partial loss of open seascape occupied by the offshore elements of Rampion 2 and the resulting change in the seascape composition from the increased influence and spread of WTGs.</p> <p>Magnitude of change</p> <p>The magnitude of change is assessed as medium magnitude from the open downland to the north of Worthing (around Cissbury Ring) and the tops of the open downland between the Arun and Adur river valleys, where the proposed development will increase the WTG developed seascape element in panoramic views from the tops of the downs. This LCA is at increased distance, typically experiencing the sea within a remote context setting beyond the intervening, non-designated and urbanised coastal strip between the LCA and the</p>	

LCA	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
		sea. Low change will occur from the furrowed extensive branching dry valley systems (including the main Findon Valley) and their deep, narrow, rounded coombes that contain visibility and limit perceived changes in character. In all areas of the LCA, the characteristic large open skies, dramatic and dynamic landscape of the open downs will prevail.	
B1. Goodwood to Arundel Wooded Estate Downland	Sensitivity: Medium. The sensitivity of the LCA is considered to be medium, reflecting that the landscape has high value and its perceived character has a medium susceptibility to changes that will occur as a result of the offshore elements of Rampion 2. The value of the LCA derives principally from it forming a key part of the designated landscape of the SDNP, the high scenic quality/distinctiveness of the ridge of chalk dominated by large woodland blocks and estates, which form some of the highest and more remote parts of the SDNP. It also has high recreational value, strong cultural	Magnitude of change The magnitude of change to the perceived character of the LCA resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium-low from the open tops of the rolling downs to the south of the east–west running Lavant Valley (between Bignor Hill and the Trundle); dropping to low over the majority of the landscape of folded downland landform masked by large woodland blocks that contain visibility and limit perceived changes in character.	Not Significant (Moderate/Minor) indirect, long-term and reversible on the perceived character of the open tops of the rolling downs to the south of the east–west running Lavant Valley (between Bignor Hill and the Trundle); dropping to Not Significant (Minor) over the majority of the landscape of folded downland masked by large woodland blocks that contain visibility and limit effects on perceived character.

LCA	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
	<p>associations manifesting in 18th century landed/wooded estates, and sense of the perceptual qualities of tranquillity and remoteness, increasing with elevation of the downs to the north, and varying between its enclosed woodlands to the more exposed open hill tops.</p> <p>Susceptibility: The susceptibility of the LCA to changes associated with the offshore elements of Rampion 2 derives principally the open, exposed character of its open hill tops, although much of the LCA is densely wooded, which limits potential for perceived changes to its character. The open tops allow long views over the associate seascape context to the south, such that it has some visual susceptibility to changes in the wider seascape setting, albeit at considerable distance outside its area.</p> <p>Some factors reduce sensitivity including its strong associations with the landscapes inland to the north, the large areas of woodland which</p>	<p>The offshore elements of Rampion 2 will result in zero change to the fabric of the physical landscape of the LCA. There will also be zero change to many of the main characteristics of the LCA, including its fundamental character as elevated wooded downland, its geology, land use, habitats, settlement pattern, presence of iron age hill forts and designed parklands, all of which will continue to define the distinct character of these wooded downs. Changes will only occur to the visual aspects of its perceived character as a result of the offshore elements of Rampion 2 outside its area, in its associate seascape context. These changes occur to specific aesthetic/perceptual aspects of landscape character, notably its tranquillity and perceived remoteness, as a result of further WTG development influence in its distant panoramic views across</p>	

LCA	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
	<p>limit visibility and associations with the seascape/landscape outside the LCA, visitor pressure which reduces perceived tranquillity and remoteness in areas, the intervening non-designated and urbanised coastal strip between the LCA and the sea, the large/expansive scale of the wide seascape, and the presence of the Rampion 1 Wind Farm whose WTGs are a characteristic feature of the existing seascape context outside the LCA.</p>	<p>the coastal plain from the high open ridges.</p> <p>The extent of woodland cover within the LCA creates an enclosed landscape and limits the magnitude of change to its character arising from the offshore elements of Rampion 2, as changes are restricted to the views from the open high tops of the downs.</p> <p>The distant panoramic views out to sea from the open tops of the downs will be altered through a partial loss of open seascape occupied by the offshore elements of Rampion 2 and the resulting change in the seascape composition from the increased influence and spread of WTGs. The magnitude of change is assessed as medium-low magnitude from the open tops of the rolling downs to the south of the east–west running Lavant Valley (between Bignor Hill and the Trundle), dropping to low over the majority of the landscape of folded downland landform masked</p>	

LCA	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
		by large woodland blocks that contain visibility and limit perceived changes in character. This LCA is at increased distance, typically experiencing the sea within a remote context setting beyond the intervening, non-designated and urbanised coastal strip between the LCA and the sea. The characteristic rural, secluded landscape and remoteness of the wooded downs of the LCA will remain.	
R1. South Downs Upper Coastal Plain	<p>Sensitivity: Medium. The sensitivity of the LCA is considered to be medium, reflecting that the landscape has medium value and its perceived character has a medium susceptibility to changes that will occur as a result of the offshore elements of Rampion 2.</p> <p>The value of the LCA derives principally from it forming part of the designated landscape of the SDNP and distinctiveness of its gently undulating landscape at the foot of the chalk dipslope on the southern</p>	<p>Magnitude of change</p> <p>The magnitude of change to the perceived character of the LCA resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as low from the three separate areas of this LCA at Funtington, East Lavant and Goodwood forming the narrow strip of land on the southern boundary of the SDNP, due to their long distance from the proposed WTGs, influence of the intervening, non-designated and</p>	<p>Not Significant (Moderate/Minor) indirect, long-term and reversible on the perceived character of the three separate areas of this LCA at Funtington, East Lavant and Goodwood; rising to a Not Significant (Moderate) effect from a small area around the chalk ridge at Highdown Hill due to its closer location and exposure to perceived effects in the associative seascape context to the south.</p>

LCA	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
	<p>edge of the South Downs, however it is also a transitional landscape that extends outside the SDNP to the south into the adjacent, developed coastal plain.</p> <p>The LCA has lower recreational value than other parts of the SDNP, fewer features of the historic environment are evident, and the perceptual qualities are reduced due to the proximity of the adjacent developed coastal plain.</p> <p>Susceptibility: The susceptibility of the LCA to changes associated with the offshore elements of Rampion 2 derives principally the open, exposed character of its open hill tops. The open tops of the dip slopes of the downs and specific areas such as Highdown Hill, allow long views over the associate seascape context to the south, such that it is visually susceptible to changes in the wider seascape setting, albeit at distance outside its area.</p> <p>Some factors reduce sensitivity, particularly the proximity of the intervening, adjacent non-designated</p>	<p>urbanised coastal plain between the LCA and the sea and masking by large woodland blocks that contain visibility and limit perceived changes in character resulting from the offshore elements of Rampion 2 outside the LCA.</p> <p>The eastern most area of the LCA between Arundel and Worthing includes an outlying chalk ridge at Highdown Hill where the offshore elements of Rampion 2 will result in a a locally medium magnitude of change, due to its closer proximity to the sea/Rampion 2 and more direct exposure to the perceived changes in the associative seascape context. The characteristic views from the coastal plain and towards the sea from Highdown Hill will be altered through a partial loss of open seascape occupied by the offshore elements of Rampion 2, the resulting change in the seascape composition from the increased influence and relatively wide</p>	

LCA	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
	and urbanised coastal strip between the LCA and the sea, which limits perceptual qualities, the large/expansive scale of the wide seascape, and the presence of the Rampion 1 Wind Farm whose WTGs are a characteristic feature of the existing seascape context outside the LCA.	spread of WTGs when viewed from this area of the LCA.	
S1. Seaford to Beachy Head Shoreline	<p>Sensitivity: High. The sensitivity of the LCA is considered to be high, reflecting that the landscape has high value and its perceived character has a high susceptibility to changes that will occur as a result of the offshore elements of Rampion 2. The value of the LCA derives principally from it forming part of the designated landscape of the SDNP and Sussex Heritage Coast, the high scenic quality/distinctiveness of the landscape, particularly the chalk coastline and its rarity in forming the main LCA within the SDNP (along with A1) that meets the sea. It has high recreational value and strong cultural associations, particularly along the Heritage Coast, with a</p>	<p>The offshore elements of Rampion 2 will result in zero change to the fabric of the physical landscape of the LCA. There will also be zero change to many of the main characteristics of the LCA, including its fundamental character as an inter-tidal shoreline at the base of the steep chalk cliffs, its geology, dynamism, land use and habitats, all of which will remain unaffected and continue to define the distinct character of the shoreline.</p> <p>Changes will only occur to the visual aspects of its perceived character as a result of the offshore elements of Rampion 2</p>	<p>Significant (Major), indirect, long-term and reversible on the perceived character of the narrow band of inter-tidal shoreline between Seaford and Birling Gap that occurs at the base of the steep chalk cliffs, dropping to Significant (Major/Moderate) with increasing distance from the shoreline between Birling Gap and Beachy Head.</p>

LCA	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
	<p>strong sense of the perceptual qualities of tranquillity and remoteness, often associated with its exposure to the sea.</p> <p>Susceptibility: The susceptibility of the LCA to changes associated with the offshore elements of Rampion 2 derives principally from its extensive views out across the sea to the horizon, its open, exposed character, and potential for changes to its perceptual qualities (tranquillity, remoteness and wildness) along the shoreline at the base of the chalk cliffs, which focus views out over the seascape to the south, such that is visually susceptible to changes in the wider seascape setting. Some factors reduce sensitivity including the high visitor pressure at certain ‘honey-pot’ locations (including car parking, signage, facilities and congestion on beaches) which reduces perceived tranquillity and remoteness in areas, the large scale and expansiveness of the seascape, and the presence of the Rampion 1 Wind Farm whose WTGs are a characteristic feature of</p>	<p>outside its area, in its associate seascape context. These changes occur to specific aesthetic/perceptual aspects of landscape character, notably its perception of remoteness and wildness, as a result of further WTG development influence in its long views along the coastline and out across the sea to the horizon. These views out across the sea to the horizon will be altered through a partial loss of open seascape occupied by the offshore elements of Rampion 2 and the resulting change in the seascape composition from the increased influence and spread of WTGs.</p> <p>Magnitude of change The magnitude of these changes to the perceived character of the LCA resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium-high from the narrow band of inter-tidal shoreline between Seaford and Birling Gap that occurs at the base</p>	

LCA	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
	the existing seascape context of the LCA.	of the steep chalk cliffs; dropping to medium with increasing distance from the shoreline between Birling Gap and Beachy Head. In all areas of the LCA, the characteristic long views along the coastline to the dramatic chalk cliffs will remain, there will still be extensive views out across the sea and it will remain an exposed, wild landscape whose character is governed by the weather.	
S2. Brighton to Rottingdean	<p>Sensitivity: Medium. The sensitivity of the LCA is considered to be medium, reflecting that the landscape has medium value and its perceived character has a medium susceptibility to changes that will occur as a result of the offshore elements of Rampion 2.</p> <p>The value of the LCA derives principally from it forming part of the designated landscape of the SDNP and its rarity in forming a small area of SDNP coastline amongst the largely urbanised adjacent coastal edges of Brighton and Rottingdean. It</p>	The offshore elements of Rampion 2 will result in zero change to the fabric of the physical landscape of the LCA. There will also be zero change to many of the main characteristics of the LCA, including its fundamental character as an inter-tidal shoreline and concrete walkway at the base of the steep chalk cliffs, its geology, dynamism, land use and habitats, all of which will remain unaffected and continue to define the distinct character of the shoreline.	Significant (Moderate) , indirect, long-term and reversible on the perceived character of the narrow band of inter-tidal shoreline between Brighton and Rottingdean that occurs at the base of the steep chalk cliffs.

LCA	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
	<p>has some recreational value for its Undercliff walk and limited cultural associations, with large sections along the coastline controlled by man-made sea defences. Although there is a relatively strong sense of place, this derives from the relationship with adjacent urban areas and landmarks such as Brighton and Rottingdean. Perceptual qualities are associated with its exposure to the sea, but these are limited by the extent and influence of the adjacent urbanised coast, with fewer perceptual qualities resulting in a lower susceptibility. It is a robust landscape with few vulnerable inherent characteristics.</p> <p>Susceptibility: The susceptibility of the LCA to changes associated with the offshore elements of Rampion 2 derives principally from its strong association with the sea in extensive views out across the sea to the horizon, its open, exposed character, and potential for changes in the focus of views out over the seascape to the south, such that is visually</p>	<p>Changes will only occur to the visual aspects of its perceived character as a result of the offshore elements of Rampion 2 outside its area, in its associate seascape context. These changes occur to specific aesthetic/perceptual aspects of landscape character, as a result of further WTG development influence in its long views along the coastline and out across the sea to the horizon. These views out across the sea to the horizon will be altered through a partial loss of open seascape occupied by the offshore elements of Rampion 2 and the resulting change in the seascape composition from the increased influence and spread of WTGs.</p> <p>Magnitude of change The magnitude of these changes to the perceived character of the LCA resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium-high from</p>	

LCA	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
	susceptible to changes. Other factors reduce sensitivity including the extent of adjacent urban development, including Brighton Marina, which has a visual influence on the character of this stretch of coastline, the large scale, expansiveness and simplicity of the seascape, and the presence of the Rampion 1 Wind Farm whose WTGs are a characteristic feature of the existing seascape context of the LCA, forming a partially developed sea skyline and existing landmark feature in offshore views.	the narrow band of inter-tidal shoreline between Brighton and Rottingdean. In all areas of the LCA, the characteristic long views along the coastline will remain, there will still be extensive views out across the sea, and it will remain an exposed, shoreline landscape whose character is governed by the weather and the urban and manmade elements influencing this coastline.	

Residual effects on views and viewpoints - SDNP

Viewpoints

- 16.10.5 A preliminary assessment of the visual effects arising from the operation and maintenance of the offshore elements of Rampion 2 on representative viewpoints within the SDNP is summarised in **Table 16-27**, with further assessment provided in **Appendix 16.4: Viewpoint assessment, Volume 4**.

Table 16-27 Preliminary assessment of SDNP viewpoints

Viewpoint	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 2 (degrees)	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
1. Beachy Head (Figure 16.26, Volume 3)	25.1	21.1°	High. The sensitivity of the viewpoint is considered to be high, reflecting that the view has high value and the receptors experiencing the view have a high susceptibility to change.	Medium. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium.	Significant (Major/moderate), direct, long-term and reversible.
2. Birling Gap (Figure 16.27, Volume 3)	21.9	24.5°	High. The sensitivity of the viewpoint is considered to be high, reflecting that the view has high value and the receptors experiencing the view have a high susceptibility to change.	Medium. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium-high.	Significant (Major/moderate), direct, long-term and reversible.

Viewpoint	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 2 (degrees)	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
3. Seven Sisters Country Park (Figure 16.28, Volume 3)	19.7	28.6°	High. The sensitivity of the viewpoint is considered to be high, reflecting that the view has high value and the receptors experiencing the view have a high susceptibility to change.	Medium-high. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium-high.	Significant (Major), direct, long-term and reversible.
4. Seaford Head (Figure 16.29, Volume 3)	17.1	34°	High. The sensitivity of the viewpoint is considered to be high, reflecting that the view has high value and the receptors experiencing the view have a high susceptibility to change.	Medium-high. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium-high.	Significant (Major), direct, long-term and reversible.
7. Beacon Hill, Rottingdean (Figure 16.32, Volume 3)	14.0	58.5°	Medium-high. The sensitivity of the viewpoint is considered to be	High. The magnitude of change to the view resulting from the	Significant (Major), direct, long-term and reversible.

Viewpoint	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 2 (degrees)	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
			medium-high, reflecting that the view has medium-high value and the receptors experiencing the view have a medium-high susceptibility to change.	operation and maintenance of the offshore elements of Rampion 2 is assessed as high.	
15. Willingdon Hill (Figure 16.40, Volume 3)	26.0	23.6°	Medium. The sensitivity of the viewpoint is considered to be medium, reflecting that the view has medium-high value and the receptors experiencing the view have a medium susceptibility to change.	Medium-low. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium-low.	Not significant (Moderate/minor), direct, long-term and reversible.
16. Firle Beacon (Figure 16.41, Volume 3)	22.1	36.6°	High. The sensitivity of the viewpoint is considered to be high, reflecting that	Medium-high. The magnitude of change to the view resulting from the	Significant (Major/moderate), direct, long-term and reversible.

Viewpoint	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 2 (degrees)	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
			the view has high value and the receptors experiencing the view have a medium-high susceptibility to change.	operation and maintenance of the offshore elements of Rampion 2 is assessed as medium-high.	
17. Devil's Dyke (Figure 16.42, Volume 3)	20.3	66.8°	High. The sensitivity of the viewpoint is considered to be high, reflecting that the view has high value and the receptors experiencing the view have a medium-high susceptibility to change.	High. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as high.	Significant (Major), direct, long-term and reversible.
18. Cissbury Ring (Figure 16.43, Volume 3)	19.5	80.5°	Medium-high. The sensitivity of the viewpoint is considered to be medium-high, reflecting that the	High. The magnitude of change to the view resulting from the operation and maintenance of the	Significant (Major), direct, long-term and reversible.

Viewpoint	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 2 (degrees)	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
			view has high value and the receptors experiencing the view have a medium-high susceptibility to change.	offshore elements of Rampion 2 is assessed as high.	
19. Highdown Hill (Figure 16.44, Volume 3)	16.7	88.5°	Medium. The sensitivity of the viewpoint is considered to be medium, reflecting that the view has medium value and the receptors experiencing the view have a medium susceptibility to change.	High. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as high.	Significant (Major/moderate), direct, long-term and reversible.
20. Springhead Hill (Figure 16.45, Volume 3)	25.2	69.1°	Medium-high. The sensitivity of the viewpoint is considered to be medium-high, reflecting that the view has medium-	Medium. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of	Significant (Moderate), direct, long-term and reversible.

Viewpoint	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 2 (degrees)	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
			high value and the receptors experiencing the view have a medium-high susceptibility to change.	Rampion 2 is assessed as medium.	
21. Bignor Hill (Figure 16.46, Volume 3)	28.1	23.6°	Medium-high. The sensitivity of the viewpoint is considered to be medium-high, reflecting that the view has medium-high value and the receptors experiencing the view have a medium-high susceptibility to change.	Medium. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium.	Significant (Moderate), direct, long-term and reversible.
27. Hollingbury Hill Fort (Figure 16.50, Volume 3)	17.9	61.7°	High. The sensitivity of the viewpoint is considered to be high, reflecting that the view has high	High. The magnitude of change to the view resulting from the operation and	Significant (Major), direct, long-term and reversible.

Viewpoint	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 2 (degrees)	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
			value and the receptors experiencing the view have a high susceptibility to change.	maintenance of the offshore elements of Rampion 2 is assessed as high.	
28. Cuckmere Haven Beach (Figure 16.51, Volume 3)	19.3	21.5°	High. The sensitivity of the viewpoint is considered to be high, reflecting that the view has high value and the receptors experiencing the view have a high susceptibility to change.	Medium-high. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium-high.	Significant (Major), direct, long-term and reversible.
29. Kingley Vale National Nature Reserve (Figure 16.52, Volume 3)	31.6	45.3°	Medium. The sensitivity of the viewpoint is considered to be medium, reflecting that the view has medium-high value and the receptors experiencing the	Medium-low. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is	Not significant (Moderate/minor), direct, long-term and reversible.

Viewpoint	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 2 (degrees)	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
			view have a medium susceptibility to change.	assessed as medium-low.	
31. Butser Hill National Nature Reserve (Figure 16.53, Volume 3)	45.1	34.2°	Medium. The sensitivity of the viewpoint is considered to be medium, reflecting that the view has high value and the receptors experiencing the view have a medium-low susceptibility to change.	Low. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as low.	Not significant (Minor) , direct, long-term and reversible.
33. Arundel Castle (Figure 16.54, Volume 3)	21.5	74°	Medium-high. The sensitivity of the viewpoint is considered to be medium-high, reflecting that the view has high value and the receptors experiencing the view have a medium	Medium-low. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium-low.	Significant (Moderate) , direct, long-term and reversible.

Viewpoint	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 2 (degrees)	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
			susceptibility to change.		
50. The Trundle (Figure 16.59, Volume 3)	28.9	52.2°	Medium-high. The sensitivity of the viewpoint is considered to be medium-high, reflecting that the view has high value and the receptors experiencing the view have a medium-high susceptibility to change.	Medium. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium.	Significant (Moderate), direct, long-term and reversible.
51. Ditchling Beacon (Figure 16.60, Volume 3)	23.4	50.6°	Medium-high. The sensitivity of the viewpoint is considered to be medium-high, reflecting that the view has high value and the receptors experiencing the view have a medium-high	Medium. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium.	Significant (Moderate), direct, long-term and reversible.

Viewpoint	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 2 (degrees)	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
			susceptibility to change.		
52. Chanctonbury Ring (Figure 16.61, Volume 3)	23.4	72°	Medium-high. The sensitivity of the viewpoint is considered to be medium-high, reflecting that the view has high value and the receptors experiencing the view have a medium-high susceptibility to change.	Medium-high. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium-high.	Significant (Major/moderate), direct, long-term and reversible.
55. Beeding Hill (Figure 16.62, Volume 3)	19.9	74.5°	Medium. The sensitivity of the viewpoint is considered to be medium, reflecting that the view has medium value and the receptors experiencing the view have a medium	Medium. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium.	Significant (Moderate), direct, long-term and reversible.

Viewpoint	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 2 (degrees)	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
			susceptibility to change.		
57. Telscomb Tye (Figure 16.63, Volume 3)	15.9	51.3°	Medium-high. The sensitivity of the viewpoint is considered to be medium-high, reflecting that the view has medium value and the receptors experiencing the view have a medium-high susceptibility to change.	Medium. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium.	Significant (Moderate), direct, long-term and reversible.
61. A27 near Lancing College (Figure 16.64, Volume 3)	17.3	85.2°	Low. The sensitivity of the viewpoint is considered to be low, reflecting that the view has low value and the receptors experiencing the view have a low	Negligible. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as negligible.	Not significant (Negligible), direct, long-term and reversible.

Viewpoint	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 2 (degrees)	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
			susceptibility to change.		
62. Beacon Hill, South Downs Way (Figure 16.65, Volume 3)	38.5	41.6°	Medium. The sensitivity of the viewpoint is considered to be medium, reflecting that the view has high value and the receptors experiencing the view have a medium-low susceptibility to change.	Low. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as low.	Not significant (Minor), direct, long-term and reversible.

Visual Receptors – Long Distance Routes

South Downs Way

- 16.10.6 A preliminary assessment of the visual effects arising from the operation and maintenance of the offshore elements of Rampion 2 on the South Downs Way is set out in **Table 16-28**, which is informed by the ZTV analysis of the South Downs Way presented in **Figure 29.24, Volume 3** and the different sections of the route described in the baseline in **Table 16-13**.

Table 16-28 Preliminary Assessment of South Downs Way

Section	Sensitivity to change	Magnitude of change and significance of residual effect (operation)
1. Sussex Heritage Coast & Eastbourne Downs	<p>The sensitivity to change of users of Section 1 of the South Downs Way along the coastal cliffs between Beachy Head and Cuckmere Haven is considered to be high, reflecting that the views from this section of the route have a high value and the receptors experiencing the views have a high susceptibility to change due to their attention and interest being focused along the coast and views out to sea, relatively consistently as part of the experience of this section of the route, albeit with some factors that moderate susceptibility including the transience and duration of views. The sensitivity of users is reduced across the section of the route across the Eastbourne Downs, to medium, where the attention and interest of viewers is focused on the views over Eastbourne and the seascape to the east to a greater degree than</p>	<p>The magnitude of change to views resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium to medium-high and the effect significant (major/moderate) from Section 1 of the South Downs Way along the coastal cliffs between Beachy Head and the cliff tops of Seven Sisters Country Park near Cuckmere Haven, over approximately an 8km section of the route along the coast, where there are uninterrupted panoramic sea views from the coastal cliff tops. Representative viewpoints include VP1 Beachy Head, VP2 Birling Gap and VP3 Seven Sisters Country Park.</p> <p>The magnitude of change is assessed as medium-low and the residual effect not significant (moderate) across the Eastbourne Downs, over approximately a 12km section of the route, where it is set back inland at greater distance and affords more open views east over Eastbourne, with reduced visibility and influence through the dry valleys that provide intermittent landform screening of sea views. Representative viewpoints include Viewpoint 15 Willingdon Hill.</p>

Section	Sensitivity to change	Magnitude of change and significance of residual effect (operation)
	the rolling downs and seascape to the south-west.	
2. Cuckmere Valley	The sensitivity to change of users of Section 2 of the South Downs Way along the Cuckmere Valley reduces slightly to medium-high , due to the attention and interest of viewers being focused on views and visual amenity contained within the Cuckmere Valley or channelled directly south out to sea, not directly towards Rampion 2, which is oblique to the main orientation of Cuckmere Haven, therefore moderating the susceptibility to change, despite the high value of views from this section of the route through the Cuckmere Valley.	The magnitude of change to views resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as low magnitude and the residual effect is not significant (moderate/minor) from Section 2 of the South Downs Way within the Cuckmere Valley over this 10.2km section of the route where views are largely contained within the valley, with low visibility of the offshore elements of Rampion 2 from the South Downs Way within the valley and occasional longer distance views from elevated parts of the path on the valley sides; and no visibility of Rampion 2 from the route along the valley between Litlington and Alfriston.
3. Ouse to Cuckmere Downs	The sensitivity to change of users of Section 3 of the South Downs Way along the open downs between the Cuckmere and Ouse Valleys is considered to be high , reflecting that the views from this section of the route have a high value and the receptors experiencing the view have a	The magnitude of change to views resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium-high and the residual effect significant (major) from Section 3 of the South Downs Way over this 9.3km section of the route between Alfriston, Firle Beacon and the eastern side of the Ouse Valley, as a result of the prominence, vertical scale and additional horizontal extent of offshore wind farm development occurring in the panoramic

Section	Sensitivity to change	Magnitude of change and significance of residual effect (operation)
	<p>medium-high susceptibility to change due to their attention and interest including panoramic views from the downs looking south out to sea, while also encompassing wider views north from the scarp looking across the Low Weald outside the SDNP and the resulting diversity of landscape. Views from this section of the South Downs Way are also at increased distance inland, typically experiencing the sea within a remote context setting beyond the intervening, non-designated and urbanised coastal strip between the route and the sea.</p>	<p>views from the downs looking south out to sea. Representative viewpoints include Viewpoint 16 Firle Beacon.</p>
4. Ouse Valley	<p>The sensitivity to change of users of Section 4 of the South Downs Way across the Ouse Valley reduces to low, due to the attention and interest of viewers being focused on views and visual amenity contained within the valley and sea views being screened by the intervening landform of the downs rising to the south of the valley, which are also influenced by</p>	<p>The magnitude of change to views resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as negligible magnitude and the residual effect is not significant (negligible) from Section 4 of the South Downs Way within the Ouse Valley over this 8.9km section of the route where views are largely contained within the valley, with no visibility of the offshore elements of Rampion 2 from the South Downs Way within the valley.</p>

Section	Sensitivity to change	Magnitude of change and significance of residual effect (operation)
5. Adur to Ouse Downs	<p>urban development at Newhaven at the coast.</p> <p>The sensitivity to change of users of Section 5 of the South Downs Way along the open downs between the Ouse and Adur Valleys is considered to be high, reflecting that the views from this section of the route have a high value and the receptors experiencing the view have a medium-high susceptibility to change due to their attention and interest including panoramic views from the downs looking south out to sea, while also encompassing wider views north from the scarp looking across the Low Weald outside the SDNP and the resulting diversity of landscape. Views from this section of the South Downs Way are also at increased distance inland, typically experiencing the sea within a remote context setting beyond the intervening, non-designated and urbanised coastal strip between the route and the sea.</p>	<p>The magnitude of change to views resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium to medium-high and the residual effect is significant (major/moderate to major) from Section 4 of the South Downs Way over approximately a 3.5km section of the route over Swanborough Hill and Castle Hill; over a 9km section of the route between Plumpton Plain and Clayton Windmills (passing Ditchling Beacon); and over a 6.5km section of the route between West Hill near Saddlescombe and the eastern edge of the Adur Valley (passing Devils Dyke and Beeding Hill). Significant effects from these parts of the route occur as a result of the prominence, vertical scale and additional horizontal extent of offshore wind farm development occurring in the panoramic views from the downs looking south out to sea. Representative viewpoints include VP17 Devil's Dyke, VP51 Ditchling Beacon and VP55 Beeding Hill. These sections of the route where significant visual effects occur are interspersed with sections where there is zero change and no residual effect between Kingston near Lewes and Balmer Down (no effect) and low magnitude of change and not significant (moderate/minor) residual effect, between Clayton Windmills/Pyecombe/West Hill, totalling approximately 11.4km of this section of the route. The residual effect from Section 2 is therefore not a continuous visual effect, but one that is intermittent between the sections of the South Downs Way that follow the open tops of the downs, and those that drop into the</p>

Section	Sensitivity to change	Magnitude of change and significance of residual effect (operation)
6. Adur Valley		dry valleys or lower downs and do not afford the same panoramic views as the more elevated open tops of the downs.
	The sensitivity to change of users of Section 6 of the South Downs Way across the Adur Valley reduces to low , due to the attention and interest of viewers being focused on views and visual amenity contained within the valley and sea views being screened by the intervening landform of the downs rising to the south of the valley, which are also influenced by intervening urban development at Shoreham and Worthing at the coast.	The magnitude of change to views resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as low magnitude and the residual effect is not significant (negligible) from Section 6 of the South Downs Way within the Adur Valley over the 4.7km section of the route where views are largely contained within the valley, with low visibility of the offshore elements of Rampion 2 from the South Downs Way within the valley.
7. Arun to Adur Downs	The sensitivity to change of users of Section 7 of the South Downs Way along the open downs between the Adur and Arun Valleys is considered to be medium-high , reflecting that the views from this section of the route have a high value and the receptors experiencing the view have a medium-high susceptibility to change due to their attention and	The magnitude of change to views resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium to medium-high and the residual effect is significant (moderate to major/moderate) almost continuously from Section 7 of the South Downs Way over the 13.4km section of the route over the tops of the downs between the Adur and Arun Valleys passing Chanctonbury Ring, Chantry Hill and Amberley Mount, as a result of the prominence, vertical scale and additional horizontal extent of offshore wind farm development occurring in the panoramic views from the downs looking south out to sea across the intervening dip slopes of the

Section	Sensitivity to change	Magnitude of change and significance of residual effect (operation)
	<p>interest including panoramic views from the downs looking south out to sea, while also encompassing wider views north from the scarp looking across the Low Weald outside the SDNP and the resulting diversity of landscape. Views from this section of the South Downs Way are also at increased distance inland, typically experiencing the sea within a remote context setting beyond the intervening, non-designated and urbanised coastal strip between the route and the sea.</p>	<p>downs and the coastal plain, to the seascape backdrop beyond. Representative viewpoints include VP20 Springhead Hill and VP52 Chanctonbury Ring. There is a 5km length of the South Downs Way which has low or no visibility within the dry valley containing the A24 between Findon and Washington, West Sussex where the magnitude of change is low and the residual effect is not significant (moderate/minor).</p>
<p>8. Arun Valley</p>	<p>The sensitivity to change of users of Section 8 of the South Downs Way across the Arun Valley reduces to low, due to the attention and interest of viewers being focused on views and visual amenity contained within the valley and sea views being screened by the intervening landform of the downs rising to the south of the valley, which are also influenced by intervening urban development within the valley and at the coast.</p>	<p>The magnitude of change to views resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as low magnitude and the residual effect is not significant (negligible) from Section 8 of the South Downs Way within the Arun Valley over a 3.9km section of the route where views are largely contained within the valley, with low visibility of the offshore elements of Rampion 2 from the South Downs Way within the valley.</p>

Section	Sensitivity to change	Magnitude of change and significance of residual effect (operation)
9. Arundel Wooded Estate Downs	<p>The sensitivity to change of users of Section 9 of the South Downs Way along the wooded estate downs to the west of the Arun Valley and Arundel, is considered to be medium, reflecting that the views from this section of the route have a high value and the receptors experiencing the view have a medium susceptibility to change, due to the enclosure provided by the characteristic wooded downlands, but with open tops providing opportunities where attention and interest of users of the path will include panoramic views looking south across the coastal plain to the long distance seascape backdrop beyond, while also encompassing the main focus of views from the scarp looking to the north (away from Rampion 2) across the Rother Valley to the Greensand Hills. Views from this section of the South Downs Way are also at increased distance inland, typically experiencing the sea within a remote context setting beyond the intervening, non-</p>	<p>The magnitude of change to views resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium and the residual effect is significant (moderate) from Section 9 of the South Downs Way over a 6.2km section of the route between the downs on the western edge of the Arun Valley that climb to the open tops of Westburton Hill, Bignor Hill and Glatting Beacon, as a result of the prominence, vertical scale and additional horizontal extent of offshore wind farm development occurring in the panoramic views from the downs looking south across the intervening coastal plain, to the seascape backdrop beyond. Representative viewpoints include Viewpoint 21 Bignor Hill. There is zero change and no residual effect over the remaining 2.2km section of the South Downs Way that passes through the dry valley containing the A285 to Littleton Down.</p>

Section	Sensitivity to change	Magnitude of change and significance of residual effect (operation)
10. Harting Down to Graffham Down	<p>designated and urbanised coastal strip between the route and the sea.</p> <p>The sensitivity to change of users of Section 10 of the South Downs Way along the wooded estate downs between Graffham Down and Harting Down, is considered to be medium, reflecting that views from this section of the route have a high value, however the susceptibility of receptors is experiencing views have a medium-low susceptibility, since the main focus of views from the scarp is looking to the north (away from Rampion 2) across the Rother Valley to the Greensand Hills and that much of this section of the route is contained within or alongside extensive estate woodlands, which often screen views looking south; or limit them to the more open sections of the route between Cocking Down and Harting Down at much longer distances from the increasingly distant seascape backdrop to</p>	<p>The magnitude of change to views resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as is negligible change and the residual effect is not significant (minor/negligible) over the 9.5km section of the South Downs Way Section 10 between Littleton Down, Heyshot Down and Cocking Down that is contained within or runs alongside extensive estate woodlands, which largely prevent views of the offshore elements of Rampion 2; and over the remaining 5.3km section of the route over Harting Down. The magnitude of change to views is assessed as rising to low and the residual effect is not significant (minor) from the open downs of Section 10 of the South Downs Way over two short sections, consisting of a 3.1km section of the route between Cocking Down and Treyford Hill; and for a short 1.5km section of the route over Beacon Hill, as a result of the increased distance, reduced prominence and scale of the offshore elements in the distant seascape backdrop to the south. Representative viewpoints include Viewpoint 62 Beacon Hill.</p>

Section	Sensitivity to change	Magnitude of change and significance of residual effect (operation)
11. Queen Elizabeth Forest	<p>south. Views from this section of the South Downs Way are also at increased distance inland, typically experiencing the sea within a remote context setting beyond the intervening, non-designated and urbanised coastal strip between the route and the sea.</p> <p>The sensitivity to change of users of Section 11 of the South Downs Way along the wooded estate downs between Harting Down and Queen Elizabeth Forest, is considered to be medium, reflecting that views from this section of the route have a high value, however the susceptibility of receptors is experiencing views have a medium-low susceptibility, since the main focus of views from the scarp is looking to the north (away from Rampion 2) across the Rother Valley to the Greensand Hills, or along the northern scarp slopes of the downs, and that much of this section of the route is contained within Queen Elizabeth Forest, and at much longer</p>	<p>The magnitude of change to views resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as zero and no residual effect (not significant) from Section 11 of the South Downs Way over a 10.5km length of the route between Harting Down and Queen Elizabeth Country Park. Over these sections of the route, there is either no theoretical visibility of the offshore elements of Rampion 2, or the route of the South Downs Way passes through forestry within Queen Elizabeth Forest which screens views. The magnitude of change to views resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as low and the residual effect is not significant (minor) from the upper slopes of Butser Hill and extending west over a 3km section to Hyden Hill/Hyden Wood, which is located at long distances of over 45km from the wind farm array area; and dropping to zero change and no effect for the remainder of the route through the study area between Hyden Wood and Henwood Down.</p>

Section	Sensitivity to change	Magnitude of change and significance of residual effect (operation)
	<p>distances from the increasingly distant seascape backdrop to south. Views from this section of the South Downs Way are also at increased distance inland, typically experiencing the sea within a remote context setting beyond the intervening, non-designated and urbanised coastal strip between the route and the sea.</p>	
Summary	<p>In summary, over much of the route of the South Downs Way through the study, the offshore elements will not result in significant effects on views experienced by users of the South Downs Way. The residual effect resulting from the operation and maintenance of the offshore elements of Rampion 2 on views experienced by users of the South Downs Way through the study area is assessed as significant over several sections of the route through the study area intermittently when looking in a southerly direction from the South Downs Way towards the seascape. Significant effects on views experienced by users of the South Downs Way will occur over several main sections of the route, namely Section 1 along the Sussex Heritage Coast; across the tops of several sections of open downs - Section 3 Ouse to Cuckmere Downs; 5. Adur to Ouse Downs and 7. Arun to Adur Downs. These sections where significant residual effects will be experienced are not contiguous, but often occur over stretches of between 5-10km in length at a time, punctuated by sections of the route over which significant effects will not arise, including from the main valleys – Sections 2, 4, 6 and 8 (Cuckmere, Ouse, Adur and Arun Valleys); and from the more distant and increasingly wooded sections 10 and 11 of the route between Graffham Down, Harting Down and Queen Elizabeth Forest.</p>	

Monarch's Way

- 16.10.7 The preliminary assessment of the visual effects arising from the operation and maintenance of the offshore elements of Rampion 2 on the Monarch's Way is informed by the ZTV showing the route of the Monarch's Way presented in **Figure 29.21, Volume 3** and the assessment of representative viewpoints on or near to the Monarch's Way in **Table 16-31**.
- 16.10.8 The sensitivity to change of users of the Monarch's Way is considered to vary considerably along the route depending on the landscape context, with many factors that moderate susceptibility including the transience, duration of views and changeable experiences and views from the route, which includes sections of both open and wooded downland through the SDNP, lower sections along the dip slopes of the SDNP nearer the developed coastal plain, as well as views from the urbanised coastline through the City of Brighton & Hove. Walkers/cyclist users of the Monarch's Way generally have a **medium-high** sensitivity from the distant, inland parts of the SDNP which it crosses; reducing to **medium** from the dip slopes near the coastal plain; **low** sensitivity through the City of Brighton apart from the coastal section where there is a high sensitivity due to the exposure of this coastal section of the route to changes in sea views.
- 16.10.9 The magnitude of change to views from the Monarch's Way resulting from the operation and maintenance of the offshore elements of Rampion 2, is assessed as **high** and the effect **significant** along the 8km coastal section of the route between Shoreham-by Sea and Brighton sea front, for example, as shown in Viewpoint 8 and 9. Residual effects on views experienced from the Monarch's Way are also assessed as being **significant**, although of **medium-high** magnitude and intermittently, from the 10.5km section of the route over the edges of the South Downs to Beeding Hill, but drop to **medium-low** and **not significant** from the open downs between the Adur and Arun Valleys, where visibility is lower passing through the more contained dip slopes from Steyning, Findon, and to **low** and **not significant** through woodlands at Angmering and across the Arun Valley to Arundel.
- 16.10.10 The majority of the section of the Monarch's Way through the Arundel wooded estate downs, between Arundel and West Dean, passes through extensive woodlands within Arundel Park, Houghton Wood Earham Wood and Goodwood Park, which contain visibility and limit seascape views of the offshore elements of Rampion 2, such that the magnitude of change to views is assessed as **low** and the effect **not significant**. Views of the offshore elements of Rampion 2 are limited to the occasional short section, such as from Stane Street Roman Road; and the hill-top view from the Trundle (Viewpoint 50) where the route passes over St Roche's Hill, where the magnitude of change is assessed as **medium** and the effect **Significant (moderate)**.
- 16.10.11 To the west of The Trundle, there will be **zero** change and **no effect** on views experienced by users of the Monarch's Way for a long stretch of the route between West Dean, Stoughton and Walderton villages; and passing through Stansted Forest, Havant Thicket and the urban area of Horndean. Beyond Horndean to the west, although there are small sections of theoretical visibility from the route as it passes between Catherington and Hambledon, views are at distances over 40km where the magnitude of change is assessed as **low** and **not significant**.

- 16.10.12 In summary, of the approximately 113km of the Monarch's Way within the SLVIA study area, significant residual effects are predicted over the 8km coastal section of route following the promenade/sea front between Shoreham-by Sea (Viewpoint 9) and Brighton sea front (Viewpoint 8); the 10.5km section of the route over the edges of the South Downs to Beeding Hill (Viewpoint 55); and to occasional long distance views from the wooded estate downlands such as from Stane Street Roman Road; and the hill-top view from the Trundle (St Roche's hill) (Viewpoint 50).

Residual effects on SDNP special qualities

- 16.10.13 A preliminary assessment of the magnitude of change and residual effects arising from the operation and maintenance of the offshore elements of Rampion 2 on the defined special qualities of the SDNP is set out in **Table 16-29**. Although there are pockets of the SDNP landscape where the baseline conditions are such that the value of particular features or aesthetic dimensions are reduced, the SDNP is, as a whole, of high value, recognised through its designation as a National Park. Although the inherent sensitivity of the SDNP is high, there is some variation in the susceptibility of the different areas/LCAs within the SDNP to the specific nature of changes associated with the proposed development, since the assessment of susceptibility to change is tailored to the offshore elements of Rampion 2. Assessment of the sensitivity to change of LCAs within the SDNP is contained in **Table 16-26** and is reflected in the assessment of SDNP special qualities.

Table 16-29 Preliminary assessment of SDNP special qualities

Special Quality	Magnitude of change and residual effect on SDNP special quality
1. Diverse, inspirational landscapes and breathtaking views	<p>The operation and maintenance of the offshore elements of Rampion 2 will not result in any direct changes to the geology of the South Downs that underpins its special qualities and creates its diversity of landscapes. There will also be no direct changes to the diversity of landscapes of the SDNP, expressed through its wooded and heathland ridges, its wide, open chalk downlands, its river valleys, hidden villages and estates, which will all fundamentally remain definitive to its character and diversity, regardless of the presence of the offshore elements of Rampion 2. The physical features of the SDNP's diverse landscapes will not be changed, however there will be changes to specific aesthetic/perceptual aspects of landscape character and views offshore.</p> <p>The operation and maintenance of the offshore elements of Rampion 2 will result in changes to the perceived character of some of these '<i>diverse, inspirational landscapes</i>' of the SDNP, as a result of changes to the '<i>breathtaking views</i>' experienced from these landscapes of the SDNP, particularly from the coastal downs between Beachy Head and Seaford Head (within the Sussex Heritage Coast) and the elevated open chalk downlands between the Arun, Adur, Cuckmere and Ouse valleys. These are visual qualities and are not related to 'landscape fabric' of the SDNP. These special qualities which relate to the identified residual effects are</p>

Special Quality

Magnitude of change and residual effect on SDNP special quality

those where the indicator relates to, or is supported by, an aspect concerning the visual contribution made by seascape to the SDNP and the SDNP's relationship with this seascape.

Broadly, the Sussex Heritage Coast is identified as representing the geographic extent of the SDNP most likely to experience changes to the character of its '*diverse, inspirational landscapes and breathtaking views*' as a result of the offshore elements of Rampion 2. The most prominent association with the offshore elements of Rampion 2 from the SDNP relates to the coastal cliff top extents between Seaford and Beachy Head approximately 12km in length between Beachy Head and Seaford Head, defined by its distinctive cliff faced coastline and forming the culmination to the South Downs Way. These areas fall within LCA A1 (Ouse to Eastbourne Open Downs) and S1 (Seaford to Beachy Head Shoreline) (**Table 16-26**) and include viewpoints from Beachy Head (Viewpoint 1), Birling Gap (Viewpoint 2), Seven Sisters Country Park (Viewpoint 3), Seaford Head (Viewpoint 4) and Cuckmere Haven (Viewpoint 28). The elevated cliff tops afford extensive seaward views.

In terms of Special Quality 1, the offshore elements of Rampion 2 will not affect the immediate setting of the SDNP but will result in changes within its associate seascape setting, as part of a large, open seascape, rather than being viewed 'within' the landscape of the SDNP. Offshore wind farm development is also part of the established seascape character within the 'breathtaking views' from the SDNP. The operation and maintenance of the offshore elements of Rampion 2 will contribute an addition to the existing influence of offshore wind energy development that already forms part of the perceived character within seas views from the SDNP.

The residual effects of the offshore elements on this SDNP special quality relate to views of WTGS out to sea to the seascape horizon from a relatively broad geographic area, but not continuously, with many areas such as its valleys, etc having no change to their breath-taking views and diverse landscapes.

Residual effects on the 'breath-taking views' experienced from SDNP would remain looking out to the seascape, from locations along the Sussex Heritage Coast and open downlands, occurring only in certain weather and visibility conditions and therefore on limited occasions during the year. In these locations, views are only part of the experience of the varied special qualities, which would remain fundamentally unchanged in other regards.

The effect on the SDNP special quality of the '*breath-taking views*' component of Special Quality 1 resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as being **medium-high** magnitude and **significant (major)** from the closest areas

Special Quality

Magnitude of change and residual effect on SDNP special quality

around Seaford Head/Cuckmere Haven, reducing to **medium** magnitude and **significant (major/moderate)** with increasing distance eastwards towards Birling Gap and Beachy Head. The effect on the '*diverse, inspirational landscapes*' component of SDNP special quality 1 is assessed as being **medium-low** magnitude and **not significant**, on balance, with the diverse, inspirational landscapes of the SDNP coastline fundamentally remaining present and experienced in the context of the offshore elements of Rampion 2.

Changes to scenic qualities occur as a result of views from the SDNP directly out to sea from the closest parts around Seaford Head and within views along the white cliffs of the coastline to the seascape beyond and oblique to the coast, particularly from the coastal cliff top extents of the South Downs Way and from specific visitor locations such as Birling Gap and Beachy Head. In general, there is clear separation between the coast and the offshore elements of Rampion 2 in views, such that it is clearly viewed 'offshore' in its open seascape, however from occasional discrete locations such as Cuckmere Haven Beach, at sea level, the offshore elements of Rampion 2 are viewed directly next to the dramatic white cliffs of the coast.

Whilst the offshore elements of Rampion 2 will feature within the extent of views, it will be viewed in the context of a vast seascape where the turbines will be located at distances from the SDNP of at least 17km, without interrupting in the intervening seascape off the immediate coastline of the SDNP/Sussex Heritage Coast. The additional lateral spread of the offshore elements of Rampion 2 is also relatively contained in views from the direction of this section of the SDNP/Sussex Heritage Coast, representing an approximately doubling of the horizontal extent of view affected by WTG development. The seaward outlook will therefore remain inclusive of a wider panorama of open sea, with the open sea skyline of large vistas remaining unaffected across the majority of the field of view out to sea to the south.

Changes of **medium** magnitude and **significant (major/moderate)** effects are also assessed as occurring on the '*breath-taking views*' component of SDNP special quality 1 from the wider South Downs within the range of both inland and coastal vantage points where the sea is a key component, defined as the tops of the open downs between the Cuckmere and Ouse valleys (LCA A1); from the two areas of open coastal downs near the coast at Rottingdean and Telscombe Cliffs; the tops of the open downs inland of Brighton and Shoreham, between the Ouse and Adur Valley (LCA A2); and the tops of the open downland between the Arun and Adur river valleys (LCA A3). This consists of a relatively wide geographic area of the tops of the open downs of the SDNP that extend across the inland backdrop between Seaford, Brighton and Arundel, where the proposed

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development will form a prominent seascape element in 'breathtaking views' from the tops of the downs.

Within this range of both inland and coastal vantage points where the sea is a key component, and particularly from the most elevated tops of the downs, the offshore elements of Rampion 2 will form a prominent seascape element. Inland views typically experience the sea within a remote context setting beyond intervening landscape influences, however the strong inter-visibility associations between the elevated parts of the downs and the seascape to the south, which form an 'auditorium for sea views', will result in perceived changes to the diverse landscapes and breath-taking views available. The wider lateral spread of the offshore elements of Rampion 2 in sea views from the central downs are notable, where its full horizontal extent in the seascape is perceived, to both the east and west of the Rampion 1 wind farm, and often occupying 60-90° of the horizontal field of view, which often contain seascape views of over 180 degrees. The offshore elements of Rampion 2 will result in a notable reduction of open sea skyline in these long distance and panoramic views out to sea from the elevated vantage points on the tops open downs.

3. Tranquil and unspoilt places

Tranquillity is a '*state of calm and quietude associated with peace, considered to be a significant asset of landscape*' (Landscape Institute, 2013). It is a perceptual quality of the landscape and is '*influenced by things that people can both see and hear in the landscape around them*' (SDNPA, 2017).

The CPRE Tranquillity Report 2008 is useful in defining the terms '*seeing, tranquillity*' (i.e. visual) and '*hearing, tranquillity*' (i.e. audible), both of which contribute to the experience of tranquillity. With respect to the audible aspect of tranquillity, the offshore elements of Rampion 2 will result in **zero** change and **no effect** on the tranquillity that people gain from the quiet experienced in the landscape of the SDNP.

Changes resulting from the offshore elements of Rampion 2 relate to the visual aspects of tranquillity, i.e what is seen by people in the landscape and whether its visible elements detract from the perception of such 'seen' tranquillity.

In many areas of the SDNP, the landscape lacks intrusive development and includes relatively 'unspoilt places'. These are however, '*not characteristics that apply uniformly across the National Park*' (SDNPA, 2017). Some areas are more tranquil than others, dependent on a number of influences. Areas of relative tranquillity are mapped within the SDNP in Appendix 1 of the SDNPA Tranquillity Study (2017) based on CPRE (2008) data and sample surveys undertaken within the SDNP.

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Areas of lowest tranquillity are often located within or on the edge of urban areas, particularly along the southern edges of the SDNP, or along major transport routes, such as those running through the Arun, Adur and Ouse valleys, or the A3 road corridor through the western downs. These areas have a greater amount of negative tranquillity factors, such as lots of people, urban development/settlement, roads, railways, power lines and overhead light pollution (at night). These areas of lowest tranquillity do not demonstrate the special quality of *'tranquil and unspoilt places'*, therefore the magnitude of change resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as **zero** resulting in **no effects (not significant)** on areas of lowest tranquillity.

Areas of intermediate tranquillity are frequent and include the lower slopes around the 'core' areas, their southern dip slopes, upper coastal plain and the upper valley sides of the Arun, Adur and Ouse valleys.

Areas of highest tranquillity are consistently the tops of the chalk downs along the whale backed spine of the SDNP, but particularly the Wooded Estate Downland LCAs (B1 and B2) of the western and north-western part of the SDNP; the tops of the Open Downs LCAs (A1, A2 and A3) between the Arun, Adur, Ouse and Eastbourne; and the cliff tops of the SDNP coastline and pockets between Beachy Head and Cuckmere Haven. Tranquillity is greatest at the 'core' areas around the tops of the downs, dropping gradually towards the outer edges of the SDNP which become more influence by development and urban areas. The inland 'core' areas of the downs are recorded as having higher tranquillity, in general, than the coastal parts of the SDNP within the Sussex Heritage Coast.

These areas have a greater amount of positive (visual) tranquillity factors and often relate to the perception of natural landscapes, such as 'natural' vegetation cover, wide open spaces, perceived wildness/remoteness, trees/woodland, streams/rivers/lakes, views to the sea and the stars at night. The offshore elements of Rampion 2 will have no effect on many of these tranquillity factors, including its natural vegetation cover, trees, woodlands, streams, river and lakes. The offshore elements of Rampion 2 only have potential to effect other tranquillity factors relating to – wide open spaces, perceptions of remoteness/wildness and seascape views/extensive views out to sea.

The inland 'core' areas formed by the tops of the chalk downs of the SDNP, which experience highest levels of relative tranquillity, are separated from the seascape by large and almost contiguous urbanised areas of the south coast plain – which are neither tranquil nor unspoilt. Views from the inland 'core' areas of downs, to the seascape, invariably encompass extensive settlement and urban development on the coastal plain, with the seascape extending beyond, which includes the existing

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Rampion 1 Wind Farm. It can be seen from CPRE's national tranquillity mapping, contained within the CPRE Tranquillity Report (Northumbria University, 2008 revised) and its associated 'Tranquillity Map' and an 'Intrusion Map' of England, that the large scale urban areas located just outside the southern boundary of the SDNP and extending into the edges of the SDNP, form notable areas that are disturbed by noise and visual intrusion (in Figure 2) with least tranquillity (Figure 1). The presence of these development influences and intrusion on relative tranquillity, both within the edges of the SDNP, outside it throughout the coastal plain and within the associative seascape setting of Sussex Bay, reduces the perceived tranquillity, however it has not been sufficient to negate existing opportunities to experience tranquillity within the core areas of the tops of the downs, which are relatively 'undisturbed' and 'most tranquil' despite the presence of outside development influences. This will also be the case in relation to the offshore elements of Rampion 2.

Simply seeing the offshore elements of Rampion 2 in the associated seascape context would not be sufficient to negate opportunities to experience tranquillity within the SDNP, through its wide open spaces, perceptions of remoteness/wildness and seascape views/extensive views, which would all be retained despite the changes resulting from Rampion 2. The experience of all other visual aspects of tranquillity, such as those described above (natural vegetation cover, trees, woodlands, streams, river and lakes), would also not be denied in the presence of the offshore elements of Rampion 2. Other aspects of the natural environment which contribute to the experiences of tranquillity from these core areas of the SDNP would continue to prevail and provide some offset to the influence of the offshore elements of Rampion 2. The magnitude of change to the '*tranquil and unspoilt places*' of the inland 'core' areas formed by the tops of the chalk downs of the SDNP resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as **medium-low** resulting in **Not significant (Moderate)**, direct, long-term and reversible effects.

The coastal parts of the SDNP within the Sussex Heritage Coast

between Beachy Head and Seaford Head, have a more direct maritime influence and association with the seascape, with no intervening developed landscapes between them and the sea. They offer the opportunity to experience a sense of relative tranquillity influenced by the seascape when compared with that available elsewhere in the SDNP, where the seascape is less of a component of the wider setting. In these areas, the seascape setting and extensive sea views contribute more to the experience of relative tranquillity, particularly in good weather conditions and during calm seas, with the visual tranquillity provided by the open space of the chalk downs along the cliffs, large open skies, pockets

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of remoteness on the high reaches of the downs, the extensive sea view aspects from the coastal cliffs and a general lack of intrusive development.

The existing seascape does however include the existing Rampion 1 Wind Farm, which is visible from the coastline on the sea horizon between Beachy Head and Seaford Head, such that changes in tranquillity have to be measured in the context of this existing wind farm influence in the seascape context. The coastal parts of the SDNP within the Sussex Heritage Coast also includes some of the SDNP's most popular visitor and recreational locations. This visitor pressure, visible in the form of traffic, large numbers of parked cars and people, reduces the perceived tranquillity around the main visitor hubs, such as Beachy Head, Birling Gap and Cuckmere Haven/Seven Sister Country Park.

The offshore elements of Rampion 2 will form an intervention in the distant, but not immediate, seascape setting of these coastal landscapes of the SDNP, extending the existing wind farm development influence in the offshore waters of Sussex Bay. The visual movement of the rotor blades incorporates a kinetic element into an already dynamic seascape. The relatively slow visual movement of the WTG rotors, the WTG scale and long distance offshore reduces the potential changes in perceived tranquillity. A material sense of unrest/ disturbance of calmness and quietude would not be induced by this slow and consistent visual movement, especially at such distance outside the SDNP. The appearance of the offshore elements of Rampion 2 relates rationally to the exposure to the wind and exposure along the SDNP coastline and to the existing wind farm elements present in the seascape.

Rampion 2 will introduce some changes to the tranquillity experienced in sea views, as an element that interrupts or defines a further presence or limit on the aspect out to sea.

On balance, changes of **medium-low** magnitude and **not significant (moderate)** effects are also assessed as occurring on the SDNP special quality of '*Tranquil and unspoilt places*' from pockets of the more remote sections of elevated chalk downs and discrete locations at the coastal edge. The changes identified do not affect the strength of the tranquillity perceived within the SDNP to the degree the qualities are substantially eroded and are considered to be not significant. In order to have a significant effect on tranquillity, the offshore elements of Rampion 2, would require to be viewed in close proximity, with larger vertical scale, a sense of surrounding and prevailing visual movement of the rotor blades, which will not occur. Nor would changes of this nature influence opportunities to experience a sense of tranquillity as the wind farm element would not override the existing naturalistic elements in the landscape, nor its open space and extensive sea views (which will remain in the presence of Rampion 2)

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and are the basis for tranquillity. Effects are also likely to be infrequent due to the long distance offshore from this section of SDNP coast and the prevailing weather conditions that influence visibility at such distance.

Night-time: The offshore elements of Rampion 2 also have potentially to affect the ability to experience dark skies, which is assessed separately in **Section 16.10** of this SLVIA. Night-time lighting of the WTGs will introduce further lighting in the relatively dark night skies, however will be viewed at long distance offshore, in the context of existing wind turbine lighting from parts of the SDNP and other lighting of cardinal buoys and vessels in the waters and result in relatively low change to the tranquillity experienced within the SDNP coastline.

5. Great opportunities for recreational activities and learning experiences

The magnitude of change to the '*opportunities for recreational activities*' resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as **negligible** resulting in **Not significant (Minor)**, direct, long-term and reversible effects.

Although significant effects on the '*inspirational landscapes and breathtaking views*' experienced by people walking, cycling and experiencing other forms of outdoor recreation within the SDNP have been assessed as significant as part of Special Quality 1, there will be minor and not significant effects on the opportunities for recreational activities and learning experiences as a result of the offshore elements of Rampion 2. These opportunities will be present and provided for within the SDNP regardless of the influence of the offshore elements of Rampion 2.

While the assessments undertaken in respect of Special Quality 1 have confirmed some significant effects on landscape character and views experienced by people undertaking recreational activities within the SDNP, this does not equate to significant effects on opportunities for recreational activities.

Opportunities for recreational activity rely on the provision of access, paths for walking and cycling, access to nature reserves and cultural heritage sites, and the provision of interpretation, signage, facilities and activities – on which the offshore elements of Rampion 2 will have no influence. The fact that the visual amenity and views experienced by people partaking in recreation will be changed, does not influence in any way the opportunity for recreational activities, which will be present and provided for within the SDNPs recreational resource of paths, trails, visitor locations and facilities, regardless of the influence of the offshore elements of Rampion 2.

Recreational amenity also differs from visual amenity, as it includes many other 'non-visual' influences, such as the weather, exercise/physical challenge, company, sense of adventure/exploration, etc. The recreational amenity experience of outdoor activities, such as walking or cycling, in the

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SDNP comprise many aspects, including exercise/physical challenge, sense of adventure, fresh air, the company of others and the feeling of open space. These aspects will not be affected by the offshore elements of Rampion 2, even if it is visible and the recreational user does not like wind farms – the opportunity for recreational activities and learning experiences remains.

The South Downs will continue to offer a wide range of recreational and learning opportunities to large populations, to over 3,200km of public rights of way, the South Downs Way, walking, cycling, horse riding and many other outdoor activities. The offshore elements of Rampion 2 will have no direct influence on the variety of landscapes and wildlife that provides opportunities for learning about the South Downs, which will remain in the presence of Rampion 2.

An assessment of relevant socioeconomic effects is presented in **Chapter 18: Socio-economics**.

6. Well-conserved historical features and a rich cultural heritage

‘The distinct character of many areas of the South Downs has been created by well-conserved historical features, some of which are rare and of national importance. Bronze Age barrows, Iron Age hill forts, Saxon and Norman churches, dew ponds, historic houses and landmarks of the two World Wars help to give the National Park strong links to its past human settlement. These links are reinforced by the variety of architectural building styles spanning the ages. Evidence of earlier farming traditions can still be seen today in the pattern of field boundaries, and relics of the industrial past remain in the form of old iron workings, brickworks, quarries and ancient coppiced woodlands’.

‘The South Downs has a rich cultural heritage of art, music and rural traditions. There is a strong association with well-known writers, poets, musicians and artists who have captured the essence of this most English of landscapes and drawn inspiration from the sense of place: Virginia Woolf, Jane Austen, Hilaire Belloc, Edward Thomas, Gilbert White, Edward Elgar, Joseph Turner, Eric Gill and Eric Ravillious, among many others. Today traditions continue through activities such as folk singing and events like Findon sheep fair. Culture lives on with new art and expression, celebrating the strong traditions of the past’.

There will be no direct effects on ‘well conserved historical features’ as a result of the offshore elements of Rampion 2, however there may be effects on their setting as assessed in **Chapter 26**.

7. Distinctive towns and villages, and communities

The baseline description of this special quality recognises that significantly more people live in the major urban areas that surround the SDNP, including communities that are actively involved in the South Downs, such as Brighton and Hove, and Eastbourne. The town of Eastbourne is located

Special Quality	Magnitude of change and residual effect on SDNP special quality
with real pride in their area	<p>entirely outside the SDNP and outside the ZTV (Figure 16.20, Volume 3) with no visibility of the offshore elements of Rampion 2. The magnitude of change on Eastbourne as a distinctive town and community is therefore zero and no effect (not significant). The market towns of Lewes, Petersfield and Midhurst; and the villages of Selborne, Charlton and Alfriston, are also described as part of the baseline special qualities. Although they are located within the SDNP, all of these towns and villages are outside the ZTV (Figure 16.20, Volume 3) with no visibility of the offshore elements of Rampion 2, which results in zero change and no effect on the character and appearance of these towns and villages in the SDNP, which derives in large part from the distinctive local building materials and their setting in the landscape, which will not be affected.</p> <p>Of all the towns and villages located within the SDNP, only Brighton and Hove has been scoped into the assessment as requiring detailed assessment of the potential significant effects resulting from the offshore elements of Rampion 2. The City of Brighton & Hove includes areas within the SDNP, at the coast between Brighton and Rottingdean (Viewpoint 7), and around its inland backdrop including Falmer Downs, Stanmer Park, Hollingbury Hill (Viewpoint 27) and the open downs to the south of Devils Dyke. Although the magnitude of change to views from these areas within the city and SDNP, has been assessed as high and effects on views significant (major), these visual effects are not considered to direct translate to significant effects on the distinctiveness of Brighton and Hove that is experienced, or the pride of this community in its area, which are assessed as experiencing low change and not significant (moderate/minor) effects. The distinctive city and townscape of Brighton and Hove would not be affected by the offshore elements of Rampion 2, only the views from certain, mainly coastal, parts of it. The distinctive views towards the settlement from the elevated edges of the South Downs will also be affected by the increased influence of larger scale and spread of WTGs in its seascape backdrop to the city, however the City of Brighton & Hove and its townscape would still remain distinctive in these views and a source of pride for people living in the area. The wider setting of the city at the edges of the open downs of the SDNP will also be retained and is not affected by the presence of additional development offshore.²</p>

South Downs International Dark Sky Reserve (IDSR)

- 16.10.14 An assessment of the likely effects that would arise from visibility of the proposed aviation and marine navigation lighting has been undertaken in **Appendix 16.5, Volume 4**.

² Italic text throughout table references The SDNP, Special Qualities (Unknown Publication date), South Downs National Park Authority

- 16.10.15 The study area for the assessment focuses on landscapes with defined dark skies qualities - 'skies relatively free of light pollution where you can see a clear starry sky and importantly, our own galaxy the Milky Way', within the South Downs IDSR. It also considers effects arising from urban areas outside the South Downs IDSR, which do not have dark skies.
- 16.10.16 The offshore elements of Rampion 2 are not located within the South Downs IDSR, although the aviation and marine navigational lights are likely to be visible from viewpoints within the South Downs IDSR
- 16.10.17 The IDSR takes in the entire SDNP boundary but is largely defined by a critical 'Dark Sky Core', a Buffer Zone and Transition Zone. These zones reflect the quality of the sky overhead, the IDSR designation and the general level of lighting.
- 16.10.18 The Dark Sky Core is located 22.6km from the wind farm array area at its closest point; the Buffer Zone is 20.6km and Transition Zone 13.5km.
- 16.10.19 The large majority of the Dark Sky Core of the South Downs IDSR will afford no visibility of the aviation lights to people viewing the night sky. The aviation lighting would also not be seen by people viewing the night sky from two of its four dark skies discovery sites (2 – Old Winchester Hill; and 4 – Iping Common) as they are outside the ZTV.
- 16.10.20 The principal area of the Dark Sky Core with theoretical visibility of the aviation lights occurs along the east-west ridgeline of elevated tops of the wooded downlands to the north-west of Arundel around Bignor Hill (Dark Sky Discovery Site 5) extending across the tops of the downs to Harting Downs and Queen Elizabeth Forest/Butser Hill (Dark Sky Discovery Site 3).
- 16.10.21 Many of these areas of the Dark Sky Core of the South Downs IDSR have dense areas of woodland which limit visibility of lighting in the wider landscape and seascape at night.
- 16.10.22 Changes to views at night would therefore occur principally from the sections of isolated open hill tops of the downs in long distance views from this area of the Dark Sky Core, which allow longer range views to the seascape to the south where the aviation lighting of the offshore elements of Rampion 2 may be visible under certain atmosphere conditions.
- 16.10.23 The three dark sky discovery sites within the Dark Sky Core in the study area are located 28.1km (Bignor Hill), 40.7km (Iping Common) and 45.1km (Butser Hill) from the wind farm array area respectively, at considerable distance.
- 16.10.24 Based on the assessment of the representative viewpoints considered in the assessment at Dark Sky Discovery Sites 3 (Butser Hill) and 5 (Bignor Hill), the visual effect of the aviation and marine navigation lighting of the proposed Rampion 2 WTGs on the night-time views from the Dark Sky Core is assessed as Not Significant.
- 16.10.25 Views from the Dark Sky Core are located at long distances from the potential source of light within the windfarm array area, which reduces its susceptibility to change as viewers are unlikely to perceive the aviation or marine navigation lights to any degree of intensity at such long range. It is unlikely that the Rampion 2 WTG lights will be visible at all from the more distant parts of the Dark Sky Core,

towards the outer parts of the study area, at 45-50km, as the Rampion 1 WTG lights have not been observed at such distances.

- 16.10.26 There are also many readily discernible light sources that are visible in the views from the tops of the downs of the Dark Sky Core across the coastal plain and intervening urban coastal conurbations to the south-east in the direction towards the windfarm array area.
- 16.10.27 In views along the undeveloped spine of the South Downs, there is a continuity between the dark landscape of the downs below to the dark skies above. The Rampion 2 aviation and marine navigation lighting does not interrupt this continuity.
- 16.10.28 There are relatively high levels of baseline lighting in the intervening landscape to the south-east and south which reduce the effects of further lighting in this direction, and the ability of receptors to perceive the intensity of lights out to sea, sometimes through the skyglow of the intervening developed coastal strip.
- 16.10.29 Similarly, in views from the open downs within the Buffer Zone, such as Devil's Dyke, the visual effects of the aviation and marine navigation lighting of the proposed Rampion 2 WTGs are assessed as not significant. The lighting of the Rampion 2 WTGs will be visible at long distances, with the principal effect of the lighting of the Rampion 2 WTGs being to extend the lateral spread of existing Rampion 1 WTG lights over a wider portion of the view.
- 16.10.30 While this adds to the visual influence of offshore lighting in the existing view of the sea at night, due to the wider spread of lighting, the aviation and marine navigation lights will be familiar elements viewed next to the existing Rampion 1 WTG lighting and viewed primarily beyond the city lights and through the skyglow of the intervening urban areas, which will reduce the perceived intensity of the lights out to sea and diminishes the effects of distant aviation lighting.
- 16.10.31 The proposed Rampion 2 WTG lighting does not affect the 'continuity' of darkness, which is already fundamentally interrupted by the urban lighting, and to a lesser extent the existing Rampion 1 WTG lighting beyond. The view of the dark skies above is predominately affected by brightness and skyglow from the street-lights and lighting within the larger urban environment, rather than the additional influence of the Rampion 2 aviation and marine navigational lighting.
- 16.10.32 In views from both the Dark Sky Core and Buffer Zone, the aviation lights will be visible low to the horizon and do not extend high into the sky, thus limiting the amount of the night-sky that is impeded and having limited influence on the view of stars in the night-sky.
- 16.10.33 The aviation lights are not expected to result in obtrusive light that impedes the wider expanse of night sky, which can be experienced readily above the aviation lights, nor result in brightening of the night sky (skyglow) or glare on to the sea surface and would therefore not be of detriment to the overall experience of the night skies in this view.
- 16.10.34 The aviation and marine navigation lights are considered to integrate with the baseline WTG lighting in views from these areas of the South Downs IDSR, forming an extension of a familiar feature, they are viewed primarily beyond the intervening urban lighting and through its skyglow, and at long distance, such that

their perceived intensity is lessened and does not compromise or diminish the view of the night sky or the dark landscape of the visible parts of the South Downs.

West Sussex South Coast Plain

Residual effects on Seascape Character – West Sussex

- 16.10.35 A preliminary assessment of the likely significant effects arising from the operation and maintenance of the offshore elements of Rampion 2 on the seascape character of MCA05 The Solent and MCA07 Selsey Bill and Seaford Head, which forms the associative seascape setting of the coastal part of West Sussex (**Figure 16.18, Volume 3**) is set out in **Table 16-30**.

Table 16-30 Preliminary Assessment of Seascape Character (West Sussex)

MCA	Sensitivity to change	Magnitude of change and significance of residual effects
MCA05 The Solent	<p>Medium-high. The sensitivity of the MCA is considered to be medium-high, reflecting that the seascape has medium-high value and its perceived character has a medium susceptibility to changes that will occur as a result of the offshore elements of Rampion 2. The majority of the MCA05 coastline within West Sussex covering ‘the Witterings’ coastline (Bracklesham Bay) between Selsey Bill and West Wittering does not form part of a landscape designated for its scenic value and is in part a developed coastline with the Witterings settlements, holiday parks and leisure developments, however this coastline is locally valued and parts of the MCA05 coastline fall within the CHAONB which is recognised for its landscape value. The Isle of Wight also forms the southern and western coastal edges of the MCA. The seascape of the Solent is particularly valued for recreational boating, which has a notable influence on its character. The susceptibility of the MCA to changes associated with the offshore elements of Rampion 2 derives from the strong visual associations between shoreline and the seas of the eastern Solent,</p>	<p>The magnitude of change resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as low and the effect not significant (moderate/minor), indirect, long-term and reversible on the perceived seascape character of MCA05 within Chichester Harbour, which is located at long distance, with very low lying (below high spring tide level) and enclosed expanses of marine water, tidal mudflat and marsh, which are further enclosed by wooded shoreline; with its main orientation to the south/south-west, away from the wind farm array area, separated by the headland of Selsey Bill and intervening settled landscape of the Manhood Peninsula and urbanised south coast shoreline. The magnitude of change resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium-low and the effect not significant (moderate) on the perceived seascape character of MCA05 along the Witterings coastline (Bracklesham Bay) between Selsey Bill and West Wittering, where visibility of the offshore elements of Rampion 2 is very limited due to the orientation of the coastline and the visual containment of oblique eastwards views by the intervening landform of the Manhood Peninsula and headland of Selsey Bill.</p>

MCA	Sensitivity to change	Magnitude of change and significance of residual effects
	<p>in which views are channelled east along the Solent to the open seas by the mainland coastline and Isle of Wight. There is however, a reduction in susceptibility due to the south-westerly orientation of the coastline, the oblique views and the intervening landform of the Manhood Peninsula and headland of Selsey Bill which limit associations between this seascape and the windfarm array area. Other factors also reduce sensitivity including the large-scale shipping influences, the urbanised coast and high recreational pressure, which combine to reduce the perceptual qualities, and the large scale and expansiveness of the seascape.</p>	<p>The magnitude of change resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium and the effect significant (moderate) only on the perceived seascape character experienced in views from the 'open waters' at Chichester Harbour Mouth and coastal edge of Eastoke Point, where there are views along Bracklesham Bay to the WTGs, which will be viewed as new, distant landmarks in panoramic views over the water and along the Wittering Coast towards Selsey Bill (as illustrated in Viewpoint 22 from Eastoke Point). These effects occur over geographically contained area at the harbour mouth and Eastoke Point and in a limited part of the wider seascape views, outside the main directional focus into the central harbour and South Downs.</p>
MCA07 Selsey Bill and Seaford Head	<p>The sensitivity of the MCA to changes associated with the offshore elements of Rampion 2 is considered to medium-high for the inshore areas of the MCA and medium for the offshore areas in which the windfarm array area is located, due to the reduction in susceptibility with the increased distance offshore and the presence of Rampion 1 Wind Farm whose WTGs are a characteristic feature of the existing seascape. The seascape is assessed as having medium value. MCA07 does not form the immediate seascape setting to a designated landscape,</p>	<p>The windfarm array area is located within MCA07 therefore the offshore elements of Rampion 2 will result in direct changes to the pattern of elements and characteristics of MCA07. The operation and maintenance of the offshore elements of Rampion 2 will result in changes to the perceived character of the seascape character of MCA07 as perceived by people from the onshore coastal edges of West Sussex and nearshore waters, particularly the shoreline (LCA SC1) between Selsey Bill and Shoreham-by-Sea, where the maritime character of MCA07 is integral to the associative seascape setting to the south coast shoreline. The offshore elements of Rampion 2 will result in changes to</p>

MCA

Sensitivity to change

and is an almost contiguously urbanised, developed coastline with settlements, holiday parks, leisure developments and harbours. The SDNP does however, continue as a prominent ridge of downland behind the developed coastal plain forming a backdrop to the MCA and affording expansive views over its seascape from the tops and southern dip slopes of the downs. The value of the MCA therefore derives particularly from its role as part of the setting of the SDNP and the panoramic sea views over it from the monuments and South Downs Way. The MCA has notable recreational value as the focus for visitor activity at the coast and displays traditional 'beach resort' qualities and interest arising from the interaction of the open seascape and beaches with development and activities of people at the seafront and nearshore waters. The susceptibility of the MCA to changes associated with the offshore elements of Rampion 2 derives from its strong visual connections between the adjacent between the shoreline and the seascape of the MCA, with the low sweeping, open and exposed coastline of the MCA, coupled with the elevated views over the seascape from inland areas of the South Downs. There is however,

Magnitude of change and significance of residual effects

the seascape character perceived from land and the nearshore waters, with the most prominent association relating to the 44km coastal edge of the MCA between Selsey Bill and Shoreham-by-Sea, from which Rampion 2 will increase the influence of the wind farm element viewed in MCA07 that forms the seascape element of views, through an increase in the lateral spread, scale and influence of WTGs extending from Rampion 1, particularly in a westwards direction on the sea skyline, contributing to a greater degree of visual enclosure on the skyline of the open waters of the seascape. The magnitude of change to the perceived character of the MCA experienced from this 44km coastal edge of the MCA resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as **medium-high** and the effect **significant (moderate)**, direct, long-term and reversible.

MCA	Sensitivity to change	Magnitude of change and significance of residual effects
	<p>an intervening non-designated and urbanised coastal strip between the SDNP and the sea, which reduces susceptibility to the influence of offshore elements in this seascape, compared to positions on the coastal edge of the SDNP. The susceptibility of the MCA to changes associated with the offshore elements of Rampion 2 is considered to medium-high for the inshore areas of the MCA and medium for the offshore areas in which the windfarm array area is located, due to the reduction in susceptibility with the increased distance offshore and the presence of Rampion 1 Wind Farm whose WTGs are a characteristic feature of the existing seascape. Other factors also reduce sensitivity including the large-scale shipping influences, the urbanised coast, industrialised ports and high recreational pressure, which combine to reduce the perceptual qualities, its simple, gently curving coastline and the large scale and expansiveness of the seascape.</p>	

Residual effects on Landscape Character - West Sussex

- 16.10.36 A preliminary assessment of the effects arising from the operation and maintenance of the offshore elements of Rampion 2 on the landscape character of LCAs within West Sussex is set out in **Table 16-31**. These LCAs within West Sussex are highlighted in **Figure 16.6, Volume 3** and mapped at detailed scale with the ZTV in **Figure 16.19, Volume 3**.

Table 16-31 Preliminary assessment of West Sussex Landscape Character

LCA	Sensitivity to Change	Magnitude of Change	Significance of Residual Effect (operation)
SC1. South Coast Shoreline	Medium. The sensitivity of the LCA is considered to be medium, reflecting that the landscape has medium value and its perceived character has a medium susceptibility to changes that will occur as a result of the offshore elements of Rampion 2. The value of the LCA derives principally from the informal attraction of the seaside. The LCA is not subject to landscape designation for its scenic quality, however it functions as a valued coastal landscape resource for tourism and recreation, focused on the beaches and seafront attractions. Although there is a relatively strong sense of place, this derives from the character of the urban coastal resort developments, in the context of the low, sweeping coastline and seascape. The perceptual qualities are associated with its exposure to the sea, but these are limited by the extent and influence of the adjacent urbanised coast, with fewer perceptual qualities resulting in a	The offshore elements of Rampion 2 will result in zero change to the fabric of the physical landscape of the LCA. There will also be zero change to many of the main characteristics of the LCA, including its fundamental character as an inter-tidal shoreline backed by extensive linear urban coastal resort development, its dynamic character, land use and habitats, all of which will remain unaffected and continue to define the distinct character of the shoreline. Changes will only occur to the visual aspects of its perceived character as a result of the offshore elements of Rampion 2 outside its area, in its associate seascape context. These changes occur to specific aesthetic/perceptual aspects, particularly its open and exposed character, as a result of further WTG development influence in its open views out across the sea to the horizon. These open views	Significant (Moderate) , indirect, long-term and reversible on the perceived character of the long narrow shoreline of shingle banks extending between Selsey Bill and Shoreham-by-Sea, dropping to Not Significant (Moderate/minor) from the shoreline west of Selsey Bill, extending between Selsey Bill and West Wittering.

LCA	Sensitivity to Change	Magnitude of Change	Significance of Residual Effect (operation)
	<p>lower susceptibility. It is a robust landscape with few vulnerable inherent characteristics. The susceptibility of the LCA to changes associated with the offshore elements of Rampion 2 derives principally from its strong association with the sea in extensive views out across the sea to the horizon, the potential for development in the seascape to disrupt visual unity and the loss of open views, due to the openness and intervisibility of the shoreline with the sea, and the southerly orientation of the wide curving bay, making it visually susceptible to changes in the sea. Many factors reduce sensitivity, including the extent of the urbanised developed coast, the presence of ports and industrial elements (such as at Shoreham) and the extent of tourism related development and activities, which provide detractors to scenic quality. The seascape is also of large, expansive scale, with a simple broad coastal landform and is separated from the Windfarm array area by open sea, within which the WTGs of Rampion 1 Wind Farm are a</p>	<p>out across the sea to the horizon will be altered through a partial loss of open seascape occupied by the offshore elements of Rampion 2 and the resulting change in the seascape composition from the increased influence and spread of WTGs. The magnitude of these changes to the perceived character of the LCA resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium-high from the long narrow shoreline of shingle banks to the east of Selsey Bill, extending between Selsey Bill and Shoreham-by-Sea, which has an overriding visual and physical association with the sea, dropping to low to the west of Selsey Bill, from the shoreline of sandy beaches, dry sand dunes and grasslands extending between Selsey Bill and West Wittering. In all areas of the LCA, the characteristic views along the coastline will remain, there will still be open views out across the sea, and it will remain an exposed,</p>	

LCA	Sensitivity to Change	Magnitude of Change	Significance of Residual Effect (operation)
	characteristic feature of the existing seascape context, forming a partially developed sea skyline and landmark in existing seaward views.	shoreline landscape whose character is governed by the dynamic influences of the sea and weather, and the linear urban coastal developments that define this coastline.	
SC3 Chichester Harbour	Medium-high. The sensitivity of the LCA is considered to be medium-high, reflecting that the landscape has high value and its perceived character has a medium susceptibility to changes that will occur as a result of the offshore elements of Rampion 2. The value of the LCA derives principally from it forming the majority of the designated landscape of the CHAONB, the high scenic quality/distinctiveness of the landscape, particularly the blend of land and sea formed by expanses of open waters and narrow inlets/creeks, the flatness of the landform accentuating the sea and its relatively unspoilt and unobtrusive character. It has high recreational value, particularly the open water of the central area of the Harbour for recreational boating, evident cultural	The offshore elements of Rampion 2 will result in zero change to the fabric of the physical landscape of the LCA. There will also be zero change to many of the main characteristics of the LCA, including its fundamental character as an enclosed natural harbour of marine water, tidal mudflats and saltmarsh, its wooded shores, range of habitats, wildlife and distinctive historic features, all of which will remain unaffected and continue to define the character of the harbour. The magnitude of change resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as low on the perceived character SC3 Chichester Harbour, which is located at long distance, with very low lying (below high spring tide	Not Significant (Moderate/minor) , indirect, long-term and reversible on the perceived character of SC3 Chichester Harbour as a result of its distance, orientation, enclosure and separation from the offshore elements of Rampion 2, which limit effects on its perceived character.

LCA	Sensitivity to Change	Magnitude of Change	Significance of Residual Effect (operation)
	<p>associations and perceptual qualities of tranquillity and remoteness, associated with the open water. The susceptibility of the LCA to changes associated with the offshore elements of Rampion 2 derives from the strong visual associations between the harbour mouth and the seas of the eastern Solent, where there are views across the Solent and along Bracklesham Bay to the open seas. There is, however, a reduction in susceptibility due to the limited section of coastline at the harbour mouth, its south-westerly oblique orientation, the intervening landform of the Manhood Peninsula/headland of Selsey Bill, and the flatness/enclosure of the majority of the waters of the central harbour and narrow inlets/creeks, which limits associations between this LCA and the windfarm array area.</p>	<p>level) and enclosed expanses of marine water, tidal mudflat and marsh, affording very limited visibility of the offshore elements of Rampion 2, which are further enclosed by wooded shoreline and intervening landscape elements within the adjacent coastal plain. The main orientation of the LCA is also to the south/south-west, away from the wind farm array area, with a small area of associated coastline at the harbour mouth, separated by the headland of Selsey Bill and intervening settled landscape of the Manhood Peninsula and urbanised south coast shoreline.</p>	
SC4 Pagham Harbour	<p>Medium. The sensitivity of the LCA is considered to be medium-high, reflecting that the landscape has medium-high value and its perceived character has a medium susceptibility</p>	<p>The offshore elements of Rampion 2 will result in zero change to the fabric of the physical landscape of the LCA. There will also be zero change to many of the main</p>	<p>Not Significant (Moderate/minor), indirect, long-term and reversible on the perceived character of SC4 Pagham Harbour due to its</p>

LCA	Sensitivity to Change	Magnitude of Change	Significance of Residual Effect (operation)
	<p>to changes that will occur as a result of the offshore elements of Rampion 2. The value of the LCA derives principally from the distinctiveness of the Pagham Harbour landscape, particularly the blend of land and sea formed by enclosed natural harbours of marine water, tidal mudflats and saltmarsh, although the LCA does not form part of a designated landscape. It has high recreational value, particularly for recreational boating and some perceptual qualities of tranquillity and remoteness, associated with the open water. The susceptibility of the LCA to changes associated with the offshore elements of Rampion 2 derives from the strong visual associations between the harbour mouth and the seascape, where there are views across to the open seas. There is, however, a reduction in susceptibility due to the limited section of coastline at the harbour mouth, the intervening coastal spit landforms at the harbour mouth limit views from within the harbour, and the flatness/enclosure of the majority of the waters and narrow</p>	<p>characteristics of the LCA, including its fundamental character as an enclosed natural harbour of marine water, tidal mudflats and saltmarsh, its marsh vegetation and shingle banks, range of habitats, wildlife and land use, all of which will remain unaffected and continue to define the character of the harbour. The magnitude of change resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium-low on the perceived character of SC4 Pagham Harbour, which is dominated by low-lying, vast tidal mudflats and fringing marsh vegetation enclosed to the south by open shingle banks that restrict views out to the seascape beyond, affording very limited visibility of the offshore elements of Rampion 2 and limiting potential changes in perceived character of the landscape within Pagham Harbour.</p>	<p>distance and enclosure by shingle banks and urban areas of Pagham that restrict views out to the seascape and limit effects on its perceived character.</p>

LCA	Sensitivity to Change	Magnitude of Change	Significance of Residual Effect (operation)
	inlets/creeks, which limits associations between this LCA and the windfarm array area.		
SC10. Lower Arun Valley	Medium. The sensitivity of the LCA is considered to be medium, reflecting that the landscape has medium value and its perceived character has a medium-low susceptibility to changes that will occur as a result of the offshore elements of Rampion 2. The value of the LCA derives principally from the role of its river corridor and floodplain in forming a break between intrusive surrounding suburban activities, offering a less developed coastal edge sand dune system at Climping, as well as the value associated with views of Arundel, its setting and the South Downs across the valley to the north. The perceptual qualities are associated with its potential exposure to the sea near Climping and the meandering river/agricultural floodplains, however perceptual qualities have been eroded by the extent of adjacent intrusive suburban development and activities. The susceptibility of the LCA to	The offshore elements of Rampion 2 will result in zero change to the fabric of the physical landscape of the LCA. There will also be zero change to many of the main characteristics of the LCA, including its fundamental character as the valley and floodplain of the River Arun, its land use, habitats and views of Arundel towards the chalk downs, all of which will remain unaffected and continue to define the distinct character of the valley. Changes will only occur to the visual aspects of its perceived character as a result of the offshore elements of Rampion 2 outside its area, in its associate seascape context, from limited coastal areas of the LCA near Climping. The magnitude of change to the perceived character of the LCA resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed	Not Significant (Minor) , indirect, long-term and reversible on the perceived character of the Climping area of the Arun Valley closest to the coast; and Not Significant (Minor/negligible) on the perceived character of the Arun Valley further north between Climping and Arundel.

LCA	Sensitivity to Change	Magnitude of Change	Significance of Residual Effect (operation)
	<p>changes associated with the offshore elements of Rampion 2 derives from the visual associations between the coastal areas near Climping and the sea, where there is potential for development in the seascape to interrupt open views due to the intervisibility with the sea. There is, however, a reduction in susceptibility due to the limited amount of the LCA forming the coastal edge at this location, with most of the LCA extending inland along the Arun Valley away from the coast, being low lying and visually contained by the intervening dunes (which fall within SC1 – South Coast Shoreline), the influence of adjacent urban development and the golf course alongside the dunes at its coastal edge.</p>	<p>as low from the Climping area of the Arun Valley closest to the coast between Climping, Atherington and the River Arun, where the intervening sand dunes and urbanised coast of Littlehampton in the adjacent South Coast Shore (SC1) LCA restrict sea views and limit changes to the perceived character; dropping to negligible change to the perceived character of the Arun Valley further north between Climping and Arundel.</p>	

Residual effects on views and viewpoints - West Sussex

Viewpoints

- 16.10.37 A preliminary assessment of the visual effects arising from the operation and maintenance of the offshore elements of Rampion 2 on representative viewpoints within West Sussex (outside the SDNP) is set out in **Table 16-32**, with further assessment provided in **Appendix 16.4 Viewpoint assessment, Volume 4**.

Table 16-32 Preliminary Assessment of West Sussex Viewpoints

Viewpoint	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 2 (degrees)	Sensitivity to change	Magnitude of change	Significance of residual effect
9. Shoreham Harbour / A259 (Figure 16.34, Volume 3)	14.9	83.2°	Medium-low. The sensitivity of the viewpoint is considered to be medium-low, reflecting that the view has low value and the receptors experiencing the view have a medium susceptibility to change.	Medium. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium-high.	Not significant (Moderate/ minor), direct, long-term and reversible.
10. Worthing sea front promenade (Figure 16.35, Volume 3)	13.6	97.1°	Medium-high. The sensitivity of the viewpoint is considered to be medium-high, reflecting that the view has medium value and the receptors experiencing the view have a high	High. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as high.	Significant (Major), direct, long-term and reversible.

Viewpoint	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 2 (degrees)	Sensitivity to change	Magnitude of change	Significance of residual effect
			susceptibility to change.		
11. Littlehampton sea front promenade (Figure 16.36, Volume 3)	15.4	88.2°	Medium-high. The sensitivity of the viewpoint is considered to be medium-high, reflecting that the view has medium value and the receptors experiencing the view have a high susceptibility to change.	High. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as high.	Significant (Major), direct, long-term and reversible.
12. Bognor Regis sea front promenade (Figure 16.37, Volume 3)	15.4	73.5°	Medium-high. The sensitivity of the viewpoint is considered to be medium-high, reflecting that the view has medium value and the receptors experiencing the view have a high	Medium-high. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as high.	Significant (Major/moderate), direct, long-term and reversible.

Viewpoint	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 2 (degrees)	Sensitivity to change	Magnitude of change	Significance of residual effect
			susceptibility to change.		
13. Pagham Beach (Figure 16.38, Volume 3)	16.1	63.2°	Medium-high. The sensitivity of the viewpoint is considered to be medium-high, reflecting that the view has medium value and the receptors experiencing the view have a high susceptibility to change.	Medium-high. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium-high.	Significant (Major/moderate), direct, long-term and reversible.
14. Selsey sea front promenade (Figure 16.39, Volume 3)	14.9	55.5°	Medium-high. The sensitivity of the viewpoint is considered to be medium-high, reflecting that the view has medium value and the receptors experiencing the view have a high	Medium-high. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium-high.	Significant (Major/moderate), direct, long-term and reversible.

Viewpoint	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 2 (degrees)	Sensitivity to change	Magnitude of change	Significance of residual effect
			susceptibility to change.		
22. Eastoke Point (Chichester Harbour AONB) (Figure 16.47, Volume 3)	26.6	36.1°	Medium-high. The sensitivity of the viewpoint is considered to be medium-high, reflecting that the view has high value and the receptors experiencing the view have a medium-high susceptibility to change.	Medium. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium.	Significant (Moderate), direct, long-term and reversible.
26. Low Weald (A24, near Ashington) (Figure 16.49, Volume 3)	28.9	12.2°	Medium-low. The sensitivity of the viewpoint is considered to be medium-low, reflecting that the view has medium value and the receptors experiencing the view have a	Low. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as low.	Not significant (Minor/negligible), direct, long-term and reversible.

Viewpoint	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 2 (degrees)	Sensitivity to change	Magnitude of change	Significance of residual effect
			medium-low susceptibility to change.		
47. High Weald (near Bolney) (Figure 16.58, Volume 3)	33.4	12.6°	Medium. The sensitivity of the viewpoint is considered to be medium, reflecting that the view has medium-high value and the receptors experiencing the view have a medium-low susceptibility to change.	Negligible. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as negligible.	Not significant (Minor/negligible), direct, long-term and reversible.

Visual receptors – settlements

Overview

- 16.10.38 There are a number of settlements within West Sussex which form the almost contiguous, linear urbanised coastline between Shoreham-by-Sea, Worthing, Lancing, Littlehampton, Selsey and Bognor Regis. The sensitivity of residents of these coastal edge settlements to the changes associated with the offshore elements of Rampion 2 is assessed as **medium-high**, reflecting that the views have medium value and the receptors experiencing the view have a high susceptibility to change.
- 16.10.39 The open sea views are informally recognised through the seaward alignment of the urban sea frontages and the popularity of the beaches/sea fronts to visitors however, the views are not within a designated landscape nor afforded planning policy protection. Views have some scenic qualities relating to the content and composition of the visible landscape, particularly the large-scale, open and exposed sea and skies viewed from the low coastline, however there are extensive urban development influences and tourism influences and activities which influence the scenic qualities at the sea front.
- 16.10.40 Susceptibility to change is assessed as high, since views are representative of sea-front coastal viewpoints from these settlements, experienced by residents from the primary place of residence who experience views of long duration, whose main attention and interest are partially on the sea views, as well as the other elements of their immediate surroundings. Views from these settlements are often experienced by a relatively large number of people, residing in the settlements. On a busy summer's day there is capacity for the character of views to be fundamentally changed by intensity of public use at the seafront and beach activity. There are direct views out to sea from the coastal edge, from the low coastline over open and exposed sea, in which viewers are more liable to be influenced by the offshore elements of Rampion 2, however, the visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs. This clear and prominent existing wind farm influence in sea views moderates susceptibility to change as WTGs are characteristic elements in the sea views and further WTGs will be viewed in the context of this wind farm developed skyline. There are also a number of elements associated with the urbanised coast and the extent of tourism influences and activities, which detract from the existing visual amenity and moderate visual sensitivity.

Shoreham-by-Sea

- 16.10.41 Shoreham-by-Sea is a generally low-lying settlement, coincident with the plateau of the coastal plain, but including elevated residential neighbourhoods at its northern extents. Shoreham, including the adjacent urban areas of Southwick and Portslade-by-Sea comprises an extensive area of residential development, with a focus of commercial development around the harbour and an overall diverse, sprawling urban character. The Blade Tip ZTV (**Figure 16.21, Volume 3**) indicates the potential for the offshore elements of Rampion 2 to be visible from the majority of the town, however as illustrated in the Blade Tip ZTV with surface feature screening (**Figure 16.15, Volume 3**) and confirmed by field survey assessment,

the density of built development and the low-lying character of the landform will limit views to those from the seafront, from open space near the coast and higher buildings within the town. The distance and context of views towards the sea from the majority of the town will include the foreground context of Shoreham and be subjected to the local screening influence of urban buildings and vegetation, such that for the majority of Shoreham, the magnitude of change will be **low** and the potential effect **not significant (minor)**. The greatest potential for views of the proposed development will be experienced from the sea front properties at Shoreham Beach and around Shoreham Harbour. Views from Shoreham Beach will be defined by open, direct views of the offshore elements of Rampion 2, where it will be a prominent element in good visibility at a range of approximately 14.9km, resulting in a **high** magnitude of change and **significant (major)** effect on views experienced by residents and users of Shoreham Beach. Views of the sea from the residential areas skirting the northern edge of the harbour will be heavily filtered by the enclosing harbour wall, large scale warehouses and storage buildings within the harbour context and Shoreham Power Station, such that their effect is slightly reduced to medium-high magnitude at the harbour area, compared to that experience at Shoreham Beach, but remaining significant.

Worthing and Lancing

- 16.10.42 Worthing is a generally low-lying settlement, coincident with the plateau of the coastal plain, but including elevated residential neighbourhoods at its northern extents. Lancing is slightly separated to the east, but at the coast there is a perception of contiguous urban development. Worthing includes a notable 'sea front character with typically large scale and ornate buildings laid out in a distinctive regular grid layout, but with extensive inland residential suburbs. The Blade Tip ZTV (**Figure 16.21, Volume 3**) indicates the potential for the offshore elements of Rampion 2 to be visible from the majority of Worthing and Lancing, however as illustrated in the Blade Tip ZTV with surface feature screening (**Figure 16.15, Volume 3**) and confirmed by field survey assessment, the density of built development and the low-lying character of the landform will limit views to those from the seafront, from open space near the coast, high rise buildings and from the more elevated northern edge of the town. The distance and context of views towards the sea from the majority of the town will include the foreground context of Worthing and Lancing and be subjected to the local screening influence of urban buildings and vegetation, such that for the majority of Worthing, the magnitude of change will be **low** and the potential effect **not significant (minor)**. Seafront views, including those from Worthing's sea-front promenade and Lancing Beach will be defined by open, direct views of the offshore elements of Rampion 2, as illustrated by Viewpoint 10 (**Figure 16.35, Volume 3**), where they will be a prominent element in good visibility at a range of approximately 13.6km occupying 83° of the offshore field of view, resulting in a **high** magnitude of change and **significant (major)** effect on views experienced by residents and users of Worthing and Lancing seafront.

Littlehampton

- 16.10.43 Littlehampton is a low-lying settlement, coincident with the plateau of the coastal plain. The town includes a notable commercial emphasis around the harbour and western town extents, but with a wider expanse of inland residential suburbs. The

Blade Tip ZTV (**Figure 16.21, Volume 3**) indicates the potential for the offshore elements of Rampion 2 to be visible from the majority of the town, however as illustrated in the Blade Tip ZTV with surface feature screening (**Figure 16.15, Volume 3**) and confirmed by field survey assessment, the density of built development and the low-lying character of the landform will limit views to those from the seafront, from open space near the coast and higher buildings within the town. Seafront views, including those from the sea-front promenade will be defined by open, direct views of the offshore elements of Rampion 2, as illustrated by Viewpoint 11 (**Figure 16.36, Volume 3**), where they will be a prominent element in good visibility at a range of approximately 15.4km occupying 88° of the offshore field of view, resulting in a **high** magnitude of change and **significant (major)** effect on views experienced by residents and users of Littlehampton seafront.

Selsey

- 16.10.44 Selsey is a low-lying settlement, coincident with the headland of Selsey Bill on the end of the Manhood Peninsula. The Blade Tip ZTV (**Figure 16.21, Volume 3**) indicates the potential for the offshore elements of Rampion 2 to be visible from the majority of the town, however as illustrated in the Blade Tip ZTV with surface feature screening (**Figure 16.15, Volume 3**) and confirmed by field survey assessment, the density of built development and the low-lying character of the landform will limit views to those from the seafront and from open space near the coast. The distance and context of views towards the sea from the majority of the settlement will include the foreground context of Selsey and be subjected to the local screening influence of urban buildings and vegetation, such that for the majority of Selsey, the magnitude of change will be **low** and the potential effect **not significant (minor)**. Seafront views, including those from the sea-front promenade will be defined by open, direct views of the offshore elements of Rampion 2, as illustrated by Viewpoint 14 (**Figure 16.39, Volume 3**), where they will be a prominent element in good visibility at a range of approximately 14.9km occupying 55° of the offshore field of view, resulting in a **medium-high** magnitude of change and **significant (major/moderate)** effect on views experienced by residents and users of Bognor Regis seafront.

Bognor Regis

- 16.10.45 Seaside recreational influences are the prevailing elements within the character of the built up area, notably defined by the seafront Butlins complex and the various sea-front tourism related developments and facilities. The greater majority of the settlement is however defined by expansive residential suburbs. The distance and context of views towards the sea from the majority of the settlement will include the foreground context of Bognor Regis and be subjected to the local screening influence of urban buildings and vegetation, such that for the majority of Bognor Regis, the magnitude of change will be **low** and the potential effect **not significant (minor)**. The density of built development and the low lying character of the landform will however typically limit views towards the proposed development to those from the coastal edge. The experience of such views will include the Conservation Areas at The Steyne and Waterloo Square. Seafront views, including those from the sea-front promenade will be defined by open, direct views of the offshore elements of Rampion 2, as illustrated by Viewpoint 12 (**Figure 16.37, Volume 3**), where they will be a prominent element in good

visibility at a range of approximately 15.4km occupying 73° of the offshore field of view, resulting in a **medium-high** magnitude of change and **significant (major/moderate)** effect on views experienced by residents and users of Selsey seafront.

Visual receptors – Long Distance Routes

Arun Way

- 16.10.46 The preliminary assessment of the visual effects arising from the operation and maintenance of the offshore elements of Rampion 2 on the Arun Way is informed by the ZTV showing the route of the Arun Way presented in **Figure 29.21, Volume 3** and the assessment of representative viewpoints on or near to the Arun Way in **Table 16-32**.
- 16.10.47 The sensitivity to change of users of the Arun Way is considered to vary considerably along the route depending on the landscape context, with many factors that moderate susceptibility including the transience, duration of views and changeable experiences and views from the route. Walkers/cyclist users of the Arun Way generally have a **medium-high** sensitivity from the coastal edges between Littlehampton and Atherington, reducing as the route extends away from coast inland along the Arun Valley to **medium** sensitivity between Climping and Arundel; and **low** sensitivity to the north of Arundel, where there is limited or no association between the route and the seascape.
- 16.10.48 The magnitude of change to views from the Arun Way resulting from the operation and maintenance of the offshore elements of Rampion 2, is assessed as **high** and the effect **significant (major)** along the 3km coastal section of the route between Littlehampton Marina and Atherington (Climping Beach), for example, as shown in Viewpoint 11 (**Figure 16.36, Volume 3**).
- 16.10.49 The magnitude of change to the views experienced by users of the Arun Way resulting from the operation and maintenance of the offshore elements of Rampion 2, is assessed as **low** and the effect **not significant (moderate/minor)** from the Arun Way between Atherington, Climping and Arundel, where the intervening landform, vegetation and urban areas of Littlehampton and the coastal plain restrict sea views and limit changes in visual amenity from the route of the Arun Way which is contained within the Arun Valley.
- 16.10.50 The magnitude of change to the views experienced by users of the Arun Way resulting from the operation and maintenance of the offshore elements of Rampion 2, is assessed as **negligible** and the effect **not significant (minor)** from the Arun Way to the north of Arundel from this lengthy section of the route along the flood plain of the River Arun, passing Amberley to West Chiltington, from which there is limited or no visibility of the offshore elements of Rampion 2 due to the containment of the valley landform by the adjacent South Downs, as well as there being increasing distance inland between the route and the distant seascape to the south.
- 16.10.51 In summary, much of the route of the Arun Way has contained views of the enclosing landform of the Arun Valley, contained by the South Downs as they rise on either side of the valley, and by the landform of the downs to the south of

Weald. Views of the sea tend to be limited to the sections of the Arun Way near to the coast near Atherington and Littlehampton where the route approaches and runs along the coast, over which significant effects will be restricted to a 3km section of the route at the coast.

Residual effects on Chichester Harbour AONB – special qualities

- 16.10.52 A preliminary assessment of the effects arising from the operation and maintenance of the offshore elements of Rampion 2 on the defined special qualities of the Chichester Harbour AONB is set out in **Table 16-33**. A preliminary assessment of the magnitude of change and residual effects arising from the operation and maintenance of the offshore elements of Rampion 2 on the defined special qualities of the SDNP is set out in **Table 16-29**. Although there are pockets of the CHAONB landscape where the baseline conditions are such that the value of particular features or aesthetic dimensions are reduced, the CHAONB is, as a whole, of high value, recognised through its designation as an AONB. Although the inherent sensitivity of the CHAONB is high, there is some variation in the susceptibility of the different areas/LCAs within the AONB to the specific nature of changes associated with the proposed development, since the assessment of susceptibility to change is tailored to the offshore elements of Rampion 2. Assessment of the sensitivity to change of LCAs within the CHAONB is contained in **Table 16-31** and is reflected in the assessment of CHAONB special qualities.

Table 16-33 Preliminary assessment of Chichester Harbour AONB special qualities

Special quality	Magnitude of change and residual effect on AONB special quality
1. The unique blend of land and sea – especially the combination of expanses of open waters, narrow inlets and intimate creeks.	The magnitude of change resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium and the effect significant (major/moderate) on views and the perceived ‘unique blend of land and sea’ experienced from the open waters and coastal edges at the mouth to Chichester Harbour, at the coastal strip edges of LCA F1 South Hayling Island (CHAONB LCA 2019), where there are open views of the sea and in particular views south-east along the Witterings toward Selsey Bill. The offshore elements of Rampion 2 will introduce additional WTG elements in views along the coast, extending out to sea beyond the headland of Selsey Bill and effecting the blend of land and sea visible along the coastline and extending out along the sea skyline (as illustrated in Viewpoint 22 from Eastoke Point). These effects are geographically contained to the open waters at the mouth of the harbour (LCA A1) and adjacent coastline at Eastoke Point and are not experienced from the open water of the Chichester Harbour Central Basin (B1), where the magnitude of change on the expanses of open waters is assessed as negligible and not significant (minor) due to the very limited theoretical visibility of the offshore elements of Rampion 2, the low-lying landscapes, wooded shorelines and the degree of intervening screening by vegetation

Special quality	Magnitude of change and residual effect on AONB special quality
	<p>and development on the Manhood Peninsular, between the CHAONB and the windfarm array area.</p> <p>The operation and maintenance of the offshore elements of Rampion 2 will result in zero change and no residual effect on the perceived blend of land and sea experienced from the 'narrow inlets' and 'intimate creeks' of the CHAONB where there is limited or no visibility.</p>
2. The frequently wooded shoreline.	<p>The operation and maintenance of the offshore elements of Rampion 2 will not result in any direct or physical changes or loss to the 'frequently wooded shoreline' of the CHAONB. The magnitude of change to the physical state of the wooded shoreline and the intactness of this landscape quality and condition of these individual elements will be zero and the residual effect not significant (no effect). Views to the shoreline from within the Chichester Harbour central basin sometimes have a wooded appearance, with the panoramic views of open water, mudflats and the Harbour peninsulas having wooded margins. Harbourside trees, copses and hedgerows merge together in views from the water to give the impression of a wooded shoreline. These layers of vegetation forming the 'wooded shoreline', provide further screening in views from the central harbour towards the offshore elements of Rampion 2.</p>
3. The flatness of the landform, unusual among AONBs, accentuates the significance of sea and tide and of distant landmarks across land and water.	<p>The operation and maintenance of the offshore elements of Rampion 2 will not result in any direct or physical changes or loss to the 'flatness of the landform' of the CHAONB. The operation and maintenance of the offshore elements of Rampion 2 have the potential to interrupt the distinctive unspoilt views across the CHAONB, which can be attributed in part to the general flatness of the landscape and sea. The low-lying flat landform and sea means that tall spires and towers are important features, seen as distant landmarks across the land and water, against the backdrop of the South Downs, to the north, in which the offshore elements of Rampion 2 will result in negligible change and not significant (minor) residual effects due to its position in a different direction of view (to the east/south-east) and the level of intervening landform and vegetation screening in views. As such the offshore elements of Rampion 2 will also result in negligible change and not significant (minor) residual effects to the long views towards landmarks such as Chichester Cathedral and the South Downs, framed views of the inlets and the yachts moored along them and attractive views of historic waterside development, notably at Bosham, West Itchenor, Emsworth, Langstone and Dell Quay.</p>

Special quality	Magnitude of change and residual effect on AONB special quality
4. The open water of the central area of the Harbour.	<p>The magnitude of change resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium and the residual effect significant (moderate) only on the perceived 'significance of the sea' and of 'distant landmarks across water', experienced in views from the 'open waters' at Chichester Harbour Mouth and coastal strip edges of F1 South Hayling Island (CHAONB LCA 2019), where the WTGs will be viewed as new, distant landmarks in panoramic views over the water and the Wittering Coast towards the landmark headland of Selsey Bill (as illustrated in Viewpoint 22 from Eastoke Point). These effects occur over geographically contained areas at the harbour mouth and Eastoke Point and in a limited part of the wider seascape views, outside the main directional focus into the central harbour and South Downs.</p> <p>The operation and maintenance of the offshore elements of Rampion 2 will result in zero change and no residual effect on the flatness of the CHAONB landform, or the significance of sea and tide that is expressed with the flat landscape.</p> <p>The magnitude of change resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as negligible and the residual effect not significant (minor) on the perceived character and qualities of the open water of the central area of the harbour. The open water of the central harbour basin forms a large uniform expanse of open water at high tide, and bare mudflat and saltmarsh at low tide. Although it is wide and open, it is very flat and low lying, never offering elevated vantage points, with restricted views of the wider landscape to the east beyond the immediate edges of the containing Manhood Peninsula (LCA I1), whose landform and vegetation define the visual envelope of the harbour and limit the potential changes associated with the offshore elements of Rampion 2 on the perceived special qualities of the open waters of the central basin of the CHAONB. Views to south to the seascape are in a different directional focus to the offshore elements of Rampion 2 and are also partially restricted due to the slightly elevated spits that enclose a narrow Harbour mouth.</p>
5. The overall sense of wilderness within the seascape.	<p>No physical attributes that contribute to 'wilderness' special qualities of the CHAONB will be changed as a result of the offshore elements of Rampion 2, such as its open water, dunes and wooded shorelines. Development located outside the CHAONB may only impact on perceptual responses or the perception of relative 'wilderness'. It is particularly the central harbour basin with its wide openness and perception of remoteness, and the dynamic influence of the weather upon the estuary, where the perception of <u>wildness</u> is most evident and readily experienced within the CHAONB, however</p>

Special quality	Magnitude of change and residual effect on AONB special quality
6. The particularly strong historic environment and heritage assets.	<p>this is not considered to be ‘wilderness’ (as expressed in the special quality). The magnitude of change resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as negligible and the residual effect not significant (minor) on the perceived ‘wilderness’ qualities within the seascape, including of the open water of the central area of the harbour, its inlets and channels, where there are restricted views of the wider landscape to the east beyond the immediate edges of the containing Manhood Peninsula (LCA I1), which limits visibility and the potential changes associated with the offshore elements of Rampion 2 on the perceived wilderness qualities of the CHAONB.</p> <p>There will be no direct effects on ‘strong historic environment’ as a result of the offshore elements of Rampion 2, however there may be effects on the setting of heritage assets as assessed in Chapter 26.</p>
7. The picturesque harbourside settlements.	<p>The magnitude of change resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as negligible and the residual effect not significant (minor) on the setting and views from picturesque harbourside settlements within the CHAONB, generally dispersed and in low lying positions along the waters’ edge, including the villages of West Thorney and Bosham. Both of these particular villages are located outside the ZTV (Figure 16.15, Volume 3) of Rampion 2, due to the low-lying positions at the waters edge and are located at long distances of 25km and 30km respectively. The picturesque setting and relationship of these settlements with the water, jetties, pontoons and slipways along the inlets will be retained and unaffected and will continue to define their special quality and character.</p>
8. The unspoilt character and unobtrusive beauty.	<p>The magnitude of change resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as negligible and the residual effect not significant (minor) on the unspoilt character and unobtrusive beauty of the CHAONB. The undeveloped character of the Harbour will be retained and in no way will it become ‘developed’ as a result of the distant influence of Rampion 2, which only occurs in views to the sea from a small area of water at the mouth of Chichester Harbour and around Eastoke Point. As such, the CHAONB will remain ‘unspoilt’ and the undeveloped character of the Harbour will remain almost unique on the south coast as a large and undeveloped tidal river mouth. The landscape of the CHAONB will remain a dynamic landscape that is sculpted primarily by natural processes, with these natural processes and the high-quality habitats of the CHAONB remaining unaffected by the offshore elements of Rampion 2 and these habitats will continue to contribute to the ‘natural beauty’ of the</p>

Special quality	Magnitude of change and residual effect on AONB special quality
<p>9. The very special sense of peace and tranquillity, largely engendered by the gentle way the AONB is used and closeness to nature that is experienced.</p>	<p>harbour landscape, along with the ‘flat openness’ and ‘enclosure’ of the harbour.</p> <p>The offshore elements of Rampion 2 will result in zero change and no residual effect on the tranquillity that people gain from the quiet experienced in the landscape of the CHAONB.</p> <p>Changes resulting from the offshore elements of Rampion 2 relate to the <u>visual</u> aspects of tranquillity, i.e what is seen by people in the landscape and whether its visible elements detract from the perception of such ‘seen’ tranquillity. Areas of relative tranquillity are shown in CPRE’s national tranquillity mapping, contained within the CPRE Tranquillity Report (Northumbria University, 2008 revised) and its associated ‘Tranquillity Map’ and an ‘Intrusion Map’ of England. Areas that are disturbed by noise and visual intrusion (Figure 2) with least tranquillity (Figure 1) occur around the edges of the CHAONB, associated with the developed landscapes around its boundary, such as Hayling Island to the west, Havant and Emsworth to the north and Chichester to the north-east. These have not, however, been sufficient to deny existing opportunities to experience a sense of tranquillity within the peninsulas and open water of the CHAONB, where the experience of tranquillity is greatest, despite the presence of some outside development influences beyond the boundary of the CHAONB, with tranquillity reducing gradually towards the outer edges of the CHAONB as a result.</p> <p>This will continue to be the case in relation to the offshore elements of Rampion 2, which will not change the ‘gentle way the AONB is used’, often from recreational boats on the open water of the central harbour areas and would only influence views of the open sea from a limited area of the narrow harbour mouth where boats enter and exit the harbour. The offshore elements of Rampion 2 only have potential to effect tranquillity factors relating to seascape views from this small area at the harbour mouth, with no effect on the majority of factors which define the tranquillity of the CHAONB, including its natural vegetation cover, open water, inlets, wooded shoreline, natural processes and habitats. The magnitude of change resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as negligible and residual effects are not significant (minor) on the sense of peace, tranquillity and closeness to nature experienced from the peninsulas and open water of the CHAONB, where these qualities are most experienced. Changes of the nature proposed would not significantly influence opportunities to experience a sense of tranquillity as the wind farm element would not over-ride the existing naturalistic elements in the landscape, nor its open water and occasional extensive sea views at the harbour mouth, which will remain in the presence of Rampion 2.</p>

East Sussex and the City of Brighton & Hove

Residual effects on Seascape Character – East Sussex and City of Brighton & Hove

- 16.10.53 A preliminary assessment of the likely significant effects arising from the operation and maintenance of the offshore elements of Rampion 2 on the seascape character of MCA07 Selsey Bill and Seaford Head, which forms the associative seascape setting of the coastal part of the East Sussex and the City of Brighton & Hove (**Figure 16.18, Volume 3**) is set out in **Table 16-35**.

Table 16-34 Preliminary assessment of Seascape Character (East Sussex)

MCA	Sensitivity to change	Magnitude of change and significance of residual effects
MCA07 Selsey Bill and Seaford Head	<p>The sensitivity of the MCA to changes associated with the offshore elements of Rampion 2 is considered to medium-high for the inshore areas of the MCA and medium for the offshore areas in which the windfarm array area is located, due to the reduction in susceptibility with the increased distance offshore and the presence of Rampion 1 Wind Farm whose WTGs are a characteristic feature of the existing seascape. The seascape is assessed as having medium value. The majority of MCA07 does not form part of a landscape designated for its scenic value, and is an almost contiguously developed coastline with settlements, holiday parks, leisure developments and harbours, with only small extents of undeveloped coastline being concurrent with the SDNP (near Rottingdean and Telscombe Cliffs) and the SDNP continues as a prominent ridge behind the developed coastal plain forming a backdrop to the MCA and affording expansive views over its seascape from the tops and southern dip slopes of the downs. The value of the MCA therefore derives particularly from its role as part of the setting of the SDNP and</p>	<p>The windfarm array area is located within MCA07 therefore the offshore elements of Rampion 2 will result in direct changes to the pattern of elements and characteristics of MCA07. The operation and maintenance of the offshore elements of Rampion 2 will result in changes to the perceived character of the seascape character of MCA07 as perceived by people from the onshore coastal edges of East Sussex and the City of Brighton & Hove, and its nearshore waters, where the maritime character of MCA07 is integral to the associative seascape setting to the south coast shoreline. The offshore elements of Rampion 2 will result in changes to the seascape character perceived from land and the nearshore waters, with the most prominent association relating to the 21km coastal edge of the MCA formed by the urban shorelines of Brighton and Hove, Rottingdean, Peacehaven and Seaford; as well as two short maritime sections of open coastal downs near the coast at Rottingdean (2.7km) and Telscombe Cliffs (600m) which are within the SDNP (LCA A2). From these areas, Rampion 2 will increase the influence of the wind farm element viewed in MCA07 that forms the seascape element of views, through an increase in the lateral spread, scale and influence of WTGs extending from Rampion 1, both eastwards and westwards on the sea skyline, contributing to a greater degree of enclosure of</p>

MCA	Sensitivity to change	Magnitude of change and significance of residual effects
	<p>the panoramic sea views over it from the monuments and South Downs Way. The MCA has notable recreational value as the focus for visitor activity at the coast and displays traditional 'beach resort' qualities and interest arising from the interaction of the open seascape and beaches with development and activities of people at the seafront and nearshore waters. The susceptibility of the MCA to changes associated with the offshore elements of Rampion 2 derives from its strong visual connections between the adjacent between the shoreline and the seascape of the MCA, with the low sweeping, open and exposed coastline of the MCA, coupled with the elevated views over the seascape from inland areas of the South Downs. There is however, an intervening non-designated and urbanised coastal strip between the SDNP and the sea, which reduces susceptibility to the influence of offshore elements in this seascape, compared to positions on the coastal edge of the SDNP. The susceptibility of the MCA to changes associated with the offshore elements of Rampion 2 is considered to medium-high for the inshore areas of the MCA and medium for the offshore areas in which the windfarm array area is located, due</p>	<p>the seascape of Sussex Bay. The magnitude of change to the perceived character of the MCA experienced from this coastal edge of the MCA resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium-high and the residual effect significant (major/moderate), direct, long-term and reversible.</p>

MCA	Sensitivity to change	Magnitude of change and significance of residual effects
	<p>to the reduction in susceptibility with the increased distance offshore and the presence of Rampion 1 Wind Farm whose WTGs are a characteristic feature of the existing seascape. Other factors also reduce sensitivity including the large-scale shipping influences, the urbanised coast and high recreational pressure, which combine to reduce the perceptual qualities, and the large scale and expansiveness of the seascape.</p>	

Residual effects on views and viewpoints – East Sussex and the City of Brighton & Hove

Viewpoints

- 16.10.54 A preliminary assessment of the visual effects arising from the operation and maintenance of the offshore elements of Rampion 2 on representative viewpoints within East Sussex (outside the SDNP) is set out in **Table 16-35**, with further assessment provided in **Appendix 16.4 Viewpoint assessment, Volume 4**.

Table 16-35 Preliminary assessment of East Sussex and City of Brighton & Hove viewpoints

Viewpoint	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 2 (degrees)	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
5. Newhaven (Castle Hill) (Figure 16.30, Volume 3)	15.1	42.6°	Medium. The sensitivity of the viewpoint is considered to be medium, reflecting that the view has medium value and the receptors experiencing the view have a medium susceptibility to change.	Medium-high. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium-high.	Significant (Moderate), direct, long-term and reversible.
6. Peacehaven (Figure 16.31, Volume 3)	13.6	51.2°	Medium-high. The sensitivity of the viewpoint is considered to be medium-high, reflecting that the view has medium value and the receptors experiencing the view have a medium-high	High. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as high.	Significant (Major), direct, long-term and reversible.

Viewpoint	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 2 (degrees)	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
			susceptibility to change.		
8. Brighton sea front promenade (Figure 16.33, Volume 3)	13.8	71.7°	High. The sensitivity of the viewpoint is considered to be high, reflecting that the view has medium-high value and the receptors experiencing the view have a high susceptibility to change.	High. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as high.	Significant (Major), direct, long-term and reversible.

Visual receptors – settlements

Overview

- 16.10.55 There are a number of settlements within East Sussex which form the almost contiguous, linear urbanised coastline between Brighton and Hove, Woodingdean, Rottingdean, Saltdean, Peacehaven and Seaford. The sensitivity of residents of these coastal edge settlements to the changes associated with the offshore elements of Rampion 2 is assessed as **medium-high**, reflecting that the views have medium value and the receptors experiencing the view have a high susceptibility to change.
- 16.10.56 The open sea views are informally recognised through the seaward alignment of the urban sea frontages and the popularity of the beaches/sea fronts to visitors, however, the views from these settlements are not within a designated landscape nor afforded planning policy protection. Views have some scenic qualities relating to the content and composition of the visible landscape, particularly the large-scale, open and exposed sea and skies viewed from the low coastline, however, there are extensive urban development influences and tourism influences and activities which influence the scenic qualities at the sea front.
- 16.10.57 Susceptibility to change is assessed as varying between medium to high, depending on the seascape context of the settlement and the influence of detracting elements associated with the urbanised coast, major ports (such as at Newhaven) and the extent of tourism influences and activities, which detract from the existing visual amenity and moderate visual sensitivity. Views are representative of sea-front coastal viewpoints from these settlements, experienced by residents from the primary place of residence who experience views of long duration, as well as being representative of views experienced by people visiting the sea front, beaches and visitor attractions, whose main attention and interest are partially on the sea views, as well as the other attractions and interests of their immediate surroundings. Views from these settlements are often experienced by a relatively large number of people, residing in the settlements of visiting the beaches and sea front. On a busy summer's day there is capacity for the character of views to be fundamentally changed by intensity of public use at the seafront and beach activity. There are direct views out to sea from the coastal edge, from the low coastline over open and exposed sea, in which viewers are more liable to be influenced by the offshore elements of Rampion 2, however, the visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs. This clear and prominent existing wind farm influence in sea views moderates susceptibility to change as WTGs are characteristic elements in the sea views and further WTGs will be viewed in the context of this wind farm developed skyline. There are also a number of elements associated with the urbanised coast and the extent of tourism influences and activities, which detract from the existing visual amenity and moderate visual sensitivity.

Brighton and Hove

- 16.10.58 Brighton and Hove includes notably 'gentrified' sea front character areas with typically large scale and ornate buildings laid out in distinctive regular grid layouts. Whilst the settlement area includes a notable seafront character, the greater

massing of Brighton and Hove extends onto the lower slopes of the South Downs, which affords a southerly seaward outlook from parts of the urban area. The importance of sea views to the character and sensation of space within Brighton and its seafront is a notable part of its visual baseline, although the introduction of Rampion 1 has already changed the uninterrupted nature of the seascape, particularly in good visibility. The Blade Tip ZTV (**Figure 16.21, Volume 3**) indicates the potential for the offshore elements of Rampion 2 to be visible from the coastal edge, western and mid areas of the town. Subtle valley landform cutting through the town, coincident with main rail and road routes, will afford notable visual containment from views of the proposed development, within the extent of urban area. Views from the 'inland' areas of the City will be subjected to the local screening influence of urban buildings within the line of sight to the sea, landform and vegetation, such that for the majority of Brighton, the magnitude of change will be **low** and the residual effect **not significant (minor)**. As illustrated in the Blade Tip ZTV with surface feature screening (**Figure 16.15, Volume 3**) and confirmed by field survey assessment, the density of built development and the low-lying character of the landform will limit views to those from the seafront, from open space near the coast, higher buildings within the City and from the elevated land on its northern such as near Hollingbury.

- 16.10.59 High rise and seafront views, including the coastal residential areas of Hove, Brighton's main seafront near Brighton Pier, Kemp Town and Brighton Marina residential will be defined by open, direct views of the proposed development, in which it will form a prominent element as an addition to the west and east of the existing Rampion 1 wind farm, as illustrated by Viewpoint 8 (**Figure 16.33, Volume 3**), where they will be a prominent element in good visibility at a range of approximately 13.8km occupying 72° of the 180° offshore field of view, resulting in a **high** magnitude of change and **significant (major)** residual effect on views experienced by residents and users of Brighton seafront.
- 16.10.60 The offshore elements of Rampion 2 are likely to result in material visual impact on receptors at Brighton seafront, both residents and in the context of the seafront being viewed as a major attraction for the city, where the addition of Rampion 2 will interrupt a further part of the open expansive sea views and encroaching on the sense of openness, but will also extend to result in material visual impact on other areas of the city further inland, where there will be changes of **high** magnitude and **significant (major)** residual effects on views from tall buildings of the city or from the more elevated suburbs and vantage points on the higher vantage points over the city, akin to that experienced from Hollingbury Hillfort (Viewpoint 27).

Woodingdean, Rottingdean, Saltdean and Peacehaven

- 16.10.61 Woodingdean, Rottingdean (and Ovingdean), Saltdean and Peacehaven form series of separate but geographically associated residential settlements to the east of Brighton. Woodingdean occupies an elevated inland position with varying extents of visibility of the sea, influenced by the intervening undulating downland topography. Rottingdean and Ovingdean are lower lying with views of the sea largely screened by the intervening landform of Castle Hill and Beacon Hill, such that it is just the clifftop coincident positions of Rottingdean, Saltdean and Peacehaven extending along the coast, that afford elevated seaward aspects.

Visibility is subtly influenced by the undulating topography, which creates areas of containment within the settlement areas. The Blade Tip ZTV (**Figure 16.21, Volume 3**) indicates the potential for the offshore elements of Rampion 2 to be visible from the coastal edge and from south-west facing slopes, though with notable areas of visual containment associated with the undulating landform. Views towards the offshore elements of Rampion 2 from Rottingdean and Saltdean typically associated with properties located on south-west facing valley slopes and the clifftops, as represented by Viewpoint 7 Beacon Hill (**Figure 16.32, Volume 3**). Peacehaven is located within a more uniform landform setting, which typically limits seaward views to the most immediate coastal facing settlement edge, such as represented by Viewpoint 6 (**Figure 16.31, Volume 3**). There will be a **high** magnitude of change in views from residential areas in the northern extents of Woodingdean, the coastal edge and south-west facing slopes of Rottingdean and Saltdean and the coastal edge of Peacehaven with a resultant **significant (major)** residual effect.

Seaford and Rookery Hill

- 16.10.62 Seaford is the easternmost limit of notable settlement influence along the coast with beach resort associations and a seafront promenade at its eastern end, situated at Seaford Bay. Rookery Hill adjoins the western edge of Seaford and lies to the north of the A59. There are extensive views along Seaford Bay along the coastline to the cliffs extending east towards Brighton and over Peacehaven Harbour. The Blade Tip ZTV (**Figure 16.21, Volume 3**) indicates the potential for the offshore elements of Rampion 2 to be visible from the majority of the town, however, as illustrated in the Blade Tip ZTV with surface feature screening (**Figure 16.15, Volume 3**) and confirmed by field survey assessment, the density of built development and the low-lying character of the landform will limit views to those from the seafront, from open space near the coast and higher buildings within the town. Seafront views, including those from the sea-front promenade will be defined by open, direct views of the offshore elements of Rampion 2, as illustrated by Viewpoint 4 (**Figure 16.29, Volume 3**), where they will be a prominent element in good visibility at a range of approximately 17.1km occupying 34° of the offshore field of view, resulting in a **medium-high** magnitude of change and **significant (major)** residual effect on views experienced by residents and users of Seaford seafront. The potential for significant effects will however typically be limited to the immediate coastal edge with scope for inland views largely filtered by intervening buildings and vegetation.

Visual receptors - National Cycle Network Route 2

- 16.10.63 The preliminary assessment of the visual effects arising from the operation and maintenance of the offshore elements of Rampion 2 on users of the Sustrans National Cycle Network Route 2 (NCNR2) is informed by the ZTV showing the route of the NCNR2 presented in **Figure 29.21, Volume 3** and the assessment of representative viewpoints on or near to the route in **Table 16-32** and **Table 16-35**.
- 16.10.64 Cyclist users of the NCNR2 generally have a **medium** sensitivity to change, with much of the route occurring along, or within, urban areas that form the linear coastal edge of urban and resort development between Worthing and Newhaven; reducing to low sensitivity along the section of NCNR2 between Eastbourne and

Bexhill which has limited or no association with the seascape of Sussex Bay in which the windfarm array area is located. There are many factors that reduce susceptibility including the transience of cyclists passing through the landscape, duration of views and changeable experiences and views from the route, which is generally within or alongside the urbanised coast.

- 16.10.65 The magnitude of change to views from NCNR2 resulting from the operation and maintenance of the offshore elements of Rampion 2, is assessed as **medium-high to high** and the effect **significant (moderate to major/moderate)** along the 30km coastal section of the route between Worthing and Peacehaven, taking in views from Worthing (Viewpoint 10), Shoreham-by-Sea (Viewpoint 9), Brighton (Viewpoint 8), Rottingdean (Viewpoint 7) and Peacehaven (Viewpoint 6). The visual effect of Rampion 2 is also assessed as being significant from the 2.5km section of the route along Seaford Bay (Viewpoint 4) and the southern edges of Seaford.
- 16.10.66 The magnitude of change to views from NCNR2 resulting from the operation and maintenance of the offshore elements of Rampion 2, is assessed as **low** and the effect **not significant (minor)** along the 10km section of the route set back from the coast within the urban areas of Peacehaven, Newhaven and Rookery Hill. The magnitude of change to views from NCNR2 is assessed as **zero** and **no effect (not significant)** along the 24km section of the route between Seaford extending inland along the Cuckmere Valley and eastwards past Eastbourne to Bexhill, where there is no visibility of the offshore elements of Rampion 2 from the route of NCNR2.

Hampshire and the Solent

Residual effects on Seascape Character – Hampshire and the Solent

- 16.10.67 A preliminary assessment of the likely significant effects arising from the operation and maintenance of the offshore elements of Rampion 2 on the seascape character of MCA05 The Solent, which forms the associative seascape setting of the coastal part of the West Sussex (**Figure 16.18, Volume 3**) is set out in **Table 16-35**.

Table 16-36 Preliminary assessment of Seascape Character (Hampshire)

MCA	Sensitivity to change	Magnitude of change and significance of residual effects
MCA05 The Solent	Medium. The sensitivity of the MCA is considered to be medium, reflecting that the seascape has a medium value and its perceived character has a medium susceptibility to changes that will occur as a result of the offshore elements of	The windfarm array area is located outside MCA05 therefore the offshore elements of Rampion 2 will result in no direct changes to seascape characteristics within the Solent (MCA05). The operation and maintenance of the offshore elements of Rampion 2 will result in changes to the perceived seascape character of MCA05 from the coastal edges of Hayling Island

MCA	Sensitivity to change	Magnitude of change and significance of residual effects
	<p>Rampion 2. The coastline of MCA05 within Hampshire does not form part of a landscape designated for its scenic value. It is an almost contiguously developed coastline with the major urban areas of South Hayling, Portsmouth and Gosport, as well as the major commercial, ferry and naval port, around Portsmouth Harbour. There are strong visual associations between shoreline and the seas of the eastern Solent, however there is reduction in susceptibility due to the southerly orientation of the coastline and the intervening landform of the Manhood Peninsula and headland of Selsey Bill which reduce associations between this coastline and the windfarm array area. Other factors also reduce sensitivity including the large-scale shipping influences, the urbanised coast and high recreational pressure, which combine to reduce the perceptual qualities, and the large scale and expansiveness of the seascape.</p>	<p>and Portsmouth, where MCA07 and the offshore elements of Rampion 2 partially extend into the backdrop of the eastern Solent in views south-east out into the English Channel. In general, seafront views affording experience of the seascape character are oriented to the south to the open sea and south-west across the Solent, towards the Isle of Wight, in this main directional focus, with views restricted in the south-easterly direction towards Rampion 2, due to the orientation of the southern coastline of Portsea Island and the intervening landform of the Manhood Peninsula to the east, which will largely screen views of the offshore elements of Rampion 2. The magnitude of change to the perceived seascape character resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as low and the residual effect not significant (minor), indirect, long-term and reversible, where a limited number of WTGs at the western end of the windfarm array area will be viewed as new, distant landmarks in oblique views over the water across the busy seascape of the Solent, often with major vessel movements and sea-based use in the intervening seas, (as illustrated in Viewpoint 43 from Gilkicker Point).</p>

Residual effects on Landscape Character - Hampshire and the Solent

- 16.10.68 A preliminary assessment of the effects arising from the operation and maintenance of the offshore elements of Rampion 2 on the landscape character of LCAs within Hampshire is set out in **Table 16-37**. LCAs within Hampshire are highlighted in **Figure 16.6, Volume 3** and mapped at detailed scale with the ZTV in **Figure 16.19, Volume 3**.

Table 16-37 Preliminary Assessment of Hampshire Landscape Character

LCA	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
11c. Eastern Solent	Medium. The sensitivity of the LCA is considered to be medium, reflecting that the landscape has medium value and its perceived character has a medium susceptibility to changes that will occur as a result of the offshore elements of Rampion 2. The coastline of MCA05 within Hampshire does not form part of a landscape designated for its scenic value. It is an almost contiguously developed coastline with the major urban areas of South Hayling, Portsmouth and Gosport, as well as the major commercial, ferry and naval port, around Portsmouth Harbour. There are strong visual associations between shoreline and the seas of the eastern Solent, however there is reduction in susceptibility due to the southerly orientation of the coastline and the intervening landform of the Manhood Peninsula and headland of Selsey Bill which reduce associations between this coastline and the windfarm array area. Other factors also reduce sensitivity including the large-scale shipping influences, the urbanised coast and high recreational pressure, which combine to reduce the perceptual qualities, and the large scale and expansiveness of the seascape.	The magnitude of change resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as low on the perceived character the eastern Solent, which is located at long distance, with its main orientation to the south, separated by the headland of Selsey Bill and intervening urbanised coastline. Area within the LCA is entirely seascape, whose character is perceived only by water-based receptors. There are numerous prominent elements and features within the Solent and its coastline, such that the offshore elements of Rampion 2 will form a background feature on the distant skyline and have a limited characterising influence on the seascape of the eastern Solent.	Not Significant (Minor) , indirect, long-term and reversible on the perceived character of the eastern Solent.

Residual effects on views and viewpoints – Hampshire

Viewpoints

- 16.10.69 A preliminary assessment of the visual effects arising from the operation and maintenance of the offshore elements of Rampion 2 on representative viewpoints within Hampshire (outside the SDNP) is set out in **Table 16-38**, with further assessment provided in **Appendix 16.4: Viewpoint assessment, Volume 4**.

Table 16-38 Preliminary Assessment of Hampshire Viewpoints

Viewpoint	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 2 (degrees)	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
43. Gilkicker Point (Figure 16.57, Volume 3)	37.9	23.4°	Medium. The sensitivity of the viewpoint is considered to be medium, reflecting that the view has medium value and the receptors experiencing the view have a medium susceptibility to change.	Low. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as low.	Not Significant (Minor), direct, long-term and reversible.

Visual receptors - settlements

- 16.10.70 The settlements of South Hayling and Portsmouth form the relevant urbanised coastline within Hampshire, which form the almost contiguous urbanised coastline on the northern coast of the Solent between Hayling Island at the mouth of Chichester Harbour to the City of Portsmouth and Gosport. The sensitivity of residents of these coastal edge settlements to the changes associated with the offshore elements of Rampion 2 is assessed as **medium**, reflecting that the views have medium value and the receptors experiencing the view have a medium susceptibility to change.
- 16.10.71 The open sea views are informally recognised through the seaward alignment of the urban sea frontages and the popularity of the sea fronts to visitors however, the views are not within a designated landscape nor afforded planning policy protection. Views have some scenic qualities relating to the content and composition of the visible landscape, particularly the views along and across the Solent, including to the Isle of Wight AONB, implying a higher value to these areas of the view, and views over the mouth of Portsmouth Harbour and its landmarks, where it meets the open sea, looks along the eastern Solent. There are however,

extensive urban development, major ports and industrial influences which influence the scenic qualities at the sea front.

- 16.10.72 Susceptibility to change is assessed as medium. Views are representative of sea-front coastal viewpoints experienced by residents of these settlements of South Hayling and Portsmouth, who experience views of long duration, and whose attention and interest is partially on their immediate surroundings, however views towards the windfarm array area are at long-distance, oblique and partially enclosed by the intervening mainland coastline, with the focus and interest in views being across the Solent to the south-west towards the Isle of Wight. The sea views are heavily influenced by the busy seascape with numerous large vessels coming into Portsmouth, ferries crossing the Solent and extensive recreational boating use in the intervening seascape. and the urban coastline. There are also a number of elements associated with the urbanised coast and the extent of tourism influences and activities, which detract from the existing visual amenity and moderate visual sensitivity.

South Hayling

- 16.10.73 South Hayling is located at the southern end of Hayling Island, in a low-lying position extending across Hayling Bay, between Chichester Harbour and Langstone Harbour mouths. The town includes a notable holiday and visitor attractions at the sea front, but with a wider expanse of residential suburbs extending north on Hayling Island. The Blade Tip ZTV (**Figure 16.21, Volume 3**) indicates the potential for the offshore elements of Rampion 2 to be visible from the majority of the settlement, however as illustrated in the Blade Tip ZTV with surface feature screening (**Figure 16.15, Volume 3**) and confirmed by field survey assessment, the built development within the settlement and on the intervening Manhood Peninsula, together with the low-lying landform of this peninsula extending to Selsey Bill, will limit views to those from the seafront. Views from the 'inland' areas of the settlement will be subjected to the local screening influence of urban buildings within the line of sight to the sea, landform and vegetation, such that for the majority of South Hayling, the magnitude of change will be **low** and the residual effect **not significant (minor)**.
- 16.10.74 Seafront views are oriented to the south to the open sea and south-west across the Solent, towards the Isle of Wight, in this main directional focus. Views from the sea-front residential areas will be restricted in the south-easterly direction towards Rampion 2, due to the orientation of the southern coastline of Hayling Island and the intervening landform of the Manhood Peninsula to the east, which will largely screen views of the offshore elements of Rampion 2. The magnitude of change resulting from the operation and maintenance of the offshore elements of Rampion 2 on views experienced by residents and users of South Hayling seafront is assessed as **medium-low** and the residual effect **not significant (moderate/minor)** only on views from the seafront residential areas, where a limited number of WTGs at the western end of the windfarm array area will be viewed as new, distant landmarks in oblique views over the water and the Wittering Coast towards Selsey Bill.

Portsmouth

- 16.10.75 The City of Portsmouth is a port city primarily built on Portsea Island and is located at the southern end, forming a contiguous urban conurbation occupying a low-lying position between the coast, Portsmouth Harbour to the west, Langstone Harbour to the east and the M27/A27 corridor to the north. The city is a major commercial, ferry and naval port, with a focus to the west around Portsmouth Harbour, with a wider expanse of residential suburbs extending south the end of Portsea Island. The Blade Tip ZTV (**Figure 16.21, Volume 3**) indicates the potential for the offshore elements of Rampion 2 to be visible from the majority of the settlement, however, as illustrated in the Blade Tip ZTV with surface feature screening (**Figure 16.15, Volume 3**) and confirmed by field survey assessment, the built development within the settlement and on the intervening Hayling Island and Manhood Peninsula, together with the low-lying landform, will limit views of the offshore elements of Rampion 2 to the very southern edge of the city at the seafront, between Southsea Castle and Fort Cumberland. Views from the 'inland' areas of the city will be subjected to the local screening influence of urban buildings within the line of sight to the sea, landform and vegetation, such that for the almost all of Portsmouth, the magnitude of change will be **negligible** and the residual effect **not significant (minor/negligible)**.
- 16.10.76 Seafront views are oriented to the south to the open sea and south-west across the Solent, towards the Isle of Wight, in this main directional focus. Views from the sea-front residential areas of Portsmouth will be restricted in the south-easterly direction towards Rampion 2, due to the orientation of the southern coastline of Portsea Island and the intervening landform of the Manhood Peninsula to the east, which will partially screens views of the offshore elements of Rampion 2. The magnitude of change resulting from the operation and maintenance of the offshore elements of Rampion 2 on views experienced by residents and users of the southern Portsmouth seafront between Southsea Castle and Fort Cumberland is assessed as **low** and the residual effect **not significant (minor)** only on views from the seafront residential areas, where a limited number of WTGs at the western end of the windfarm array area will be viewed as new, distant landmarks in oblique views over the water across a busy seascape with major vessel movements and use in the intervening seas.

Visual receptors – Long Distance Routes

Solent Way

- 16.10.77 The preliminary assessment of the visual effects arising from the operation and maintenance of the offshore elements of Rampion 2 on users of the Solent Way is informed by the ZTV showing the route of the Solent Way presented in **Figure 29.21, Volume 3** and the assessment of representative viewpoints on or near to the route in **Table 16-38**.
- 16.10.78 Walkers/cyclist users of the Solent Way generally have a **low** sensitivity to change, with much of the route occurring along, or within, urban areas between Fareham, Lee-on-the-Solent through Gosport, across the mouth of Portsmouth Harbour and along the northern side of Langstone Harbour, between Eastney, Langstone and Emsworth. There are many factors that reduce susceptibility including the transience, duration of views and changeable experiences and views

from the route, its long distance and limited association with the seascape of Sussex Bay.

- 16.10.79 The Solent Way extends from Fareham along the Solent to Gilkicker Point around the mouth of Portsmouth Harbour, and then inland around Langstone Harbour and Chichester Harbour to Emsworth. The route includes an apparent seaward aspect from much of its length along the Solent and Langstone Harbour, however, this will be experienced from a distinctly urban landscape through the majority of its length.
- 16.10.80 The magnitude of change to views from the Solent Way is assessed as **negligible** and residual effects are **not significant (negligible)** along the 12km section of the route between Fareham extending along the Solent past Lee-on-the-Solent to Gosport (Stokes Bay) where there is zero or negligible visibility of Rampion 2 from the route, until it approaches Gilkicker Point. There is a short 1km section of the Solent Way as it extends around and crosses Gilkicker Point, where there are eastwards views across the mouth of Portsmouth Harbour towards Rampion 2, as illustrated in Viewpoint 43 (**Figure 16.57, Volume 3**), where the WTGs within the western part of the windfarm array area will be visible as new, distant landmarks in views over the water across a busy seascape with major vessel movements and use in the intervening seas, and at long distances of approximately 38km, resulting in a **low** magnitude of change and **not significant (negligible)** residual effects. Similar views and levels of effect will also be gained over a 3km section of the Solent Way along the south coast of Portsea Island, between Southsea Castle and Eastney.
- 16.10.81 From its route through Gosport and across the mouth of Portsmouth Harbour, there will be **zero** change and no residual effects, where there is no visibility of Rampion 2 and the views are heavily influenced by the containing urban landscape, landmark buildings around the harbour and the major commercial, ferry and naval port. The magnitude of change to views from the Solent Way is also assessed as **negligible** and residual effects are **not significant (negligible)** along the 18km section of the route along the western and northern side of Langstone Harbour, between Eastney, Langstone and Emsworth, where the route extends inland away from the coastal edge and views to the wider seascape and Rampion 2, beyond Langstone and Chichester Harbours, are contained by the intervening landforms, settlement and vegetation across Hayling Island, Thorney Island and the Manhood Peninsula.

New Lipchis Way

- 16.10.82 The preliminary assessment of the visual effects arising from the operation and maintenance of the offshore elements of Rampion 2 on users of the New Lipchis Way is informed by the ZTV showing the route presented in **Figure 29.21, Volume 3** and the assessment of representative viewpoints on or near to the route.
- 16.10.83 Walkers/cyclist users of the New Lipchis Way generally have a medium sensitivity to change, with much of the route occurring across the West Sussex south coast plain set well back inland from the coast and separated from it by intervening urban coastal development and vegetation, or following the western urban edge of Chichester, before taking a route that is largely enclosed within the South Downs, with the exception of a short section over Haye's Down and St Roche's Hill (The Trundle) where the sensitivity rises to medium-high due to the elevation affording

open sea views to the south where viewers main attention and interest is likely to be on the panoramic views from the wooded downs over the coastal plain to the sea. There are many factors that reduce susceptibility including the transience, duration of views and changeable experiences and views from the route, its long distance and limited association with the seascape of Sussex Bay from the majority of the route.

- 16.10.84 There is a long 22km section of the New Lipchis Way crossing the south coast plain, between the mouth of Chichester Harbour near West Wittering, following the Chichester Channel to Birdham, Hunston and passing around the western side of Chichester and Mid Lavant where the magnitude of change is assessed as **low** and the residual effect **not significant (minor)**, due to the intervening screening by landform, vegetation, scattered settlement and urban development along the coast. The magnitude of change to views from the New Lipchis Way is assessed as **medium** and the residual effect is **significant (moderate)** only over a short 2km section of the route over Haye's Down and St Roche's Hill (The Trundle) where there are hill-top views from the SDNP (Viewpoint 50, **Figure 16.59, Volume 3**).
- 16.10.85 To the north of the Trundle, there is a 31km section of the New Lipchis Way to the north of the Trundle crossing the heaths, woods and farmland of the west Weald over Older Hill and Woolbeding Common to Midhurst and Heyshott, where the magnitude of change is assessed as **zero** and the residual effect **not significant (no effect)** where there is no visibility, or negligible visibility at very long distance, of the offshore elements of Rampion 2 from the route.

Isle of Wight

Effects on Seascape Character – Isle of Wight

- 16.10.86 A preliminary assessment of the likely significant effects arising from the operation and maintenance of the offshore elements of Rampion 2 on the seascape character of MCA06 South Wight, which forms the associative seascape setting of the coastal part of the West Sussex (**Figure 16.18, Volume 3**) is set out in **Table 16-39**.

Table 16-39 Preliminary Assessment of Seascape Character (IoW)

MCA	Sensitivity to change	Magnitude of change and significance of residual effects
MCA06 South Wight	<p>The sensitivity of the MCA to changes associated with the offshore elements of Rampion 2 is considered to be high for the inshore areas of the MCA and medium for the distant offshore areas towards the English Channel, due to the reduction in susceptibility with the increased distance offshore. The seascape is assessed as having high value.</p> <p>The majority of the maritime coastline of MCA06 forms part of either the IoW AONB or the Tennyson Heritage Coast designated for its scenic value, with the exception of the urbanised developed coastline of Shanklin and Sandown, along the east facing Sandown Bay. The MCA has notable recreational value as the focus for visitor activity at the coast and displays traditional 'beach resort' qualities and interest arising from the interaction of the open seascape and beaches with development and activities of people at the seafront and nearshore waters. There are strong visual connections between shoreline and chalk downs with the open seascape, with the inshore areas of the MCA seascape setting being integral to the</p>	<p>The windfarm array area is located outside MCA06 therefore the offshore elements of Rampion 2 will result in no direct changes to seascape characteristics within South Wight (MCA06). The operation and maintenance of the offshore elements of Rampion 2 will result in changes to the perceived seascape character of MCA06 from the coastal edges and chalk downs of East Wight, where MCA07 and the offshore elements of Rampion 2 will be visible in the backdrop to the South Wight seascape in views east out into the English Channel.</p> <p>The offshore elements of Rampion 2 will result in changes to the seascape character perceived from land, with the most prominent association relating to the 14km coastal edge of the MCA between Foreland (Bembridge) and Dunnose (Ventnor), from which Rampion 2 will result in some changes to the long-distance views over the seascape from coastal heath and downland, experienced from two main parts of the IoW AONB, at Bembridge and Culver Down/Culver Cliff; and the Chalk Downs formed by Ventnor and Shanklin Downs further to the south; as well as the perceived character of the sweeping beaches of Whitecliff Bay and the northern part of Sandown Bay. The effect of the operation and maintenance of the</p>

MCA	Sensitivity to change	Magnitude of change and significance of residual effects
	<p>character of the island context, making it of high susceptibility to changes occurring in the inshore waters, with some reduction in susceptibility to medium with increasing distance into the offshore waters of the MCA, with Rampion 2 located in the offshore waters beyond the MCA. There will also be a reduced susceptibility from the South Wight coastline and waters of the MCA to the west of St Catherine's Point, which is oriented to the south-west and has no association with the windfarm array area. Other factors also reduce sensitivity including the large-scale shipping influences, the urbanised coast of East Wight and high recreational pressure, which combine to reduce the perceptual qualities, and the large scale and expansiveness of the seascape.</p>	<p>offshore elements of Rampion 2 on the perceived seascape character of MCA06 is assessed as medium-low and not significant (moderate) on the perceived character of the character of the seascape perceived from Bembridge and Culver Down (near Culver Cliff and Whitecliff Bay) and low magnitude and the residual effect not significant (moderate/minor) on the perceived character of the seascape perceived from the chalk downs at Ventnor and Shanklin Downs and the beaches of Sandown Bay, which are at longer distance further to the south.</p> <p>There will be a clear separation between these areas of the East Wight coastline and the offshore elements of Rampion 2 in views, such that it is clearly viewed 'offshore' in its open seascape. Whilst the offshore elements of Rampion 2 will feature within the extent of views of the seascape, it will be viewed in the context of a vast seascape where the WTGs will be located in views at long distances from this part of the IoW AONB of at least 31km at Culver Down, to over 36km at Ventnor Down, without interrupting the intervening seascape off the immediate coastline of the MCA. The additional lateral spread of the offshore elements of Rampion 2 is also relatively contained, typically occupying only between 11-18° of the horizontal field of view. Essentially, the appreciation of the seascape character of the open downs and chalk coastline as part of a wider panorama of open sea will remain, and</p>

MCA	Sensitivity to change	Magnitude of change and significance of residual effects
		<p>the generally open nature and long views to and from the coast and downs will be retained, in spite of the presence of the offshore elements of Rampion 2 at long distance offshore.</p> <p>The magnitude of change on the perceived seascape character of the coastline from the South Wight coast around St Catherine’s Point is assessed as reducing to negligible and not significant (minor), where there is minimal visibility and a south facing coastal aspect; and zero and no residual effect (not significant) from the coastline of Chale Bay where there is no visibility of the offshore elements of Rampion 2.</p>

Effects on Landscape Character - Isle of Wight

- 16.10.87 A preliminary assessment of the effects arising from the operation and maintenance of the offshore elements of Rampion 2 on the landscape character of LCAs on the Isle of Wight is set out in **Table 16-40**. LCAs within the Isle of Wight are highlighted in **Figure 16.6, Volume 3** and mapped at detailed scale with the ZTV in **Figure 16.19, Volume 3**.

Table 16-40 Preliminary Assessment of Isle of Wight Landscape Character

LCA	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
1. Chalk Downs	High. The sensitivity of the LCA is considered to be high, reflecting that the landscape has high value and its perceived character has a medium-high susceptibility to changes that will occur as a result of the offshore elements of Rampion 2. The value of the LCA derives principally from the Chalk Downs forming an important part of the designated landscape of the IoW AONB, the high scenic quality/distinctiveness of the landscape, particularly the juxtaposition of the downs with chalk sea cliffs and beaches, and the long-distance views from the open, exposed downs out to sea, encompassing the wider landscape diversity and island context. It also has recreational value for walking/open access and strong cultural associations, particularly along the Tennyson Heritage Coast but also through the time-depth of the enduring character of the downs, which have a strong sense of tranquillity. There are strong visual connections between the	The offshore elements of Rampion 2 will result in zero change to the fabric of the physical landscape of the LCA. There will also be zero change to many of the main characteristics of the LCA, including its fundamental character as rolling chalk downland, its geology, land use, field pattern, habitats, settlement pattern and presence of ancient hill forts, all of which will remain unaffected and continue to define the distinct character of these open downs. Changes will only occur to the visual aspects of its perceived character as a result of the offshore elements of Rampion 2 outside its area, in its associate seascape context. These changes occur to specific aesthetic/perceptual aspects of landscape character, notably its tranquillity and perception of remoteness, as a result of new WTG development influence at long distance and relatively narrow lateral spread on the sea skyline,	<p>Not Significant (moderate) on the perceived character of the area of chalk downs at Bembridge and Culver Down (near Culver Cliff).</p> <p>Not Significant (Moderate/minor), indirect, long-term and reversible on the perceived character of the chalk downs of the Isle of Wight at Ventnor and Shanklin Downs.</p>

LCA	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
	chalk downs with the open seascape, with the seascape setting being integral to the character of the island context, making it susceptible to changes occurring in its associative seascape setting, with some reduction in susceptibility distance to the distance into the offshore waters that Rampion 2 is located beyond the waters of the Isle of Wight. There is also a reduced susceptibility from the LCAs South Wight coastline, between Ventnor and St Catherine's Point, which is oriented to the south and has limited association with the windfarm array area. Other factors also reduce sensitivity including the large-scale shipping influences, the influence of the urbanised coast of East Wight and high recreational pressure, which combine to reduce the perceptual qualities, and the large scale and expansiveness of the seascape.	when viewed from the LCA in panoramic sea views. The magnitude of change resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium-low on the perceived character of the area of chalk downs at Bembridge and Culver Down (near Culver Cliff) and low magnitude on the area of chalk downs at Ventnor and Shanklin Downs at longer distance further to the south, through the addition of new wind turbines as a feature in long distance views out to sea, having a limited characterising influence on the perceived character of the chalk downs due to their small-scale, contained extent, distance and separation from these areas of the Isle of Wight.	
11. The Undercliff	Medium-high. The sensitivity of the LCA is considered to be medium-high, reflecting that the landscape has high value and its perceived character has a medium susceptibility to changes	The offshore elements of Rampion 2 will result in zero change to the fabric of the physical landscape of the LCA. There will also be zero change to many of the main	Not Significant (Moderate/Minor) , indirect, long-term and reversible on the perceived character of on the perceived character of the

LCA	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
	<p>that will occur as a result of the offshore elements of Rampion 2. The value of the LCA derives principally from the Undercliff forming part of the designated landscape of the IoW AONB at Luccombe Bay and along the South Wight coast, owing to its high scenic quality and distinctiveness, particularly its dramatic landform of terraced landslips below the steeply rising chalk downs, and the expansive coastal and sea views. The natural beauty of the LCA has seen its popularity as a location for holiday development since the C19th, which has subsequently reduced some of its perceptual qualities, although its underlying tranquillity and coastal expansiveness remains, and its cultural association are notable as part of the Tennyson Heritage Coast. There are strong visual connections between the Undercliff with the open seascape, with the seascape setting being integral to its character, however there is a reduced susceptibility from the LCA due to it being primarily along the South Wight coastline, between Ventnor and St Catherine's Point,</p>	<p>characteristics of the LCA, including its fundamental character as the coastal Undercliff to the rolling chalk downland, its geology, land use, habitats and settlement pattern, all of which will remain unaffected and continue to define the distinct character of the Undercliff. Changes will only occur to the visual aspects of its perceived character as a result of the offshore elements of Rampion 2 outside its area, in its associate seascape context. These changes occur to specific aesthetic/perceptual aspects of landscape character, notably its tranquillity and perception of remoteness, as a result of new WTG development influence at long distance and relatively narrow lateral spread on the sea skyline, when viewed from the LCA in panoramic sea views. The magnitude of change resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as low on the perceived character of the Undercliff between Luccombe Bay</p>	<p>Undercliff between Luccombe Bay and Dunnose/ Ventnor; dropping to Not Significant (Minor) along the southern coastline between Ventnor and St Catherine's Point; and no effect on the Undercliff between St Catherine's Point and Chale Bay.</p>

LCA	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
	<p>which is oriented to the south and has limited association with the windfarm array area, other than a small area at Luccombe Bay/Dunnose facing eastwards. Other factors also reduce sensitivity including the influence of the urban development and high recreational pressure, which combine to reduce the perceptual qualities, the large scale and expansiveness of the seascape and the distance of the offshore waters that Rampion 2 is located beyond the waters of the Isle of Wight.</p>	<p>and Dunnose/Ventnor, through the addition of new wind turbines as features in the open and expansive panoramic sea views, having a limited characterising influence on the perceived character of the Undercliff due to their small-scale, contained extent, distance and separation from these areas of the Isle of Wight and avoidance of views from the top of the inland cliff into the Undercliff which will be retained. The magnitude of change reduces to negligible on the perceived character of the Undercliff along the southern coastline between Ventnor and St Catherine's Point, where the coast is oriented to the south; and the magnitude of change will be zero on the Undercliff between St Catherine's Point and Chale Bay where there is no visibility of the offshore elements of Rampion 2.</p>	

Residual effects on views and viewpoints - Isle of Wight

Viewpoints

- 16.10.88 A preliminary assessment of the visual effects arising from the operation and maintenance of the offshore elements of Rampion 2 on representative viewpoints on the Isle of Wight is set out in **Table 16-41**, with further assessment provided in **Appendix 16.4: Viewpoint assessment, Volume 4**.

Table 16-41 Preliminary assessment of Isle of Wight viewpoints

Viewpoint	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 2 (degrees)	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
24. Bembridge, Isle of Wight (Figure 16.48, Volume 3)	29.9	21.2°	Medium-high. The sensitivity of the viewpoint is considered to be medium-high, reflecting that the view has medium value and the receptors experiencing the view have a medium-high susceptibility to change.	Medium-low. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium-low.	Not significant (Moderate), direct, long-term and reversible.
34. Bembridge Down (Figure 16.55, Volume 3)	32.4	18°	High. The sensitivity of the viewpoint is considered to be high, reflecting that the view has high value and the receptors experiencing the view have a medium-high	Medium-low. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium-low.	Not significant (Moderate), direct, long-term and reversible.

Viewpoint	Distance (km) to wind farm array area (km)	Visible HFoV of Rampion 2 (degrees)	Sensitivity to change	Magnitude of change	Significance of residual effect (operation)
			susceptibility to change.		
35. St. Boniface Down above Ventnor (Figure 16.56, Volume 3)	37.0	11.3°	High. The sensitivity of the viewpoint is considered to be high, reflecting that the view has high value and the receptors experiencing the view have a medium-high susceptibility to change.	Low. The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as low.	Not significant (Moderate/minor), direct, long-term and reversible.

Visual receptors – Long Distance Routes

Isle of Wight Coastal Path

- 16.10.89 A preliminary assessment of the visual effects arising from the operation and maintenance of the offshore elements of Rampion 2 on the Isle of Wight Coastal Path is set out in **Table 16-42**, which is informed by the ZTV analysis of the Isle of Wight Coastal Path presented in **Figure 29.24, Volume 3** and the different sections of the route described in the baseline in **Table 16-20**.

Table 16-42 Preliminary Assessment of Isle of Wight Coastal Path

	Sensitivity to change	Magnitude of change and significance of residual effect (operation)
1. Cowes	The sensitivity to change of users of Section 1 of the Isle of Wight Coastal Path through Cowes is considered to be low , reflecting that the views from this section of the route have a medium value and the receptors experiencing the view have a low susceptibility to change due to their attention and interest being focused on the immediate urban landscape that contains much of this section of the route, or views north over the Solent from the coastal section of the route, which is in a different direction to the offshore elements Rampion 2.	The magnitude of change to views resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as zero and the residual effect not significant (no effect) from Section 1 of the Isle of Wight Coastal Path through Cowes, where there is no visibility of the offshore elements of Rampion 2.
2. Cowes to Fishbourne	The sensitivity to change of users of Section 2 of the Isle of Wight Coastal Path between Cowes and Fishbourne is considered to be medium , reflecting that the views from this section of the route have a high value as the route passes through and overlooks part of the IoW AONB and the receptors experiencing the view have a low susceptibility to change	The magnitude of change to views resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as negligible and the residual effect not significant (minor/negligible) from Section 2 of the Isle of Wight Coastal Path between Cowes and Fishbourne, where there is negligible visibility of the offshore elements of Rampion 2 and the views are often contained by intervening screening landforms, vegetation and the

	Sensitivity to change	Magnitude of change and significance of residual effect (operation)
	<p>due to the alignment of the route along a main road, the attention and interest if viewers being focused on the views north over Osborne Bay to the Solent or west over Medina River, or being contained within immediate urban landscape that contains the route through Wootton Bridge and Fishbourne.</p>	<p>immediate urban landscape that contains views from the route through Wootton Bridge and Fishbourne.</p>
3. Ryde	<p>The sensitivity to change of users of Section 3 of the Isle of Wight Coastal Path between Cowes and Fishbourne is considered to be medium-high, reflecting that the views from this section of the route have a medium-high value, as the route does not pass through the IoW AONB but takes in valued views around Ryde Harbour and Sands, and the receptors experiencing the view have a medium susceptibility to change due to the attention and interest of viewers being focused on the views north over the Solent towards Portsmouth or being contained within immediate urban landscape that contains the route through Ryde.</p>	<p>The magnitude of change to views resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as zero and the residual effect not significant (no effect) from Section 3 of the Isle of Wight Coastal Path between Fishbourne and Ryde Pier, where there are no views of the offshore elements of Rampion 2 through the urban areas of western Ryde. The magnitude of change to views resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as increasing to low and the residual effect not significant (moderate/minor) from the 3.5km section of Isle of Wight Coastal Path between Ryde Harbour and Nettlestone Point, where it traverses the coastal edge along Ryde East sands along North Walk, Garden Walk, Appley Walk and Springvale Road. The offshore elements of Rampion 2 will be visible at distances of 33-36km on the sea skyline to the east in views from this section of the</p>

	Sensitivity to change	Magnitude of change and significance of residual effect (operation)
		<p>Isle of Wight Coastal Path, particularly when walking in an easterly direction along the route, however the WTGs will occupy a relative narrow lateral spread on the distant skyline as part of the panoramic sea views and appear as distant elements behind the numerous prominent elements and features within the intervening seascape of the Solent and its mainland developed coastline, such that the offshore elements of Rampion 2 will form a background feature and have a low magnitude on views from this section of the coastal path.</p>
<p>4. Nettlestone to Bembridge Point</p>	<p>The sensitivity to change of users of Section 4 of the Isle of Wight Coastal Path between Nettlestone Point and Bembridge Point is considered to be medium-high, reflecting that the views from this section of the route have a high value and medium susceptibility to change. Although the route does not pass through the loW AONB and takes a route that is larger inland from the coastal edge, it takes in intermittent views of the series of the bays that form this section of coastline including Seagrove Bay, Priory Bay and Bembridge Harbour, and the receptors experiencing the views have a medium susceptibility to</p>	<p>The magnitude of change to views resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium-low and the residual effect not significant (moderate) for two very short stretches of this section of the route at Nettlestone Point along the Esplanade and along Pier Road at Seagrove Bay. Over the remainder of this section of the route, views of the offshore elements of Rampion 2 will be screened by designed landscapes, golf courses, woodland, holiday parks, urban areas and Bembridge Harbour, that define the coast and separate the route from the immediate coastal edge, such that the magnitude of change to views resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as negligible and the residual effect is not significant (minor).</p>

	Sensitivity to change	Magnitude of change and significance of residual effect (operation)
	change due to the intermittent sections where attention and interest of viewers is drawn to views of the sea, despite much of the route being separated from the coast itself by designed landscapes, golf courses, woodland and holiday parks.	
5. Bembridge	<p>The sensitivity to change of users of Section 4 of the Isle of Wight Coastal Path between Nettlestone Point and Bembridge Point is considered to be medium-high, reflecting that the views from this section of the route have a medium value and medium-high susceptibility to change. Although this section of the coastal path largely passes through the urban areas of Bembridge, part of the route follows the coastal edge between East Cliff around Foreland to the north-eastern most point of the Isle of Wight that forms the closest part of the Isle of Wight and the coastal path to the windfarm array area.</p>	<p>The magnitude of change to views resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium-low and the residual effect is not significant (moderate) for a short 600m section of the route following the coastal edge between Tyne Hall and the IRB lifeboat station/Bembridge Coast Hotel at Foreland, as illustrated in Viewpoint 24 (Figure 16.48, Volume 3). The offshore elements of Rampion 2 will be visible at distances of approximately 30km eastwards along the Solent, particularly when walking in an easterly direction along the route, however the WTGs will occupy a relatively narrow lateral spread on the distant skyline (21°) as part of the panoramic view as distant elements behind the numerous prominent features within the intervening seascape of the Solent and in the context of its mainland developed coastline. The remainder of this section of the coastal path takes a route that has been diverted away from the coastal cliffs through the urban areas of Bembridge, along Love Lane and</p>

	Sensitivity to change	Magnitude of change and significance of residual effect (operation)
		<p>Howgate Road, where there the magnitude of change to views resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as zero and the residual effect is not significant (no effect).</p>
<p>6. Culver Cliff</p>	<p>The sensitivity to change of users of Section 6 of the Isle of Wight Coastal Path which extends between Whitecliff Bay and over Culver Cliff to the northern side of Sandown Bay is assessed as high, reflecting that the views from the route have high value and the receptors experiencing the view have a medium-high susceptibility to change. This section of the coastal path passes through the closest parts of the loW AONB to the windfarm array area, where the value of views from the sea cliffs, coastal heath and downland are recognised in the AONB Special Qualities, which are liable to changes experienced by users of the coastal path whose attention and interest of viewers is drawn to views of the sea, with some reduction in susceptibility due to the distance of the changes occurring as a result of the offshore</p>	<p>The magnitude of change resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium-low and the residual effect is not significant (moderate) on views experienced by users of this short 2km section of the coastal path along the cliffs of Whitecliff Bay and over the chalk downs at Culver Down (near Culver Cliff), as illustrated in Viewpoint 34 (Figure 16.55, Volume 3). The offshore elements of Rampion 2 will be visible at distances of approximately 31-32km offshore eastwards across the open seascape and eastern Solent, particularly when walking in an easterly direction along the route, however the WTGs will occupy a relatively narrow lateral spread on the distant skyline (18°) as part of the panoramic view as distant elements, with substantial separation from the chalk downs and cliffs experienced from this section of the route, often behind the numerous prominent features within the intervening landscape and seascape, and in the context of the developed coastline of the mainland.</p>

	Sensitivity to change	Magnitude of change and significance of residual effect (operation)
	elements of Rampion 2 from this section of coastline.	
7. Sandown Bay and Shanklin	<p>The sensitivity to change of users of Section 7 of the Isle of Wight Coastal Path which follows the coastline around Sandown Bay is considered to be medium, reflecting that the views from this section of the route have a medium value and users have a medium susceptibility to change. The route of this section of the coastal path does not pass through the IoW AONB and largely passes through the urban areas of Shanklin and Sandown which form an almost entirely urbanised coastline, however views of the sea and the seafront, including its sandy beaches and bays are valued and a notable factor of its attraction for visitors, which are liable to changes experienced by users of the coastal path whose attention and interest of viewers is drawn to views of the sea. There is some reduction in susceptibility due to the distance of the changes occurring as a result of the offshore elements of Rampion 2 from this section of coastline.</p>	<p>The magnitude of change resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as low and the residual effect is not significant (minor) on views experienced by users of this 7.5km section of the coastal path along the seafront of Sandown Bay passing along the esplanades and sections of Cliff Path/Cliff Road of Shanklin and Sandown, extending to Red Cliff to the north of Sandown Beach. The offshore elements of Rampion 2 will be visible as distant features on the sea skyline to the east, at distances of 33 – 36km offshore, in the panoramic and long distance offshore views from this coastal section of the route. The WTGs will occupy a relatively narrow lateral spread on the distant skyline as part of the panoramic view as distant elements, with substantial separation from coast experienced from this section of the route, in an open large scale seascape, and in the context of the developed coastline of Shanklin and Sandown.</p>

	Sensitivity to change	Magnitude of change and significance of residual effect (operation)
8. Luccombe Bay	<p>The sensitivity to change of users of Section 8 of the Isle of Wight Coastal Path which rounds the coastal headland at Dunnose following the wooded tops of the cliffs over the undercliff of Luccombe Bay, is assessed as medium-high, reflecting that the views from the route have high value and the receptors experiencing the view have a medium-high susceptibility to change. This section of the coastal path passes through the IoW AONB, where the value of views from the sea cliffs, coastal heath and downland are recognised in the AONB Special Qualities, which are liable to changes experienced by users of the coastal path whose attention and interest of viewers is drawn to views of the sea, with some reduction in susceptibility due to the distance of the changes occurring and the fact that visual interest is largely contained within the extensive woodlands that define the character of this section of coastline.</p>	<p>The magnitude of change resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as low and the residual effect is not significant (moderate/minor) on views experienced by users of Section 8 of the Isle of Wight Coastal Path. Although the coastal aspect changes at Dunnose to afford an easterly aspect, the route of the Isle of Wight coastal path is extensively through woodland over this section as it passes Dunnose and over 'The Landslip', to Luccombe Bay, with easterly sea views almost entirely restricted by the containing mature woodland, with only fleeting and intermittent sea views to the offshore elements of Rampion 2 over Luccombe Bay passing Luccombe Village, at distances over 36km.</p>
9. Ventnor Bay	<p>The sensitivity to change of users of Section 9 of the Isle of Wight Coastal</p>	<p>The magnitude of change resulting from the operation and maintenance of the offshore elements</p>

Sensitivity to change

Path which follows the coastal edge of the undercliff along Ventnor Bay, between Woody Bay/Woody Point and Horseshoe Bay below Bonchurch, is assessed as **medium-high**, reflecting that the views from the route have high value and the receptors experiencing the view have a medium-high susceptibility to change. This section of the route does not pass through the IoW AONB on its course through the more settled coastal edge landscape of the undercliff, which is largely urbanised between St Lawrence and Ventnor, however it takes in characteristic views of the dramatic coastal landform of the undercliff, following its shoreline edge at the foot of the cliffs and affords expansive views to the sea over the series of the bays and coves that form this section of coastline. There is some reduction in susceptibility due to the orientation of the coast which is south to south-east facing, such that attention and interest in views from the coastal path is likely to be to the seascape to the south/south-east of the Isle of Wight.

Magnitude of change and significance of residual effect (operation)

of Rampion 2 is assessed as **low** and the residual effect is **not significant (moderate/minor)** on views experienced by users of this 5.1km section of the coastal path along the coastal edge of the undercliff along Ventnor Bay. There will be limited and intermittent visibility of the offshore elements of Rampion 2 from the majority of this section of the route, due to its contained position at the foot of the cliffs and intervening landform screening of the cliffs and higher St Boniface and Ventnor downs between this section of the route and the seascape to the east, within which the windfarm array area is located. Long distance easterly views towards the western part of the offshore elements of Rampion 2 are oblique to the main south facing coastal views and are contained to limited sections of the route, at distances over 37km, as the coastal aspect begins to return northwards approaching Horseshoe Bay and Dunnose.

	Sensitivity to change	Magnitude of change and significance of residual effect (operation)
10. St Catherine's Point and Binnel	<p>The sensitivity to change of users of Section 10 of the Isle of Wight Coastal Path which extends around St Catherine's Point, along the inland cliff edge above the undercliff, between West Cliff and St Lawrence, before dropping down to Woody Bay, is assessed as medium-high, reflecting that the views from the route have high value and the receptors experiencing the view have a medium susceptibility to change. This section of the coastal path passes through the IoW AONB, where the value of views from the sea cliffs are recognised in the AONB Special Qualities, which are liable to changes experienced by users of the coastal path, with some reduction in susceptibility due to the orientation of the coast which is south facing, such that attention and interest in views from the coastal path is likely to be to the south over the undercliff to the open seascape.</p>	<p>The magnitude of change resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as negligible and the residual effect is not significant (minor) on views experienced by users of this 5.3km section of the coastal path along the inland cliff edge above the undercliff, between West Cliff and St Lawrence. There will be limited visibility of the offshore elements of Rampion 2 from the majority of this section of the route, due to the intervening landform screening of the higher St Boniface and Ventnor downs between this section of the route and the seascape to the east, within which the windfarm array area is located. Long distance easterly views towards the western part of the offshore elements of Rampion 2 are oblique to the main south facing coastal views and are contained to limited sections of more elevated ground, at distances over 40km.</p>
11. Chale Bay	<p>The sensitivity to change of users of Section 11 of the Isle of Wight Coastal Path along Chale Bay is</p>	<p>The magnitude of change to views resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as zero and the residual</p>

Sensitivity to change	Magnitude of change and significance of residual effect (operation)
considered to be low , reflecting that the views from this section of the route have a high value and the receptors experiencing the view have a low susceptibility to change due to their attention and interest being focused to the west/south-west of the Isle of Wight and the island blocking any association with the seascape to the east of the Isle of Wight from this section of the Isle of Wight coastal path.	effect is not significant (no effect) from Section 11 of the Isle of Wight Coastal Path along Chale Bay, where there is no visibility of the offshore elements of Rampion 2.

Visual receptors – Settlements

Overview

- 16.10.90 There are a number of settlements on the eastern coast of the Isle of Wight which form a linear urbanised coastline between Bembridge, St Helens, Shanklin and Sandown. The sensitivity of residents of these coastal edge settlements to the changes associated with the offshore elements of Rampion 2 is assessed as medium-high, reflecting that the views have medium-high value and the receptors experiencing the view have a medium-high susceptibility to change.
- 16.10.91 The open sea views are informally recognised through the seaward alignment of the urban sea frontages and the popularity of the beaches/sea fronts to visitors however, the views are not within a designated landscape nor afforded planning policy protection. Views have some scenic qualities relating to the content and composition of the visible landscape, particularly the sweeping beaches and sea cliffs such as Culver Cliff, however there are extensive urban development influences and tourism influences and activities which influence the scenic qualities at the sea front.
- 16.10.92 Susceptibility to change is assessed as medium-high, since views are representative of sea-front coastal viewpoints from these settlements, experienced by residents from the primary place of residence who experience views of long duration, whose main attention and interest are partially on the sea views, as well as the other elements in their immediate surroundings, however susceptibility is moderated by the long distance of Rampion 2 offshore from this coastline, which reduces the liability of residents of the East Wight coast settlements to be influenced by the offshore elements of Rampion 2. Views from these settlements are often experienced by a relatively large number of people, residing in the settlements. On a busy summer's day there is capacity for the character of views to be fundamentally changed by intensity of public use at the seafront and beach activity. There are also a number of elements associated with the urbanised coast and the extent of tourism influences and activities, which detract from the existing visual amenity and moderate visual sensitivity.

Bembridge

- 16.10.93 Bembridge is located at the north-eastern corner of the Isle of Wight on the headland formed between Bembridge Harbour and Foreland, the closest point of the island to the windfarm array area at a distance of approximately 30km. The majority of the settlement is set back from the coastal edge, by land at East Cliff and Tyne Hall along its north coast; and by land at Foreland Fields along its southern coastline, with only two main areas where residential development has extended to the coast, near the IRB Lifeboat Station at Lane End; and at Forelands Fields Road/Beachfield Road. The extensive Bembridge Coast Hotel occupies the north-eastern corner of Foreland, separating these two residential areas.
- 16.10.94 The Blade Tip ZTV (**Figure 16.21, Volume 3**) indicates the potential for the offshore elements of Rampion 2 to be visible from the majority of the settlement, however as illustrated in the Blade Tip ZTV with surface feature screening (**Figure**

16.15, Volume 3) and confirmed by field survey assessment, the built development within the settlement will limit views to those from the seafront and coastal cliff edges near the IRB Lifeboat Station at Lane End; and at Forelands Fields Road/Beachfield Road. The magnitude of change resulting from the operation and maintenance of the offshore elements of Rampion 2 on views experienced by these limited residential areas near the IRB Lifeboat Station at Lane End and at Forelands Fields, is assessed as **medium-low** and the residual effect **not significant (moderate)**, where the offshore elements of Rampion 2 will be visible at distances of approximately 30km eastwards along the Solent, however the WTGs will occupy a relatively narrow lateral spread on the distant skyline (21°) as part of the panoramic view as distant elements behind the numerous prominent features within the intervening seascape of the Solent and in the context of its mainland developed coastline, as illustrated in Viewpoint 24 (**Figure 16.48, Volume 3**).

- 16.10.95 Views from the 'inland' areas of the settlement will be subjected to the local screening influence of urban buildings within the line of sight to the sea, landform and vegetation, such that for the remainder and majority of Bembridge, the magnitude of change on views experienced by residents resulting from the offshore elements of Rampion 2 will be **negligible** and the residual effect **not significant (minor)**.

St Helens

- 16.10.96 St Helens is located at the western corner of Bembridge Harbour, approximately 32km from the windfarm array area. The village is located on high ground to the north of Bembridge, giving it views over the busy harbour, however it is set back from the open sea by the expanse of water within Bembridge Harbour and by the coastal spits at St Helens Duver and Bembridge Point, which form the narrow mouth of the harbour and contain views to the open sea. The orientation of the village is to the south/south-east towards the harbour. The Blade Tip ZTV (**Figure 16.21, Volume 3**) indicates the potential for the offshore elements of Rampion 2 to be visible from the majority of the village, however as illustrated in the Blade Tip ZTV with surface feature screening (**Figure 16.15, Volume 3**) and confirmed by field survey assessment, the built development within the settlement, the well wooded shoreline of the harbour and enclosing coastal spit at St Helens Duver will limit visibility of the offshore elements of Rampion 2, such the magnitude of change on views experienced by residents resulting from the offshore elements of Rampion 2 will be **negligible** and the residual effect **not significant (minor)**.

Shanklin and Sandown

- 16.10.97 The urban areas of Shanklin and Sandown form an almost entirely urbanised coastline along the eastern coast of the Isle of Wight along Sandown Bay, however views of the sea and the seafront, including its sandy beaches and bays are valued and a notable factor of its attraction, which are liable to changes experienced by residents whose attention and interest of viewers is drawn to views of the sea.
- 16.10.98 The Blade Tip ZTV (**Figure 16.21, Volume 3**) indicates the potential for the offshore elements of Rampion 2 to be visible from the majority of the settlement, however as illustrated in the Blade Tip ZTV with surface feature screening (**Figure**

16.15, Volume 3) and confirmed by field survey assessment, the built development within the settlement will limit views to those from the seafront and coastal cliff top edges of Shanklin and Sandown. The magnitude of change resulting from the operation and maintenance of the offshore elements of Rampion 2 on views experienced by residents of these coastal residential areas of Shanklin and Sandown, is assessed as **low** and the residual effect **not significant (moderate/minor)**. The offshore elements of Rampion 2 will be visible as distant features on the sea skyline to the east, at distances of 33 – 36km offshore, in the panoramic and long distance offshore views from these coastal areas of the settlement. The WTGs will occupy a relatively narrow lateral spread on the distant skyline as part of the panoramic view as distant elements, with substantial separation from coast experienced across an open large scale seascape, and in the context of the developed coastline of Shanklin and Sandown.

- 16.10.99 Views from the 'inland' areas of the settlement will be subjected to the local screening influence of urban buildings within the line of sight to the sea, landform and vegetation, such that for the remainder and majority of Shanklin and Sandown, the magnitude of change on views experienced by residents resulting from the offshore elements of Rampion 2 will be **negligible** and the residual effect **not significant (minor)**.

Effects on Isle of Wight AONB – special qualities

- 16.10.100 A preliminary assessment of the effects arising from the operation and maintenance of the offshore elements of Rampion 2 on the defined special qualities of the Isle of Wight AONB is set out in **Table 16-43**. Although there are pockets of the IoW AONB landscape where the baseline conditions are such that the value of particular features or aesthetic dimensions are reduced, the IoW AONB is, as a whole, of high value, recognised through its designation as an AONB. Although the inherent sensitivity of the IoW AONB is high, there is some variation in the susceptibility of the different areas/LCAs within the IoW AONB to the specific nature of changes associated with the Proposed Development, since the assessment of susceptibility to change is tailored to the offshore elements of Rampion 2. Assessment of the sensitivity to change of the Chalk Downs (1) and The Undercliff (11) LCAs within the IoW AONB is contained in **Table 16-40** and is reflected in the assessment of IoW AONB Special Qualities.

Table 16-43 Preliminary assessment of Isle of Wight AONB special qualities

Special quality	Magnitude of change and residual effect on AONB special quality
1. From majestic sea cliffs and sweeping beaches to the quiet solitude of ancient woodland.	The operation and maintenance of the offshore elements of Rampion 2 will result in zero change and no residual effect on the ' <i>quiet solitude of ancient woodland</i> ', as it will not result in any direct or physical changes or loss of quiet solitude experienced within the ancient woodlands of the IoW AONB. It will also result in zero change and no residual effect on the physical landscape fabric of the majestic sea cliffs and sweeping beaches of the AONB, expressed in this special quality.

Special quality

Magnitude of change and residual effect on AONB special quality

The operation and maintenance of the offshore elements of Rampion 2 has potential to result only in changes to views from its '*majestic sea cliffs and sweeping beaches*', effecting the perception of the seascape, and as a result, the perception of the diverse and contrasting landscape of the IoW AONB, which is recognised in this special quality, with the potential to introduce a new, distant offshore wind farm element to the diversity experienced, when visible from the sea cliffs/chalk downs at Bembridge and Ventnor Downs in particular, on the East Wight IoW AONB coast.

The underlying geology; habitats and species of plants and animals; historic and current land use and settlement pattern; boundary features such as hedgerows, stone walls, hedge banks, streams and ditches; traditions, customs and cultures; all add to its diversity of landscape recognised in this special quality. The landscape elements and features of lowland England can all generally be found in one small geographical area on the Isle of Wight. Being an island, the sea and its influence are a major part of the special qualities of the IoW AONB, including its '*majestic sea cliffs and sweeping beaches*'. The different aspects of its southern coastline, which is exposed and subject to storms and waves; compared to the northern low, slumped coasts and estuaries, which experience the gentler influence of the Solent, also contributes to the diversity of seascape experience expressed in this special quality.

The operation and maintenance of the offshore elements of Rampion 2 will not result in any direct changes to the landscape elements and features of the IoW AONB that underpins its special qualities and creates its diversity of landscapes. There will also be no direct changes to the diversity of landscapes of the IoW AONB, which will all fundamentally remain definitive to its character and diversity, regardless of the presence of the offshore elements of Rampion 2. The physical features of the IoW AONBs diverse landscapes will not be changed, however there will be some changes to specific aesthetic/perceptual aspects of landscape character and views offshore.

The operation and maintenance of the offshore elements of Rampion 2 will result in **zero** change and **no residual effect** on the perceived character of the majestic sea cliffs and sweeping beaches of West Wight, i.e. the coastal landscapes to the west of St Catherine's Point and Cowes, which are either outside the SLVIA study area (beyond 50km from the windfarm array area) or have no visibility of the offshore elements of Rampion 2. This includes many of the 'iconic' sections of 'majestic sea cliffs' including the Needles,

Special quality

Magnitude of change and residual effect on AONB special quality

at the western extremity of the Isle of Wight; the Hamstead Heritage Coast and the majority of the Tennyson Heritage Coast.

The IoW AONB is unusual in that it comprises five separate land parcels, rather than the more usual one or two continuous areas found in other AONBs. There is no characteristic that is common to the whole IoW AONB other than perhaps its very diversity and variety. The operation and maintenance of the offshore elements of Rampion 2 will only result in perceived changes to this special quality of '*majestic sea cliffs and sweeping beaches*' experienced within two of these five separate landscape parcels of the IoW AONB in East Wight, namely the Chalk Downs at Bembridge and Culver Down (particularly the coastal part of the visually distinct central chalk downland ridge, which runs west to east across the Isle of Wight); and the Chalk Downs formed by Ventnor and Shanklin Downs further to the south (where the series of chalk upland downs rise to above 240m and dip steeply on their southern and eastern 'Undercliff'). The Bembridge and Culver Downs area is located approximately 31km from the wind farm array area at its closest point, while Ventnor and Shanklin Downs is located further away at approximately 36km.

The magnitude of change resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as **medium-low** and residual effect **not significant (moderate)** on the perceived character and special qualities of the sea cliffs near Culver Cliff and sweeping beaches at Whitecliff Bay within the Bembridge and Culver Down area at the closest parts of the IoW AONB (approximately 31km); which reduces to **low** magnitude and the residual effect **not significant (moderate/minor)** on the perceived character and special qualities of the sea cliffs and sweeping beaches near Luccombe Bay and Sandown Bay, which form the coastal parts of the Ventnor and Shanklin Downs area of the IoW AONB further to the south. These areas of sea cliffs are extensively wooded, which reduces the potential for perceived changes in character; and are at greater distance of 36km and above from the windfarm array area.

There will be no direct changes to the sea cliffs and sweeping beaches that define this special quality of the IoW AONB, with changes arising from the addition of Rampion 2 in views from this limited geographic area of the IoW AONB directly out to sea, and within views along Culver Cliffs and the sweeping beaches at Whitecliff Bay and northern part of Sandown Bay, to the seascape beyond. In general, there is clear separation between the coast and the offshore elements of Rampion 2 in views, such that it is clearly

Special quality	Magnitude of change and residual effect on AONB special quality
<p>2. The ever-changing patchwork of worked fields to the timeless and enduring presence of the downs.</p>	<p>viewed ‘offshore’ in its open seascape. Whilst the offshore elements of Rampion 2 will feature within the extent of views, it will be viewed in the context of a vast seascape where the WTGs will be located at distances from this part of the loW AONB of at least 31km, without interrupting in the intervening seascape off the immediate coastline of the loW AONB. The additional lateral spread of the offshore elements of Rampion 2 is also relatively contained in views from the direction of this section of the loW AONB. The appreciation of the sea cliffs and sweeping beaches as part of a wider panorama of open sea will therefore remain.</p> <p>The operation and maintenance of the offshore elements of Rampion 2 will result in zero change and no residual effect on the ‘<i>ever-changing patchwork of worked fields</i>’, as it will not result in any direct or physical changes or loss to the agricultural landscape of the loW AONB.</p> <p>The operation and maintenance of the offshore elements of Rampion 2 has some potential to result in changes to the perceived ‘<i>timeless and enduring presence of the downs</i>’ relating to the addition of modern elements perceived in the same landscape context as the downs, where there is a visible time depth to the open downland and heathland, dating back to the prehistoric woodland clearance of these areas. The inherent character, together with historic changes relating to human activities and more recent modern interventions, including the potential addition of the offshore elements of Rampion 2 into the distant seascape setting of the downs, can be experienced and understood together in the landscape. Views of modern artefacts such as the Rampion 2 WTGs may influence the ‘timeless’ aspects of the Downs, however the relevant two areas of the loW AONB downs at Bembridge/Culver Down, and Ventnor/Shanklin Downs, are influenced by an altered landscape of farmland, farmsteads and other numerous forms of modern development, including holiday parks, urban development, airfields and transmitting stations.</p> <p>The introduction of the offshore elements of Rampion 2 will increase the evidence of apparent human activity as a modern intervention in the distant, but not immediate, seascape setting of the downs of the loW AONB, however the changes identified are not considered to significantly affect the ‘timeless and enduring presence’ of the downs perceived within the AONB, to the degree that these existing qualities are substantially eroded and the magnitude of change is assessed to be low and the residual effect not significant (minor) on this special quality. Crucially the enduring presence of the downs will continue to prevail, despite the distant influence of Rampion 2,</p>

Special quality	Magnitude of change and residual effect on AONB special quality
3. The intricate inlets of tranquil creeks to the long-distance views from coastal heath and downland.	<p>which also results in changes that are reversible such that its influence will not be permanent or an enduring presence.</p> <p>The operation and maintenance of the offshore elements of Rampion 2 will result in zero change and no residual effect on the perceived character of the <i>'intricate inlets of tranquil creeks'</i> of the loW AONB, since they are physically contained by landform and afford limited or no visibility of Rampion 2.</p> <p>The operation and maintenance of the offshore elements of Rampion 2 will result in some changes to the <i>'long-distance views from coastal heath and downland'</i>, experienced from two main parts of the loW AONB, namely the Chalk Downs at Bembridge and Culver Down; and the Chalk Downs formed by Ventnor and Shanklin Downs further to the south. These areas fall within LCA 1 Chalk Downs and include Viewpoint 34 (Bembridge Down) and Viewpoint 35 (Ventnor Down). The scenic quality of key views within these areas of the loW AONB results from interaction between different landscape character areas and the visual contrast of differing key characteristics. In particular, the coastline and chalk downland of these areas of the Isle of Wight AONB is an important part of their natural beauty and often features in many of the views to and from the designated area. These open chalk downs also have panoramic views along the central ridge of the loW, important in appreciating the islands diversity, and across the lowlands to the open aspect of the sea, with long distance views to the English Channel and over the eastern Solent.</p> <p>The effect on the loW AONB special quality of <i>'long-distance views from coastal heath and downland'</i> resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium-low magnitude and residual effect not significant (moderate) on the perceived character and special qualities from the Bembridge and Culver Down area at the closest parts of the loW AONB (approximately 31km); which reduces to low magnitude and residual effect not significant (moderate/minor) on the perceived character and special qualities of the <i>long-distance views from the coastal downland</i> of Ventnor and Shanklin Downs of the loW AONB further to the south. These areas of sea cliffs are extensively wooded, which reduces the potential for perceived changes in character; and are at greater distance of 36km and above from the windfarm array area. Views from the downland are not just out to sea but encompass a wide range of landscapes and influences.</p> <p>These effects occur on visual qualities and are not related to 'landscape fabric' of the loW AONB. The special qualities which relate to the identified residual effects are those where the indicator</p>

Special quality	Magnitude of change and residual effect on AONB special quality
	<p>relates to, or is supported by, an aspect concerning the visual contribution made by seascape to the loW AONB and its relationship with this seascape.</p> <p>There will be a clear separation between these areas of downs and the offshore elements of Rampion 2 in views, such that it is clearly viewed 'offshore' in its open seascape. Whilst the offshore elements of Rampion 2 will feature within the extent of views, it will be viewed in the context of a vast seascape where the WTGs will be located in views at long distances from this part of the loW AONB of at least 31km at Culver Down, to over 36km at Ventnor Down, without interrupting the intervening seascape off the immediate coastline of the loW AONB. The additional lateral spread of the offshore elements of Rampion 2 is also relatively contained in views from the direction of this section of the loW AONB, typically occupying only between 11-18° of the horizontal field of view and representing an addition to a seascape that has some existing wind farm influence, in the form of Rampion 1, which is visible in excellent visibility. Essentially, the appreciation of the open downs and chalk coastline as part of a wider panorama of open sea will therefore remain, and the generally open nature and long views to and from the downs will be retained, in spite of the presence of the offshore elements of Rampion 2 at long distance offshore.</p> <p>The magnitude of change and significance of effect on the long distance views from the central and southern loW downs is assessed as reducing with increasing distance further west, occurring at distances beyond 40km from the windfarm array area.</p>
<p>4. The planned and manicured gardens of former Royal Estates and Victorian villas to the irregular undulating hedged fields of pasture.</p>	<p>The operation and maintenance of the offshore elements of Rampion 2 will result in zero change and no residual effect on the historic enclosure of land, including the '<i>undulating hedged fields of pasture</i>' of the loW AONB; and zero change and no residual effect on the '<i>planned and manicured gardens of former Royal Estates and Victorian villas</i>'; as it will not result in any direct or physical changes or loss to the landscape elements of the loW AONB.</p>
<p>5. The dark starlit skies to the bustle and colour of festivals and events.</p>	<p>An assessment of the likely effects that would arise from visibility of the proposed aviation and marine navigation lighting has been undertaken in this Appendix 16.5. The operation and maintenance of the offshore elements of Rampion 2 is assessed as resulting in a medium-low to low magnitude of change and not significant effects on the 'dark starlit skies' special quality of the SDNP. In views from both the Dark Sky Core and Buffer Zone, the aviation lights will be visible low to the horizon and do not extend high into the sky, thus limiting the amount of the night-sky that is impeded and</p>

Special quality	Magnitude of change and residual effect on AONB special quality
	<p>having limited influence on the view of stars in the night-sky. Rampion 2 will not affect people's ability to see a clear starry sky and the Milky Way galaxy in night-time views from the South Downs IDSR, including from its dark skies discovery sites and will also not reduce the observed quality of easily visible astronomical features. The Rampion 2 aviation lights will generally be viewed 'through' or beyond the brighter lights and skyglow of the intervening urban area, that forms an existing light influenced section of views between the 'dark landscape' of the South Downs below and the 'dark skies' above. The aviation lights are considered unlikely to result in 'obtrusive' light, nor impede the expanse of night sky to the point of being obtrusive. Generally, this is because the aviation lights will be viewed relatively near the horizon, or even below the skyline from elevated parts of the dark sky core of the South Downs IDSR, so while they may have effects by breaking into the darkness as point features of light, appearing visible in the seascape to the south, they are not expected to result in obtrusive light that would harm the enjoyment of the 'dark starlit skies'.</p>
<p>6. The winding paths, shuts and hollow ways in the countryside to chines and steps down cliffs to the beach.</p>	<p>The operation and maintenance of the offshore elements of Rampion 2 will result in zero change and no residual effect to the physical network of public rights of ways and informal access routes within the IoW AONB, as it will not result in any direct or physical changes or loss of elements within the IoW AONB. PRoW will remain an essential means of sustainable access to the IoW AONB landscape and will continue to provide a historic record of how people have travelled across the landscape: from villages to the coast; from farms to the downs and the markets of nearby towns; and from hamlets to churches and schools.</p> <p>The operation and maintenance of the offshore elements of Rampion 2 will result in some changes to offshore views experienced from some sections of the public right of way network, and the promoted routes of the Isle of Wight Coastal Path, however the views from these routes are not explicitly part of the '<i>winding paths, shuts and hollow ways in the countryside</i>' defined by this special quality. The changes to long-distance views are assessed in respect of Special Quality 3 above and in Table 16-42 in respect of views from the Isle of Wight Coastal Path.</p>
<p>7. Place names and dialect to poetry, literature and art.</p>	<p>There will be no direct effects on '<i>place names and dialect to poetry, literature and art</i>' as a result of the offshore elements of Rampion 2.</p>
<p>8. Isolated houses, hamlets and rural villages to harbour</p>	<p>There will be no direct effects on '<i>Isolated houses, hamlets and rural villages</i>' as a result of the offshore elements of Rampion 2, however there may be effects on their setting as assessed in Chapter 26.</p>

Special quality	Magnitude of change and residual effect on AONB special quality
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towns, castles and tumuli	
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16.11 Preliminary assessment: Decommissioning phase

Residual effects on Seascape Character

- 16.11.1 The decommissioning of the offshore elements of Rampion 2 has the potential to result in significant effects on the perceived seascape character of Marine Character Areas (MCAs) MCA05, MCA06, MCA07, MCA08 scoped into the detailed assessment in **Table 16-5**.
- 16.11.2 Decommissioning phase effects on seascape character will occur as a result of the decommissioning activities the presence of jack-up vessels and/or dynamic positioning heavy lift vessels during the decommissioning phase for the decommissioning of foundations substructures and WTGs; windfarm service vessels and accommodation vessels; and partially decommissioned offshore elements; all which may combine to alter the seascape character of the area within the within the windfarm array area itself and the perceived character of the wider seascape through visibility of these changes.
- 16.11.3 The residual effects arising as a result of the decommissioning of the offshore elements of Rampion 2 are assessed as being of the same magnitude and significance on all seascape character receptors as those arising due to their operation and maintenance, as assessed in **Section 16.10**, with the residual effects being short-term and temporary occurring during the length of the decommissioning phase. The effect of Rampion 2 on seascape character post-decommissioning is assessed as zero.

Residual effects on Landscape Character

- 16.11.4 The decommissioning of the offshore elements of Rampion 2 has the potential to result in significant residual effects on the perceived character of the landscape character areas, designations and their special qualities scoped into the detailed assessment in **Table 16-5**.
- 16.11.5 Decommissioning phase effects on landscape character will occur as a result of the decommissioning activities, including the presence of jack-up vessels and/or dynamic positioning heavy lift vessels during the decommissioning phase for the installation of foundations substructures and WTGs; windfarm service vessels and accommodation vessels; and partially decommissioned offshore elements; all which may combine to alter the perceived character of the wider landscape through visibility of these changes.
- 16.11.6 The residual effects arising as a result of the decommissioning of the offshore elements of Rampion 2 are assessed as being of the same magnitude and significance on all landscape character receptors as those arising due to their

operation and maintenance, as assessed in **Section 16.10**, with the residual effects being short-term and temporary occurring during the length of the decommissioning phase. The effect of Rampion 2 on landscape character post-decommissioning is assessed as zero.

Residual effects on views and visual amenity

- 16.11.7 The decommissioning of the offshore elements of Rampion 2 has the potential to result in significant residual effects on the views and visual amenity of the visual receptors scoped into the detailed assessment in **Table 16-5**.
- 16.11.8 Decommissioning phase residual effects on views and visual amenity will occur as a result of the decommissioning activities, including the presence of jack-up vessels and/or dynamic positioning heavy lift vessels during the decommissioning phase for the installation of foundations substructures and WTGs; windfarm service vessels and accommodation vessels; and partially decommissioned offshore elements; all which may combine to alter the views and visual amenity through visibility of these changes.
- 16.11.9 The residual effects arising as a result of the decommissioning of the offshore elements of Rampion 2 are assessed as being of the same magnitude and significance on all viewpoints and visual receptors as those arising due to their operation and maintenance, as assessed in **Section 16.10**, with the residual effects being short-term and temporary occurring during the length of the decommissioning phase. The effect of Rampion 2 on views and visual amenity post-decommissioning is assessed as zero.

16.12 Preliminary assessment: Cumulative effects

Approach

- 16.12.1 A preliminary cumulative effects assessment (CEA) has been carried out for Rampion 2 which examines the result from the combined impacts of Rampion 2 with other developments on the same single receptor or resource. The overall method followed in identifying and assessing potential cumulative effects in relation to the offshore environment is set out in **Chapter 5, Section 5.10**.
- 16.12.2 The offshore screening approach is based on the PINS Advice Note Seventeen (PINS, 2019), with relevant components of the RenewableUK (RenewableUK, 2013) accepted guidance, which includes aspects specific to the marine elements of an offshore wind farm, addressing the need to consider mobile wide-ranging species (foraging species, migratory routes etc).
- 16.12.3 As of March 2021, there are no under-construction / consented, application stage or scoping stage offshore wind farms within the 50km radius SLVIA study area (**Figure 16.3, Volume 3**), nor within UK waters within approximately 140km of the array area. The closest offshore wind farms within French waters are located approximately 70km to the south. There are also no onshore projects that have require cumulative assessment with the offshore elements of Rampion 2.
- 16.12.4 It is considered that there is no potential for the offshore elements of Rampion 2 to have cumulative effects with other offshore wind farms or onshore projects,

beyond those arising with the existing Rampion 1 project (which are considered in the main assessments in **Sections 16.9 to 16.11**). For this reason, the potential cumulative effects of the offshore elements of Rampion 2 with other offshore wind farms and onshore projects are scoped out of the SLVIA.

- 16.12.5 In its Scoping Opinion (PINS, 2020) summarised in **Table 16-7**, PINS agreed that cumulative seascape, landscape and visual effects of Rampion 2 with other offshore wind farm projects (with the exception of Rampion 1) can be scoped out of the EIA.

16.13 Transboundary effects

- 16.13.1 Transboundary effects arise when impacts from a development within one European Economic Area (EEA) states affects the environment of another EEA state(s). A screening of transboundary effects has been carried out and is presented in Appendix B of the Scoping Report (RED, 2020).
- 16.13.2 The Rampion 2 wind farm array area is located approximately 97.5km from the coastline of the nearest EU member state (France). The ZTV in **Figure 16.14b, Volume 3** shows that there is no theoretical visibility of the offshore elements of the Rampion 2 wind farm beyond approximately 75km due to the effects of earth curvature, which would effectively 'hide' the wind turbines behind the horizon at this distance.
- 16.13.3 Transboundary effects have therefore been scoped out of the SLVIA, since there is no potential for significant effects at such long distance; the coastline of other EU member states is outside the SLVIA study area and would have no visibility of the construction and operation of the offshore infrastructure.

16.14 Inter-related effects

Overview

- 16.14.1 The inter-related effects assessment considers likely significant effects from multiple impacts and activities from the construction, operation and decommissioning of Rampion 2 on the same receptor, or group of receptors.
- 16.14.2 Inter-relationships are considered to be the impacts and associated effects of different aspects of Rampion 2 on the same receptor. In the SLVIA, these inter-related effects are considered to be receptor led effects, where specific receptors may be affected by both the construction and operation of the offshore infrastructure (including wind farm site, offshore platforms, offshore cable corridor) and the construction and operation of the onshore infrastructure (i.e. onshore substation, onshore cable corridor, landfall location and National Grid infrastructure). There is potential for effects to interact, spatially and temporally, to create inter-related effects on a receptor.
- 16.14.3 The SLVIA presented in this chapter and **Chapter 19** together provide an assessment of the whole Proposed Development effects of Rampion 2 i.e. of both the construction and operation of the offshore elements and the onshore infrastructure.

- 16.14.4 An assessment of significant inter-related effects has also been undertaken in the sections below to assess any areas where the construction and operation of the offshore elements and the construction and operation of the onshore infrastructure combine, or inter-relate, to have an effect.
- 16.14.5 For example, visibility of the offshore elements of Rampion 2 and the onshore substation or landfall, from a particular viewpoint or landscape designation, may interact to produce a different, or greater effect on a receptor than when the effects are considered in isolation. Receptor-led effects might be short-term, temporary or transient effects, or incorporate longer term effects.

Inter-related seascape effects

- 16.14.6 No inter-related seascape effects have been identified since the construction and operation of the onshore infrastructure will not affect the character of offshore SCTs. These offshore MCAs will be affected only by the offshore elements of Rampion 2 in isolation.

Inter-related landscape effects

Construction phase inter-related landscape effects

- 16.14.7 The majority of LCAs and landscape designations in the SLVIA study area will not experience inter-related effects, since they have either no visibility, or very limited/distant visibility, of either the construction of the onshore infrastructure or the construction of the offshore elements of Rampion 2, and therefore have limited potential for inter-related (or combined) effects to occur. Inter-related effects will only occur on those LCAs and landscape designations near the landfall, where the construction of the onshore infrastructure will occur in areas that may also be susceptible to changes resulting from views of the construction of the offshore infrastructure.
- 16.14.8 Based on the assessments undertaken in **Chapter 19**, a limited number of LCAs are identified as having potential to have inter-related effects arising through the potential change in character resulting from the construction of the onshore infrastructure and offshore infrastructure, as follows:
- South Coast Shoreline (SC1)
 - Climping Lower Coastal Plain LCA No. 31
 - Lower Arun Valley Floor LCA No. 35
 - Middle Arun Valley Floor LCA No. 34
 - Littlehampton Arun Valley Sides LCA No. 38
 - Littlehampton Northern Fringe No.39
 - Black Ditch Rife LCA No. 41
 - Lyminster Arun Valley Sides LCA No. 37
 - Lyminster Angmering Coastal Plain No. 40

- Crossbush Arun Valley Sides LCA No. 36
- South Downs Upper Coastal Plain R1
- Arun Valley Sides G4
- Lyminster Angmering Coastal Plain No. 40
- South Downs Upper Coastal Plain R1
- Arun Valley Sides G4 (South Warningcamp)
- Angmering and Clapham Wooded Estate Downland B4
- Arun Valley Sides G4 (North Warningcamp)
- Arun to Adur Open Downs A3
- Arun Floodplain F4

- 16.14.9 The receptors listed do not necessarily experience significant effects as a result of both onshore and offshore elements of the project. Full assessment of effects will be carried out in the ES.
- 16.14.10 Inter-related effects are assessed as most likely to occur in a localised area of these LCAs and the SDNP within close proximity to the landfall, where the character is assessed as likely to experience significant inter-related effects during the construction of the landfall and onshore cable route together with the construction of the offshore elements of Rampion 2, over a short-term period when their construction periods overlap.
- 16.14.11 In reality, the programming would mean there would likely be some degree of separation between the construction of the onshore infrastructure and construction of the offshore elements of Rampion 2. The period over which significant inter-related effects on landscape character occur during construction is therefore limited to the short-term with inter-related effects being temporary, and becoming not significant during the operational phase, when the landfall and onshore cable route will have a negligible change to landscape character.

Operational inter-related landscape effects

- 16.14.12 Based on the assessments undertaken in **Chapter 19** due to the geographic separation of the offshore elements of Rampion 2 and the onshore substation, the assessment identifies no significant inter-related landscape effects resulting from the operation of the Rampion 2 wind farm and the onshore substation.

Inter-related visual effects

Construction phase inter-related visual effects

- 16.14.13 The majority of viewpoints and visual receptors in the SLVIA study area will not experience inter-related effects, since they have either no visibility, or very limited/distant visibility, of both the construction of the onshore infrastructure or the offshore elements of Rampion 2, and therefore have limited potential for inter-related (or combined) effects to occur. Inter-related effects will only occur on those

viewpoints and visual receptors near the landfall, where the construction of the onshore infrastructure will occur in areas that may also be susceptible to changes resulting from views of the construction of the offshore elements of Rampion 2.

- 16.14.14 Based on the assessments undertaken in **Chapter 19** a limited number of viewpoints and visual receptors are identified as having potential to have inter-related effects arising through the potential change to views resulting from the construction of the onshore infrastructure and offshore infrastructure, as follows:
- Settlements of Littlehampton and Arundel.
 - Railway Line from Littlehampton and Ford to Arundel.
 - South Downs Way .
 - South Coast Cycle Route (Sustrans NCR 2) .
 - Arun Way.
 - Littlehampton Golf Club .
 - Littlehampton West and East Beach including Climping Beach .
 - Arundel Castle.
 - Chantry Hill Open Access Land.
 - Chanctonbury Hill (including Chanctonbury Ring and Open Access Land).
- 16.14.15 The receptors do not necessarily experience significant effects as a result of both onshore and offshore elements of the project. Full assessment of effects will be carried out in the ES.
- 16.14.16 The assessment identifies likely significant construction stage inter-related effects of the onshore infrastructure and offshore elements of Rampion 2 on the visual amenity experienced by people within a localised geographic area. Significant construction stage inter-related visual effects are likely to occur in close proximity to, the construction of onshore infrastructure at the landfall and the onshore cable route, from where there is potential for simultaneous or sequential views of the construction of the offshore elements of Rampion 2 out to sea in sea views from these routes.
- 16.14.17 The period over which significant inter-related visual effects on views and visual receptors occur during construction is limited to the short-term with inter-related effects being temporary, and becoming not significant during the operational phase, when the landfall and onshore cable route will have a negligible change to views.

Operational inter-related visual effects

- 16.14.18 Based on the assessments undertaken in **Chapter 19** due to the geographic separation of the offshore elements of Rampion 2 and the onshore substation, the assessment identifies no significant inter-related visual effects resulting from the operation of the Rampion 2 wind farm site and the onshore substation.

16.15 Summary of residual effects

Introduction

- 16.15.1 The SLVIA identifies and assesses the significance of changes resulting from the construction, operation and decommissioning of the offshore elements of Rampion 2. This is carried out in relation to both the seascape character and landscape character as environmental resources in their own right, and on people's views and visual amenity.
- 16.15.2 Consultation with regards to SLVIA has been undertaken via an Expert Topic Group, with numerous meetings held between September 2020 – April 2021 with representatives from and through an online public consultation. Publication of the Rampion 2 Scoping Report (RED, July 2020) has also provided opportunities for feedback which has been considered in preparing the ES.
- 16.15.3 The SLVIA is based on the design envelope described in **Chapter 4**. In compliance with EIA regulations, the likely significant effects of a realistic 'worst-case' scenario are assessed and illustrated in the SLVIA. The realistic worst-case layout assessed as the project design envelope for the SLVIA is the 75 x 325m WTG layout, as shown in **Figure 16.1, Volume 3**. This layout has the highest WTG blade tip height (325m), with largest rotor diameter (295m) with WTGs occupying locations that represent the impacts arising from the full extent of the wind farm array area.
- 16.15.4 An alternative project design scenario is the 116 x 210m blade tip WTG layout ('the 210m WTG layout') as shown in **Figure 16.2a-b, Volume 3**. The effect that results from the additional WTGs of smaller size in this 210m WTG layout scenario is considered to be outweighed by the larger height and scale of the 325m WTGs and it is therefore this 325m WTG layout which is the maximum design scenario assessed in the SLVIA.
- 16.15.5 Following consultee feedback on the Scoping Boundary, RED reduced the extent of the Scoping Boundary, to arrive at the PEIR Assessment Boundary with a reduction in the geographic extent of the wind farm array area, primarily to the east, with the potential to reduce the effects on views experienced by coastal receptors and effects on the perceived character of the seascape setting of the SDNP. In particular, the reduction of the PEIR Assessment Boundary in the Zone 6 Area means that the Rampion 1 Structures Exclusion Zone (SEZ) has been largely avoided, with only part of the SEZ being within the wind farm array area. These reductions of the PEIR Assessment Boundary increase the distance of the WTGs offshore and limit the horizontal degree of view of WTGs from the SDNP and Sussex Heritage Coast, in accordance with the intentions of the Rampion 1 design plan and demonstrate regard has been paid to the statutory purpose of the SDNP. The refinement of the PEIR Assessment Boundary contributes to mitigating effects on the SDNP and its offshore views, accepting that those effects will not be prevented in their entirety.
- 16.15.6 The seascape, landscape and visual effects of the offshore elements of Rampion 2 are assessed in this SLVIA within several main geographic 'receptor areas' based on administrative boundaries within the SLVIA study area (**Figure 6.3,**

Volume 3): the SDNP; West Sussex; East Sussex and the City of Brighton & Hove; Hampshire and the Solent; and the Isle of Wight.

- 16.15.7 The effect of the construction, operation and decommissioning of the offshore elements of Rampion 2 has been assessed as not significant on all seascape, landscape and visual receptors within the geographic areas of Hampshire and the Solent and the Isle of Wight. In addition, no significant residual effects on the landscape character or views from the High Weald and Low Weald have been identified in the SLVIA. Significant seascape, landscape and visual effects of the offshore elements of Rampion 2 are contained within the areas of the SDNP, West Sussex, East Sussex and the City of Brighton & Hove.

South Downs National Park (SDNP)

Introduction

- 16.15.8 The baseline character of the SDNP (**Figure 16.3, Volume 3**) is described in the SLVIA based on the 'South Downs NCA' (125) and the South Downs Landscape Character Assessment (2020), which provide a baseline landscape characterisation, together with the South Downs Maritime MCA (08) which defines the associative seascape setting of the SDNP coastline.
- 16.15.9 In essence the landscape of the SDNP comprises a chalk ridge stretching from Beachy Head in the east to Winchester in the west with a dramatic northern escarpment and gentler dip slope towards the coast. Within this simple landform structure there is notable diversity, creating a varied and complex landscape character.
- 16.15.10 The SDNP is of particular relevance due to its association with the closest coastal landscapes of the SLVIA study area. The most prominent association with the seascape relates to two sections of coastal cliffs forming the maritime edges of the SDNP. These are the coastal cliffs between Brighton to Rottingdean (LCA S2 and coastal edges of LCA A2) which is approximately 2.7km in length and the closest section of the SDNP located 13.5km from the wind farm array area; and the shoreline and chalk cliffs between Beachy Head and Seaford Head (LCA S1 and coastal edges of A1) which is approximately 12km in length and located at a distance of 17km from the wind farm array area at its closest point, extending to approximately 25km at Beachy Head. This coastal landscape formed by the white chalk cliffs of Beachy Head and Seven Sisters is also defined as the Sussex Heritage Coast.
- 16.15.11 There is an associative relationship between these parts of the SDNP and the marine environment, particularly within the Sussex Heritage Coast between Beachy Head and Seaford, where the SDNP extends to the White Cliffs along this section of the coast, with the SDNP boundary being open at its seaward limit to encompass an associative (but not formally defined) extent of seascape. To the west of Seaford Head, the SDNP boundary is formed by a continuous inland urban edge of the coastal conurbations between Seaford, Brighton and Worthing, which form an undesignated, urbanised coastal strip that separate the SDNP from the coast, and where the SDNP extends increasingly inland moving westwards and is formed by the distinctive elevated spine of 'whale-backed' downs.

- 16.15.12 There is a broad geographic division between the Open Downland to the east of the SDNP and the Wooded Estate Downland to the west, divided by several major river valleys (the Ouse, Arun and Adur) and chalk valley systems. These downlands contain some of the highest and most remote parts of the SDNP and afford panoramic views across the Weald to the north and to the sea to the south across the coastal plain.

SDNP Maritime Coast

- 16.15.13 The South Downs Maritime MCA (08) is located to the east of the windfarm array area and is partially co-incident with the Sussex Heritage Coast, along the distinctive white chalk cliffs of the Seven Sisters and Beachy Head. This seascape forms the main maritime setting of the SDNP (**Figure 16.4, Volume 3**), while recognising that the SDNP also contains sea views from the elevated downs over the wider seascape of Sussex Bay. Views between land and sea are particularly important from the coastline of the South Downs Maritime MCA, especially from panoramic viewpoints on the elevated chalk cliffs, with views along the distinctive white cliffs between Beachy Head and Seaford Head and out to the wider seascape.
- 16.15.14 The South Downs maritime coastline is also defined by the 'Ouse to Eastbourne Open Downs' (A1) and its adjacent 'Seaford to Beachy Head Shoreline' (S1) LCAs (**Figure 16.6, Volume 3**). The sensitivity of these LCAs is high, reflecting their high value and their high susceptibility to changes associated with the offshore elements of Rampion 2. The value of this part of the SDNP landscape derives principally from it forming a key part of the designated landscape and the Sussex Heritage Coast, the high scenic quality/distinctiveness of the landscape, particularly the chalk coastline and their rarity in forming the main LCAs within the SDNP that meets the sea. It also has high recreational value and strong cultural associations, particularly along the Heritage Coast, with a strong sense of the perceptual qualities of tranquillity and remoteness across the downlands.
- 16.15.15 The susceptibility of this main maritime coastline of the SDNP derives principally from its open uninterrupted skylines and exposed undeveloped character, potential for changes to its perceptual qualities (tranquillity and remoteness) and the elevated/open landform which permits long views over its associate seascape context to the south, such that is visually susceptible to changes in the wider seascape setting. Some factors reduce sensitivity including the high visitor pressure (including car parking, signage and visitor facilities) which reduces perceived tranquillity and remoteness in 'honey-pot' areas. It is also a large scale and expansive seascape, with a relatively simple coastline, which is better able accommodate development than small scale seascapes with complex coastlines.
- 16.15.16 The Rampion 1 WTGs is also a characteristic feature of the existing seascape context outside the LCA. The views from this maritime SDNP coastline include Rampion 1 Wind Farm, located approximately 23.3km from this section of the SDNP coastline within the Sussex Heritage Coast. Although 'remote' from this coastline of the SDNP, Rampion 1 has resulted in some change to the qualities of the SDNP as a result of its visual influence in 'breathtaking views' offshore to the seascape setting of the SDNP, with the main association relating to the 12km coastal extents between Seaford and Beachy Head.

- 16.15.17 The offshore elements of Rampion 2 will result in zero change to the fabric of the physical landscape of the maritime coastline of the SDNP. There will also be zero change to many of the main characteristics of the landscape, including its fundamental character as rolling chalk cliffs, downland and inter-tidal shoreline, which will continue to define the distinct character of the landscape. The characteristic large open skies, dramatic and dynamic landscape of the open downs and shoreline will also prevail.
- 16.15.18 Changes will only occur to the visual aspects of its perceived character as a result of the offshore elements of Rampion 2 outside its area, in its associate seascape context. These changes occur to specific aesthetic/perceptual aspects of landscape character, notably its tranquillity and perception of remoteness, as a result of further WTG development influence in views of the sea. The distant panoramic views out to sea will be altered through a partial loss of open seascape occupied by the offshore elements of Rampion 2 and the resulting change in the seascape composition from the increased influence and spread of WTGs. In particular, these changes to the visual aspects of its character, occur from the coastal downs between Beachy Head and Seaford Head, where there is a direct association with the seascape and the magnitude of change is assessed as being **medium-high** and significant (**major**) from the closest areas of the coast near Seaford Head (17km), reducing to medium magnitude and significant (major/moderate) with increasing distance eastwards towards Birling Gap (22km) and Beachy Head (25km).
- 16.15.19 Significant effects on views experienced by people along this stretch of coastline have been identified at a number of representative viewpoints including, from east to west, Beachy Head (Viewpoint 1), Birling Gap (Viewpoint 2), Seven Sisters Country Park (Viewpoint 3), Cuckmere Haven (Viewpoint 28) and Seaford Head (Viewpoint 4). Significant visual effects occur principally on views experienced by people walking on the South Downs Way or visiting the coast at these locations, due to the larger apparent scale of the WTGs due to their taller height, larger rotor diameter and closer position than Rampion 1 and the approximate doubling of the lateral spread of WTGs on the sea skyline adjacent to Rampion 1. It is however notable that the closest parts of the wind farm array area will be located approximately 17km to 25km from these viewpoints, at relative distance and occupying a relatively narrow portion (21-34°) of the wider 180° sea view available to the observer. There is clear separation between the coast and the offshore elements of Rampion 2 being retained in the views, such that it is clearly viewed 'offshore' in its open seascape. The appearance of the WTGs will also relate rationally to Rampion 1, the visual exposure and large scale of the seascape.
- 16.15.20 Significant effects on the visual aspects of perceived character have also been assessed as occurring from the small areas of coastal cliffs of the SDNP between Brighton to Rottingdean, from the coastal edges of the Adur to Ouse Open Downs (LCA A2) and the Brighton to Rottingdean shoreline (LCA S2), which is approximately 2.7km length and the closest section of the SDNP located 13.5km from the wind farm array area. The high value of this landscape derives in part from the rarity of these small areas of open coastal downs within the SDNP set amongst the largely urban coastline. This landscape does, however, have a slightly reduced susceptibility (medium-high) due to the influence of the non-designated and urbanised coastal areas adjacent to the LCA and the sea. The

changes arising as a result of the offshore elements of Rampion 2 occur on the visual aspects of the perceived character of these two areas of open coastal downs near the coast at Rottingdean and Telscombe Cliffs, where there is a direct association with the seascape and the magnitude of change is assessed as being medium-high and effects significant (major).

- 16.15.21 Significant effects on views experienced by people along this stretch of coastline have been identified from representative viewpoints at Beacon Hill, Rottingdean (Viewpoint 7) and Telscombe Tye (Viewpoint 57). Significant visual effects occur principally due to the increase in proximity of the proposed WTGs to these viewpoints further east, the larger apparent scale of the WTGs due to their taller height, larger rotor diameter and closer position than Rampion 1 and the increase in lateral spread of WTGs on the sea skyline adjacent to Rampion 1. It is however notable that the closest parts of the wind farm array area will be located approximately 14km to 16km from these viewpoints, at relative distance and occupying a moderate portion (51-58°) of the wider 180° sea view available to the observer, with clear separation between the coast and the offshore elements of Rampion 2 being retained in the views, such that it is clearly viewed 'offshore' in its open seascape. The appearance of the WTGs will relate rationally to Rampion 1, the visual exposure and large scale of the seascape and the directional focus of the panoramic views towards landmarks such as the white chalk cliffs at Seaford Head to the south-east remain unaffected.

SDNP Open Downs

- 16.15.22 Significant effects on the visual aspects of the perceived character of the SDNP are also assessed as occurring from inland areas, on parts of the elevated open downs between the Adur and Ouse (A2); and between the Arun and Adur (A3). Significant (major/moderate) effects are assessed from the tops of the open downs to the west of the Ouse, inland of Brighton and Hove and Shoreham, between Hollingbury, Ditchling Beacon, Devil's Dyke and the Adur Valley (A2); and extending further westwards from the tops of the open downs to the north of Worthing (around Cissbury Ring) and the tops of the open downs between the Arun and Adur river valleys (A3).
- 16.15.23 Within this range of inland vantage points where the sea is a key component, and particularly from the most elevated tops of the downs, the offshore elements of Rampion 2 will form a prominent seascape element, in part due to their larger vertical scale when compared to Rampion 1, but notably due to the wide lateral spread of the proposed WTG array when viewed from these inland areas of the SNP directly to north, in which the full east to west spread of the array can be appreciated within its seascape context. The proposed development will increase the WTG developed seascape element in panoramic views from the tops of the downs however, it is at increased distance, typically experiencing the sea beyond the intervening, non-designated and urbanised coastal strip between these open down landscapes and the sea. Inland views from these areas of open downs typically experience the sea within a remote context setting beyond intervening landscape influences.
- 16.15.24 Negligible changes and not significant effects occur from the furrowed extensive branching dry valley systems of the open downs, which produce deep, narrow, rounded coombes that contain visibility and limit perceived changes in character,

with effects to the visual aspects of perceived character being focuses to the high tops of the open downs.

- 16.15.25 Significant effects on views experienced by people along the open tops of the downs have been identified at a number of representative viewpoints, many of which are located on the South Downs Way, including from east to west, Firle Beacon (Viewpoint 16), Ditchling Beacon (Viewpoint 51), Hollingbury Hillfort (Viewpoint 27), Devil's Dyke (Viewpoint 17), Beeding Hill (Viewpoint 55), Cissbury Ring (Viewpoint 18), Chanctonbury Hill (Viewpoint 52) and Springhead Hill (Viewpoint 20). Significant visual effects occur principally on views experienced by people walking/cycling on the South Downs Way or visiting these hill tops locations, due the strong inter-visibility associations between these elevated parts of the downs that form an 'auditorium for sea views' over the offshore elements of Rampion 2 in its expansive seascape context to the south. Although these viewpoints are located at distances ranging between 18-25km, with the offshore elements of Rampion 2 at relative distance, significant visual effects occur principally due to the combination of the scale contrast of the proposed WTGs compared to the smaller Rampion 1 WTGs and the lateral spread of WTGs extending the WTG developed skyline both westwards and eastwards, occupying a relatively wide portion (often between 60-80°) of the wider 180° sea view available to the observer. The main mitigating factor is that the offshore elements of Rampion 2 will be located within the seascape backdrop beyond the intervening, non-designated and urbanised coastal strip that visually influences and separates the downs from the sea.

SDNP Wooded Downs

- 16.15.26 No significant effects on the visual aspects of the perceived character of the SDNP are assessed as occurring on the more distant wooded downs to the west and north-west of the SDNP, including the Goodwood to Arundel Wooded Estate Downland (B1). The LCA is of high value deriving from it forming a key part of the designated landscape of the SDNP, the high scenic quality/distinctiveness of the ridge of chalk, large woodland blocks and estates, which form some of the highest and more remote parts of the SDNP. The susceptibility and therefore sensitivity of the LCA is however, reduced by its strong associations with the landscapes inland to the north, the large, dense areas of woodland which limit visibility and associations to the seascape outside the LCA. Changes occur principally from the remaining open hill tops which allow long views, however these are isolated and have distant sea views, over an intervening non-designated and urbanised coastal strip between the LCA and the sea. Not significant (moderate-minor) effects are assessed on the perceived character of the open tops of the rolling downs to the south of the east-west running Lavant Valley between Bignor Hill and the Trundle; dropping to not significant (minor) over the majority of the landscape of folded downland masked by large woodland blocks that contain visibility and limit effects on perceived character.
- 16.15.27 Significant effects on occasional views experienced by people along the open tops of the downs have been identified at representative viewpoints from Bignor Hill (Viewpoint 21) and The Trundle (Viewpoint 50), however the significant visual effects identified at these viewpoints are not considered to translate to significant effects on the perceived character of the wooded downlands LCA as a whole,

given the extent of woodland cover and limited character change. Significant visual effects occur in similarity to the effects from the open downs to the east, due the strong inter-visibility between these elevated viewpoints over the offshore elements of Rampion 2 in its expansive seascape context to the south. Although these viewpoints are located at distances of approximately 28km and are at the threshold distance in terms of significance, significant visual effects occur principally due to the combination of the scale contrast of the proposed WTGs compared to the smaller Rampion 1 WTGs and the lateral spread of WTGs extending the WTG developed skyline both westwards and eastwards, occupying between 50-60° of the wider 180° sea view available to the observer. The main mitigating factor is that the offshore elements of Rampion 2 will be located within the seascape backdrop beyond the intervening, non-designated and urbanised coastal strip that visually influences and separates the wooded downs from the sea.

- 16.15.28 The effect of the offshore elements of Rampion 2 are assessed as not significant on the visual aspects of the perceived character of the remaining parts of the SDNP extending to the north-west of the SLVIA study area, at increasingly long distances of approximately 30-50km from the windfarm array area, from where there is very limited theoretical visibility (**Figure 16.6a, Volume 3**), at increasing range and context disassociation with the seascape of Sussex Bay with greater distances inland. Not significant effects on views experienced by people have been identified at a number of representative viewpoints in these areas of the SDNP, including from east to west, Kingsley Vale (Viewpoint 29), Beacon Hill (Viewpoint 62) and Butser Hill (Viewpoint 31). These viewpoints are located at long distances of approximately 32-45km from the windfarm array area and are assessed as being below the threshold of significance, with medium sensitivity (due to the reduced susceptibility) and medium-low or low levels of magnitude of change resulting in no significant effects. The vertical height/apparent scale of the proposed WTGs will be relatively small, at such distance, the HFoV effected by Rampion 2 is narrower and occurs in the context of a vast seascape and with effects occurring only during conditions of very good or excellent visibility, which have limited frequency. The wider panoramic views north across the Rother Valley to the Greensand Hills from these viewpoints, and east along the scarp slopes of the South Downs also remain unaffected.

Special qualities

- 16.15.29 A preliminary assessment of the effects arising from the offshore elements of Rampion 2 on the defined special qualities of the SDNP has been undertaken in the SLVIA.
- 16.15.30 The operation and maintenance of the offshore elements of Rampion 2 will not result in any direct changes to the geology of the South Downs that underpins its special qualities and creates its diversity of landscapes. There will also be no direct changes to the diversity of landscapes of the SDNP, expressed through its wooded and heathland ridges, its wide, open chalk downlands, its river valleys, hidden villages and estates, which will all fundamentally remain definitive to its character and diversity, regardless of the presence of the offshore elements of Rampion 2. The physical features of the SDNP's diverse landscapes will not be

changed, however there will be changes to specific aesthetic/perceptual aspects of landscape character and views offshore.

- 16.15.31 The operation and maintenance of the offshore elements of Rampion 2 will result in changes to the perceived character of some of the '*diverse, inspirational landscapes*' of the SDNP, as a result of the significant residual effects identified to the '*breath-taking views*' defined in Special Quality 1. In particular, the effects on this special quality of '*breath-taking views*' will be experienced from the coastal downs between Beachy Head and Seaford Head (within the Sussex Heritage Coast) and the elevated open chalk downlands between the Arun, Adur, Cuckmere and Ouse valleys. These are visual qualities and are not related to 'landscape fabric' of the SDNP. These special qualities which relate to the identified residual effects are those where the indicator relates to, or is supported by, an aspect concerning the visual contribution made by seascape to the SDNP and the SDNP's relationship with this seascape.
- 16.15.32 Broadly, the Sussex Heritage Coast is identified as representing the geographic extent of the SDNP most likely to experience residual significant effects to its '*diverse, inspirational landscapes and breath-taking views*' as a result of the offshore elements of Rampion 2. Changes of lower magnitude, but considered significant, also occur from the wider open downs within the range of both inland and coastal vantage points where the sea is a key component, defined as the tops of the open downs between the Cuckmere and Ouse valleys (LCA A1); from the two areas of open coastal downs near the coast at Rottingdean and Telscombe Cliffs; the tops of the open downs inland of Brighton and Shoreham, between the Ouse and Adur Valley (LCA A2); and the tops of the open downland between the Arun and Adur river valleys (LCA A3). This consists of a relatively wide geographic area of the tops of the open downs of the SDNP that extend across the inland backdrop between Seaford, Brighton and Arundel, where the proposed development will form a prominent seascape element in '*breath-taking views*' from the tops of the downs.
- 16.15.33 In terms of these special qualities, the offshore elements of Rampion 2 will not affect the immediate setting of the SDNP but will result in changes within its associate seascape setting, as part of a large, open seascape, rather than being viewed 'within' the landscape of the SDNP. Residual effects on the '*breath-taking views*' experienced from SDNP would also remain looking out to the seascape, from locations along the Sussex Heritage Coast and open downlands, occurring only in certain weather and visibility conditions and therefore on limited occasions during the year. In these locations, views are only part of the experience of the varied special qualities, which would remain fundamentally unchanged in other regards.
- 16.15.34 The residual effects of the offshore elements of Rampion 2 on other special qualities of the SDNP have been assessed as not significant, including its '*Tranquil and unspoilt places*' (Special Quality 3); its '*Great opportunities for recreational activities and learning experiences*' (Special Quality 5) and its '*Distinctive towns and villages, and communities with real pride in their area*' (Special Quality 7).

West Sussex South Coast Plain

- 16.15.35 The South Coast Plain within West Sussex (**Figure 16.5, Volume 3**) is a flat, coastal landscape between the dip slope of the South Downs and the waters of Sussex Bay (English Channel) and the Solent. It has a low, sweeping coastline with extensive urban development, with settlements along the coast dominated by conurbation, trunk roads, suburban villages and an extensive string of seaside towns. The Manhood Peninsula is one of few undeveloped stretches of coastline within the NCA, extending to its southerly headland at Selsey Bill. The coastline also includes Chichester Harbour AONB, one of several major inlets, which have distinctive landscapes and intertidal habitats.
- 16.15.36 The offshore elements of Rampion 2 are primarily located within the Selsey Bill to Seaford Head MCA (07) (**Figure 16.4, Volume 3**). This seascape is an extensive bay ('Sussex Bay') between the low-lying headland of Selsey Bill to the west and the distinctive chalk cliffs of Seaford Head to the east. Shingle beaches offset the major coastal resorts in the west of the MCA and vertical chalk cliffs characterise the east. It includes extensive urban development along the coastline, within both West Sussex and East Sussex, backed to the north of the major settlements by the prominent ridge of the South Downs. Small recreational craft and fishing boats are the main sea users, with cross channel ferries between Newhaven – Dieppe and freight from the ports at Shoreham, Newhaven and Littlehampton.
- 16.15.37 Changes to the seascape baseline conditions have occurred since publication of the MMO Seascape Assessment (MMO, 2014), such that it is no longer the case that '*views seaward are frequently to an unbroken horizon*'. Rampion 1 became operational in November 2017 and forms a large-scale offshore wind farm influence within this seascape, consisting of 116 x 140m blade tip WTGs, approximately 13km from the closest part of the West Sussex coastline. The array of Rampion 1 WTGs is a prominent feature in sea views in good visibility, partially interrupting sea views from the urban coastline between Shoreham and Bognor Regis in good visibility.
- 16.15.38 Changes to seascape character of the Selsey Bill to Seaford Head MCA may be experienced from people in the waters of the seascape on recreational boats but will primarily be experienced from areas of adjacent largely urbanised coastline with views out to sea, including the coastal sea-fronts of the settlements of Shoreham-by-Sea, Worthing, Littlehampton, Bognor Regis, Pagham and Selsey and from coastal sections of the Monarch's Way. Viewpoints 9, 10, 11, 12, 13 and 14 provide representative viewpoints from the settlements along this section of coastline.
- 16.15.39 The coastline from which the seascape and visual effects of the offshore elements of Rampion 2 will primarily be experienced is defined by the South Coast Shoreline LCA (SC1). The sensitivity of this coastline is considered to be medium. The value of the South Coast Shoreline derives principally from the informal attraction of the seaside, it is not subject to landscape designation for its scenic quality, however it functions as a valued coastal landscape resource for tourism and recreation, focused on the beaches and seafront. The susceptibility of the LCA to changes associated with the offshore elements of Rampion 2 derives principally from its strong association with the sea and the potential for development in the seascape to disrupt visual unity and the loss of open views.

Many factors reduce sensitivity, including the extent of the urbanised developed coast, the presence of ports and industrial elements, and the extent of tourism related development and activities, which provide detractors to scenic/perceptual qualities. The seascape is also of large, expansive scale, with a simple broad coastal landform and is separated from the Windfarm array area by open sea, within which the WTGs of Rampion 1 Wind Farm are a characteristic feature of the existing seascape context, forming a partially developed sea skyline and landmark in existing seaward views.

- 16.15.40 Rampion 2 will result in changes to the visual aspects of the perceived character of the South Coast Shoreline as a result of the addition of the offshore elements of Rampion 2 in the associative seascape context of the Selsey Bill to Seaford Head MCA (07). These changes occur to specific aesthetic/perceptual aspects, particularly its open and exposed character, as a result of further WTG development influence in its open views out across the sea to the horizon. These open views out across the sea to the horizon will be altered through a partial loss of open seascape occupied by the offshore elements of Rampion 2 and the resulting change in the seascape composition from the increased influence and spread of WTGs. The magnitude of these changes to the perceived character of the South Coast Shoreline is assessed as medium to medium-high and the effect significant from the long narrow shoreline extending between Selsey Bill and Shoreham-by-Sea, which has an overriding visual and physical association with the sea. The characteristic views along the coastline will remain, there will still be open views out across the sea, and it will remain an exposed, shoreline landscape whose character is governed by the dynamic influences of the sea and weather, and the linear urban coastal developments that define this coastline.
- 16.15.41 Significant effects on views experienced by people along this West Sussex coastline have been identified at a number of representative viewpoints from the settlements and sea-fronts along this section of coastline, including from east to west, Worthing (Viewpoint 10), Littlehampton (Viewpoint 11), Bognor Regis (Viewpoint 12), Pagham (Viewpoint 13) and Selsey Bill (Viewpoint 14). Significant visual effects occur principally on views experienced by residents and visitors to the sea front areas of these settlements, due the strong inter-visibility between the low exposed coastline to the offshore elements of Rampion 2 in its expansive seascape context to the south. Although these viewpoints are located at distances ranging between approximately 13-16km, with the offshore elements of Rampion 2 at relative distance, significant visual effects occur principally due to the combination of the scale contrast of the proposed WTGs compared to the smaller Rampion 1 WTGs and the lateral spread of WTGs extending the WTG developed skyline westwards, occupying a relatively wide portion (between 55-97°) of the wider 180° sea view available to the observer.
- 16.15.42 The residual effect of the offshore elements of Rampion 2 drops to low and not significant on the perceived character of the South Coast Shoreline to the west of Selsey Bill, from the shoreline of sandy beaches, dry sand dunes and grasslands extending between Selsey Bill and West Wittering. This stretch of coastline is oriented to the south-west across the eastern Solent and has oblique views towards the windfarm array area, restricted by the intervening headland of Selsey Bill and the Manhood Peninsula, which provide partial screening of much of the offshore elements of Rampion 2, with the exception of the proposed WTGs at the

western edge which are likely to be extend along the open sea skyline beyond Selsey Bill.

- 16.15.43 The assessment has found that the offshore elements of Rampion 2 will have no significant residual effects on the perceived character and views from Pagham Harbour (SC4) and the Lower Arun Valley (SC10), which have short coastal edges adjoining the South Coast Shoreline. Effects on the perceived character and views from the wider south coast plain, inland from the urbanised coastal strip, including the Manhood Peninsula (SC2), Chichester to Yapton Coastal Plain (SC9) and Littlehampton and Worthing Fringes (SC11) have also been assessed as not significant, primarily due to the limited visibility of these areas of coastal plain (**Figure 16.15, Volume 3**) that are low-lying, set back from the coast behind extensive intervening urban coastal development and have strong existing vegetative cover, which all contribute to restrict potential views of the offshore elements of Rampion 2 and disassociate the seascape context.
- 16.15.44 A preliminary assessment of the effects arising from the offshore elements of Rampion 2 on the defined special qualities of the CHAONB has been undertaken in the SLVIA. The offshore elements of Rampion 2 will result in **zero** change and **no residual effect** on the 'frequently wooded shoreline' (Special Quality 2) of the CHAONB, as it will not result in any direct or physical changes or loss to the physical landscape fabric of the CHAONB.
- 16.15.45 The offshore elements of Rampion 2 will result in negligible or low levels of change and not significant residual effects on the majority of special qualities of the CHAONB, including '*the unique blend of land and sea*' (SQ1) experienced from the open water of the Chichester Harbour Central Basin and its narrow inlets and intimate creeks; '*The flatness of the landform*' and '*significance of sea and tide*' (SQ3); '*The open water of the central area of the Harbour*' (SQ4); '*The overall sense of wilderness within the seascape*' (SQ5); '*The picturesque harbourside settlements*' (SQ7); '*The unspoilt character and unobtrusive beauty*' (SQ8); and '*The very special sense of peace and tranquillity*' (SQ9).
- 16.15.46 The residual effect of the offshore elements of Rampion 2 is assessed as significant only on the perceived '*unique blend of land and sea*' (SQ1) and '*significance of.... distant landmarks across land and water*' (SQ3) experienced from the coastal edges/open seascape at the mouth to Chichester Harbour, at the coastal strip edges of LCA F1 South Hayling Island (CHAONB LCA 2019), where there are open views of the sea and in particular views south-east along the Witterings toward Selsey Bill. The offshore elements of Rampion 2 will introduce additional WTG elements in views along the coast, extending out to sea beyond the headland of Selsey Bill and effecting the blend of land and sea visible along the coastline, forming new landmarks across land and water, extending out along the sea skyline (as illustrated in Viewpoint 22 from Eastoke Point). These effects are geographically contained at the mouth of the harbour and adjacent coastline at Eastoke Point and are not experienced from the open water of the Chichester Harbour Central Basin, or its narrow inlets and creeks, such that they are specific effects on visual attributes experienced over a geographically limited area that is not representative of the effect on the wider CHAONB landscape.

East Sussex and the City of Brighton & Hove

- 16.15.47 The geographic area of the county of East Sussex and the City of Brighton & Hove (**Figure 16.3, Volume 3**) that falls outside the SDNP primarily consists of the built up coastal urban areas of the City of Brighton & Hove, Rottingdean, Peacehaven, Newhaven, Seaford and Eastbourne and small areas of LCAs which fall just outside the SDNP, such as parts of the Falmer Telscombe Downs (18). The main terrestrial areas to the north-east and east of the SDNP, are defined by the Low Weald (14 and 15), High Weald (4 and 5), Eastbourne Levels (24) and Pevensy Levels (25) which fall largely or entirely outside the ZTV (**Figure 16.19a, Volume 3**).
- 16.15.48 The offshore elements of Rampion 2 are primarily located within the Selsey Bill to Seaford Head MCA (07) (**Figure 16.4, Volume 3**) which lies off the East Sussex coastline (and extends westwards off the West Sussex coastline). This seascape is an extensive bay ('Sussex Bay') between the low-lying headland of Selsey Bill to the west and the distinctive chalk cliffs of Seaford Head to the east and includes the operational Rampion 1 Wind Farm, consisting of 116 x 140m blade tip WTGs, approximately 13km from the City of Brighton & Hove.
- 16.15.49 The majority of the East Sussex Landscape Character Assessment area is within the SDNP and effects on the perceived landscape character are assessed within the assessed provided for the SDNP. Changes to seascape character of the Selsey Bill to Seaford Head MCA may be experienced from people in the waters of the seascape on recreational boats but will primarily be experienced from areas of adjacent largely urbanised coastline with views out to sea, including the coastal sea-fronts of the settlements of the Seaford, Newhaven, Peacehaven, Rottingdean and the City of Brighton & Hove, and from coastal sections of National Cycle Network Route 2. Viewpoints 4, 5, 6, 7 and 8 provide representative viewpoints from the settlements and cycle route along this section of coastline.
- 16.15.50 Significant effects on views experienced by people along this East Sussex coastline have been identified at a number of representative viewpoints from the settlements and sea-fronts along this section of coastline, including from east to west, Seaford (Viewpoint 4), Newhaven (Viewpoint 5), Peacehaven (Viewpoint 6), Rottingdean (Viewpoint 7) and the City of Brighton & Hove (Viewpoint 8). Significant visual effects occur principally on views experienced by residents and visitors to the sea front areas of these settlements, due the strong inter-visibility between the low exposed coastline to the offshore elements of Rampion 2 in its expansive seascape context to the south. Although these viewpoints are located at distances ranging between approximately 13-17km, with the offshore elements of Rampion 2 at relative distance, significant visual effects occur principally due to the combination of the scale contrast of the proposed WTGs compared to the smaller Rampion 1 WTGs and the lateral spread of WTGs extending the WTG developed skyline eastwards and westwards, occupying a moderate portion (between 34-58°) of the wider 180° sea view available to the observer from all views, with the exception of Brighton, which has a wider lateral spread of approximately 72°. The distance of the offshore elements of Rampion 2 reduces moving westwards along the coast towards Brighton and the lateral spread of WTGs within the offshore field of view increases, as the westward spread of the Extension Area becomes more visible moving west along the coast, increasing the magnitude of change. The WTGs will, however, add further offshore elements to

the relatively simply composed view of sand/shingle beach, sea and sky, in a large scale seascape is context and will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs which are highly visible from this stretch of coastline in existing sea views.

Hampshire and the Solent

- 16.15.51 The seascape of the Solent (MCA05) is located to the north-west of the windfarm array area. The Solent (**Figure 16.4, Volume 3**) is also covered by LCA11c Eastern Solent, both of which cover the distinctive narrow stretch of sea of the Solent and its adjoining channels and Portsmouth, Langstone and Chichester Harbour and is one of the busiest stretches of water in the UK, both commercially and for inshore recreation, including the major ports of Southampton and Portsmouth.
- 16.15.52 Changes to seascape character of the Solent may be experienced from people in the waters of the Solent on passenger ferries, commercial ships and recreational boats, but primarily from areas of adjacent largely urbanised coastline with views of the Solent, including the coastal edges of settlements of South Hayling and Portsmouth, and from the Solent Way. Viewpoint 43 at Gilkicker Point (**Figure 16.57, Volume 3**) provides a representative viewpoint.
- 16.15.53 The effect of the offshore elements of Rampion 2 on the seascape character of the Solent, and the landscape character and views from its adjacent coastline is assessed as not significant, due to the medium sensitivity of receptors and low magnitude of change resulting from Rampion 2. There are extensive areas of urban development, major ports and industrial influences which influence the scenic qualities of the coastline. Views towards the wind farm array area are at long-distances over 30km, oblique and partially enclosed by the intervening mainland coastline, with the headland of Selsey Bill providing screening of much of Rampion 2 and the lateral spread of the proposed WTGs occupying a narrow HFoV. In addition, the focus and interest in views is across the Solent to the south-west towards the Isle of Wight, which will not be interrupted. The sea views are also heavily influenced by the busy seascape with numerous large vessels coming into harbour, ferries crossing the Solent and extensive recreational boating use in the intervening seascape. There are numerous prominent elements and features within the Solent and its coastline, such that the offshore elements of Rampion 2 will form a background feature on the distant skyline and have a limited characterising influence on the seascape of the Solent off the Hampshire coast.

Isle of Wight

- 16.15.54 The seascape of South Wight (MCA06) is located to the west of the windfarm array area. South Wight (MCA06) covers the seascape of the south coast of the Isle of Wight between Foreland and St Catherine's Point, reflecting the change in marine and coastal character from the Solent off the north coast. Although South Wight is a diverse MCA, displaying a range of valued characteristics and unrestricted sea views across the channel, its Isle of Wight coastline is located at considerable distances between 30-50km from the western edge of the windfarm array area.

- 16.15.55 Changes to seascape character of South Wight may be experienced from people in the waters off the eastern and south coasts of the Isle of Wight, but will primarily be experienced from the adjacent eastern Isle of Wight coastline with views of the sea, including the coastal edges of the settlements of Bembridge, Sandown and Shanklin, the beaches of Sandown Bay and Whitecliff Bay, parts of the Isle of Wight Coastal Path between Bembridge and Dunnose, and from two areas of elevated chalk down landscape at Bembridge and Culver Down (near Culver Cliff) and at Ventnor and Shanklin Downs further to the south. Viewpoint 24 Bembridge (**Figure 16.48, Volume 3**), Viewpoint 34 Bembridge Down (**Figure 16.55, Volume 3**) and Viewpoint 35 Ventnor Down (**Figure 16.56, Volume 3**) provide representative viewpoints.
- 16.15.56 The effect of the offshore elements of Rampion 2 is assessed as not significant on the seascape character of the Isle of Wight, the landscape character and views from its adjacent East Wight coastline and the special qualities of the IoW AONB.
- 16.15.57 Although the South Wight seascape is of high value, due to parts of its maritime coastline forming part of either the IoW AONB or the Tennyson Heritage Coast, much of the relevant East Wight coastline is not designated and consists of the urbanised coastline of Shanklin and Sandown, along the east facing Sandown Bay. There are strong visual connections between shoreline and chalk downs with the open seascape, with the seascape setting being integral to the character of the island context, making the inshore areas of high susceptibility to change, however there is a reduction to medium susceptibility to offshore development with increasing distance and beyond the offshore waters of the MCA.
- 16.15.58 The assessment highlights two landscapes on the East Wight coast which are most susceptible to the influence of the offshore elements of Rampion 2 – the Chalk Downs (1), occurring at Bembridge and Culver Down (near Culver Cliff) and at Ventnor and Shanklin Downs further to the south, and The Undercliff (11) of the latter area of chalk downs. The offshore elements of Rampion 2 will result in zero change to the fabric of their physical landscape. There will also be zero change to many of the main characteristics of these LCAs, including their fundamental character as rolling chalk downland and its undercliff, their geology, land use, field pattern, habitats, settlement pattern and physical cultural heritage, all of which will remain unaffected and continue to define the distinct character of these open downs and their undercliff.
- 16.15.59 Changes will only occur to the visual aspects of the perceived character of these areas of Chalk Downs (1) and Undercliff (11) LCAs, as a result of the offshore elements of Rampion 2 outside their area, in their associate seascape context. These changes occur to specific aesthetic/perceptual aspects of landscape character, notably the tranquillity and perceived remoteness, as a result of new WTG development influence at long distance and relatively narrow lateral spread on the sea skyline, when viewed from these LCAs in panoramic sea views. The magnitude of change resulting from the offshore elements of Rampion 2 is however, assessed as medium-low on the perceived character of the area of chalk downs at Bembridge and Culver Down (near Culver Cliff) and low magnitude on the area of chalk downs at Ventnor and Shanklin Downs, and its undercliff, at longer distance further to the south. The addition of the proposed WTGs as a feature in long distance views out to sea has a limited characterising influence on the perceived character of the chalk downs due to the small-scale of the WTGs at

such long distance, their narrow lateral spread and separation from these areas of the Isle of Wight.

- 16.15.60 The visual effects of the offshore elements of Rampion 2 have also been assessed on representative viewpoints on the East Wight coast, at Bembridge (Viewpoint 24), Bembridge Down (Viewpoint 34) and Ventnor Down (Viewpoint 35). Although the sensitivity of viewpoints at Bembridge Down and Ventnor Down is assessed as high, within the relevant two areas of chalk downland of the IoW AONB, the magnitude of change to these views resulting from the offshore elements of Rampion 2 is assessed as medium-low from the closer Bembridge Down viewpoint (VP34); dropping to low magnitude from the more distant Ventnor Down viewpoint (VP35). In both cases, the residual effects of the offshore elements of Rampion 2 are assessed as not significant. The closest part of the wind farm array area will be located 32.4km from Viewpoint 34 (Bembridge Down) and increasing to 37km from Viewpoint 35 (Ventnor Down), with the offshore elements of Rampion 2 appearing as relatively small-scale elements on the distant seascape skyline, having a narrow lateral spread of 11-18° of the panoramic sea view available, occurring in the context of a vast seascape and with effects occurring only during conditions of very good or excellent visibility, which have limited frequency.
- 16.15.61 Similarly, the visual effects of the offshore elements of Rampion 2 have been found to be not significant on the views experienced by users of the IoW coastal path. Not significant effects of medium-low magnitude are identified on views experienced from stretches of sections 5. Bembridge and 6. Culver Cliff with visibility of Rampion 2, however the magnitude of change is assessed as dropping to low from sections 7. Sandown Bay and Shanklin, 8. Luccombe Bay and 9. Ventnor Bay of the IoW coastal path with increased distance from the windfarm array area, and where increased screening from landform and woodland limits visits from sections of the IoW coastal path at Luccombe and Ventnor Bay, which are increasing oriented to the south-west and south away from the windfarm array area.
- 16.15.62 A preliminary assessment of the effects arising from the offshore elements of Rampion 2 on the defined special qualities of the Isle of Wight AONB has been undertaken in the SLVIA. The offshore elements of Rampion 2 will result in **zero** change and **no residual effect** on several IoW AONB special qualities, as follows:
- ‘4. The planned and manicured gardens of former Royal Estates and Victorian villas to the irregular undulating hedged fields of pasture.*
- 6. The winding paths, shuts and hollow ways in the countryside to chines and steps down cliffs to the beach.*
- 7. Place names and dialect to poetry, literature and art.*
- 8. Isolated houses, hamlets and rural villages to harbour towns, castles and tumuli’.*
- 16.15.63 The offshore elements of Rampion 2 will result in **zero** change and **no residual effect** on the historic enclosure of land, including the *‘undulating hedged fields of pasture’* of the IoW AONB; and **zero** change and **no residual effect** on the *‘planned and manicured gardens of former Royal Estates and Victorian villas’*; as it will not result in any direct or physical changes or loss to the landscape elements

of the loW AONB. Similarly, there would be no direct effects on *'place names and dialect to poetry, literature and art'* as a result of the offshore elements of Rampion 2, or on *'Isolated houses, hamlets and rural villages'*, however there may be effects on their setting as assessed in **Chapter 26**.

- 16.15.64 The offshore elements of Rampion 2 have the potential to result in residual effects on aspects of four loW AONB special qualities, as follows:

'1. From majestic sea cliffs and sweeping beaches to the quiet solitude of ancient woodland.

2. The ever-changing patchwork of worked fields to the timeless and enduring presence of the downs.

3. The intricate inlets of tranquil creeks to the long-distance views from coastal heath and downland.

5. The dark starlit skies to the bustle and colour of festivals and events.

- 16.15.65 The offshore elements of Rampion 2 have potential to result in changes to views from the *'majestic sea cliffs and sweeping beaches'*, and the *'long distance views from coastal heath and download'* effecting the perception of the diverse and contrasting landscape of the loW AONB, with the potential to introduce a new, distant offshore wind farm element to the diversity experienced, when visible from the sea cliffs/chalk downs at Bembridge and Ventnor Downs in particular, on the East Wight loW AONB coast.

- 16.15.66 The magnitude of change resulting from the offshore elements of Rampion 2 is assessed as medium-low and effect not significant (moderate) on the perceived character and special qualities of the sea cliffs near Culver Cliff and sweeping beaches at Whitecliff Bay within the Bembridge and Culver Down area at the closest parts of the loW AONB (approximately 31km); which reduces to low magnitude and not significant (moderate/minor) on the perceived character and special qualities of the sea cliffs and sweeping beaches near Luccombe Bay and Sandown Bay, which form the coastal parts of the Ventnor and Shanklin Downs area of the loW AONB further to the south (over 36km at Ventnor Down). There will be a clear separation between these areas of downs and the offshore elements of Rampion 2 in views, such that it is clearly viewed 'offshore' in its open seascape. Whilst the offshore elements of Rampion 2 will feature within the extent of views, it will be viewed in the context of a vast seascape where the WTGs will be located in views at long distances, without interrupting the intervening seascape off the immediate coastline of the loW AONB. The appreciation of the open downs and chalk coastline, including the sea cliffs and sweeping beaches, will remain as part of a wider panorama, and the generally open nature and long views to and from the downs will be retained, in spite of the presence of the offshore elements of Rampion 2 at long distance offshore.

- 16.15.67 These effects occur on visual qualities and are not related to 'landscape fabric' of the loW AONB. The special qualities which relate to the identified residual effects are those where the indicator relates to, or is supported by, an aspect concerning the visual contribution made by seascape to the loW AONB and its relationship with this seascape.

- 16.15.68 The offshore elements of Rampion 2 have some potential to result in some changes to the perceived '*timeless and enduring presence of the downs*' relating to the addition of modern elements perceived in the wider landscape context of the downs, where there is a visible time depth to the open downland and heathland, together with historic changes relating to human activities and more recent modern interventions, including the potential addition of the offshore elements of Rampion 2 into the distant seascape setting of the downs, which can be experienced and understood together in the landscape. Views of modern artefacts such as the Rampion 2 WTGs may influence the 'timeless' aspects of the Downs, however the IoW AONB is already influenced by an altered landscape of farmland, farmsteads and other numerous forms of modern development, including holiday parks, urban development, airfields and transmitting stations. The potential changes are not considered to significantly affect the '*timeless and enduring presence*' of the downs perceived within the AONB, to the degree that these existing qualities are substantially eroded and the magnitude of change is assessed to be low and not significant (minor) on this special quality. Crucially the enduring presence of the downs will continue to prevail, despite the distant influence of Rampion 2, which also results in changes that are reversible such that its influence will not be permanent or an enduring presence.

16.16 Further work to be undertaken for ES

Introduction

- 16.16.1 Further work that will be undertaken to support the SLVIA and presented within the ES is set out below.

Baseline

- 16.16.2 Following stakeholder consultation, summer viewpoint photography will be undertaken from the following viewpoints in order to improve the baseline viewpoint photography undertaken during winter surveys currently presented in the PEIR in which low sunlight to the south is less than optimal, from the following viewpoints:
- Viewpoint 33 Arundel Castle (**Figure 16.54, Volume 3**);
 - Viewpoint 51 Ditchling Beacon (**Figure 16.60, Volume 3**);
 - Viewpoint 52 Chanctonbury Ring (**Figure 16.61, Volume 3**); and
 - Viewpoint 55 Beeding Hill (**Figure 16.62, Volume 3**).
- 16.16.3 A number of further viewpoints that are not assessed in this PEIR, were agreed with the ETG to be included in the Environmental Statement (ES) identified in **Table 16-11** as follows:
- Viewpoint 30: Halnaker Hill;
 - Viewpoint 32: Levin Down;
 - Viewpoint 41: Slindon Folly;

- Viewpoint 53: Amberley Mount;
- Viewpoint 54: Chantry Hill;
- Viewpoint 58: Wolstonbury Hill;
- Viewpoint A: East Wittering; and
- Viewpoint B: Chichester Canal (New Lipchis Way) (pending agreement with West Sussex County Council).

- 16.16.4 Baseline viewpoint photography will be undertaken from these viewpoint locations in summer 2020 and will be included in the ES with photomontage and/or wireline visualisations.
- 16.16.5 Night-time viewpoint photography will be undertaken from a further viewpoint within the core area of the South Downs IDSR, with the viewpoint location to be agreed in consultation with the SDNPA, potentially at Bignor Hill (Viewpoint 21) (Dark Skies Discovery Site 5).
- 16.16.6 SDNPA sample survey data for areas of relative tranquillity within the SDNP identified in the SDNPA Tranquillity Study (2017) could not be sourced as part of the baseline data collation but may be sourced and considered to further inform the assessment of effects on SDNP special quality 3 as part of work undertaken for the ES.

Assessment

- 16.16.7 Further field survey verification of impact assessments will be undertaken for the ES from a number of key viewpoints at the threshold of significance using photomontages produced for the PEIR, where additional verification could not be undertaken due to COVID-19 travel restrictions following production of the PEIR photomontages.
- 16.16.8 Similarly, further field survey verification of impact assessments will be undertaken for the ES for certain key sections of the South Downs Way using the PEIR photomontages.
- 16.16.9 Additional visual impact assessments will be undertaken from a number of further viewpoints that are not assessed in this PEIR, as agreed with the ETG for inclusion in the ES, as identified in **Table 16-11**.

Consultation and engagement

- 16.16.10 Further consultation and engagement that will be undertaken to inform the SLVIA and presented within the ES is set out in **Table 16-44**.

Table 16-44 Further consultation and engagement

Consultee	Issues to be addressed	Relevance to assessment
SDNPA	Viewpoint location within core area of South Downs	Informs the assessment of effects of WTG lighting on

Consultee	Issues to be addressed	Relevance to assessment
	IDSR to be agreed in consultation with the SDNPA.	the dark skies of the South Downs IDSR, currently assessed in Appendix 16.5, Volume 4 and Section 16.10 of this PEIR.

16.17 Glossary of terms and abbreviations

Table 16-45 Glossary of terms and abbreviations

Term (acronym)	Definition
AOD	Above Ordnance Datum
AONB	Area of Outstanding Natural Beauty
Baseline	Refers to existing conditions as represented by latest available survey and other data which is used as a benchmark for making comparisons to assess the impact of development.
Baseline conditions	The environment as it appears (or would appear) immediately prior to the implementation of the Proposed Development together with any known or foreseeable future changes that will take place before completion of the Proposed Development.
CAA	Civil Aviation Authority
cd	Candela
Code of Construction Practice (COCP)	The code sets out the standards and procedures to which developers and contractors must adhere to when undertaking construction of major projects. This will assist with managing the environmental impacts and will identify the main responsibilities and requirements of developers and contractors in constructing their projects.
Construction effects	Used to describe both temporary effects that arise during the construction phases as well as permanent existence effects that arise from the physical existence of development (for example new buildings).
Cumulative effects	Additional changes caused by a Proposed Development in conjunction with other similar developments or as a combined effect of a set of developments.

Term (acronym)	Definition
Cumulative Effects Assessment (CEA)	Assessment of impacts as a result of the incremental changes caused by other past, present and reasonably foreseeable human activities and natural processes together with the Proposed Development.
DCO	Development Consent Order
DCO Application	An application for consent to undertake a Nationally Significant Infrastructure Project made to the Planning Inspectorate who will consider the application and make a recommendation to the Secretary of State, who will decide on whether development consent should be granted for the Proposed Development.
Decommissioning	The period during which a development and its associated processes are removed from active operation.
Development Consent Order (DCO)	This is the means of obtaining permission for developments categorised as Nationally Significant Infrastructure Projects, under the Planning Act 2008.
ELC	European Landscape Convention
Embedded environmental measures	Equate to 'primary environmental measures' as defined by Institute of Environmental Management and Assessment (2016). They are measures to avoid or reduce environmental effects that are directly incorporated into the preferred masterplan for the Proposed Development.
Environmental Impact Assessment (EIA)	The process of evaluating the likely significant environmental effects of a proposed project or development over and above the existing circumstances (or 'baseline').
Environmental Statement (ES)	The written output presenting the full findings of the Environmental Impact Assessment.
ETG	Expert Topic Group
Evidence Plan Process (EPP)	A voluntary consultation process with specialist stakeholders to agree the approach and the information required to support the EIA and HRA for certain aspects.
Formal consultation	Formal consultation refers to statutory consultation that is required under Section 42 and Section 47 of the Planning Act 2008 with the relevant consultation bodies and the public on the preliminary environmental information.

Term (acronym)	Definition
Future baseline	Refers to the situation in future years without the Proposed Development.
GIS	Geographic Information System
GLVIA	Guidelines for Visual Impact Assessment
HAT	Highest Astronomical Tide
Horizontal Directional Drill (HDD)	An engineering technique avoiding open trenches.
IALA	International Association of Lighthouse Authorities
Impact	The changes resulting from an action.
Indirect effects	<p>Effects that result indirectly from the Proposed Development as a consequence of the direct effects, often occurring away from the site, or as a result of a sequence of interrelationships or a complex pathway. They may be separated by distance or in time from the source of the effects.</p> <p>Often used to describe effects on landscape character that are not directly impacted by the Proposed Development such as effects on perceptual characteristics and qualities of the landscape.</p>
Informal consultation	Informal consultation refers to the voluntary consultation that RED undertake in addition to the formal consultation requirements.
IPC	Infrastructure Planning Commission
IR	Infra-Red
km	Kilometre
LAT	Lowest Astronomical Tide
LCA	Landscape Character Assessment
LCA	Landscape Character Area
Likely significant effects	It is a requirement of Environmental Impact Assessment Regulations to determine the likely significant effects of the Proposed Development on the environment which should relate to the level of an effect and the type of effect.

Term (acronym)	Definition
Magnitude (of change)	A term that combines judgements about the size and scale of the effect, the extent of the area over which it occurs, whether it is reversible or irreversible and whether it is short term or long term in duration'. Also known as the 'degree' or 'nature' of change.
MCA	Maritime and Coastguard Agency
MHWS	Mean High Water Springs
MLWS	Mean Low Water Springs
MOD	Ministry of Defence
MW	Megawatt
Nationally Significant Infrastructure Project (NSIP)	Nationally Significant Infrastructure Projects are major infrastructure developments in England and Wales which are consented by DCO. These include proposals for renewable energy projects with an installed capacity greater than 100MW.
NCA	National Character Area
NE	Natural England
NGO	Non-Governmental Organisation
NGV	National Grid Venture
NPS	National Policy Statement
O&M	Operation and Maintenance
OEP	Offshore Electrical Platform
OMM	Operational Meteorological Mast
OS	Ordnance Survey
PEIR	Preliminary Environmental Information Report
PEIR Assessment Boundary	The PEIR Assessment Boundary combines the search areas for the offshore and onshore infrastructure associated with the Proposed Development. It is defined as the area within which the Proposed Development and associated infrastructure will be located, including the temporary and permanent construction and operational work areas.

Term (acronym)	Definition
Planning Inspectorate (PINS)	The Planning Inspectorate deals with planning appeals, national infrastructure planning applications, examinations of local plans and other planning-related and specialist casework in England and Wales.
Preliminary Environmental Information Report (PEIR)	The written output of the Environmental Impact Assessment undertaken to date for the Proposed Development. It is developed to support formal consultation and presents the preliminary findings of the assessment to allow an informed view to be developed of the Proposed Development, the assessment approach that has been undertaken, and the preliminary conclusions on the likely significant effects of the Proposed Development and environmental measures proposed.
Proposed Development	The development that is subject to the application for development consent, as described in Chapter 4 .
Receptor	These are as defined in Regulation 5(2) of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 and include population and human health, biodiversity, land, soil, water, air, climate, material assets, cultural heritage and landscape that may be at risk from exposure to pollutants which could potentially arise as a result of the Proposed Development.
RPG	Registered Park and Garden
SAR	Search and Rescue
Scoping Opinion	A Scoping Opinion is adopted by the Secretary of State for a Proposed Development.
Scoping Report	A report that presents the findings of an initial stage in the Environmental Impact Assessment process.
SCT	Seascape Character Type
Secretary of State	The body who makes the decision to grant development consent.
Sensitivity	A term applied to specific receptors, combining judgements of the susceptibility of the receptor to the specific type of change or development proposed and the value associated to that receptor.

Term (acronym)	Definition
Significance	A measure of the importance of the environmental effect, defined by criteria specific to the environmental aspect.
Significant effects	It is a requirement of the EIA Regulations to determine the likely significant effects of the development on the environment which should relate to the level of an effect and the type of effect. Where possible significant effects should be mitigated.
SL&V	Seascape, Landscape and Visual
SLVIA	Seascape, Landscape and Visual Impact Assessment
SNH	Scottish Natural Heritage (now NatureScot)
SPS	Significant Peripheral Structure
Temporal Scope	The temporal scope covers the time period over which changes to the environment and the resultant effects are predicted to occur and are typically defined as either being temporary or permanent.
Temporary or permanent effects	Effects may be considered as temporary or permanent. In the case of wind energy development the application is for a 30 year period after which the assessment assumes that decommissioning will occur and that the site will be restored. For these reasons the development is referred to as long term and reversible.
The Applicant	Rampion Extension Development Limited (RED)
The Proposed Development / Rampion 2	The onshore and offshore infrastructure associated with the offshore wind farm comprising of installed capacity of up to 1,200MW, located in the English Channel in off the south coast of England.
Zone of Influence (ZOI)	The area surrounding the Proposed Development which could result in likely significant effects.
ZTV	Zone of Theoretical Visibility

16.18 References

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