

Volume 4, Chapter 16

Landscape, Seascape and Visual Appendices



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SLVIA consultation responses



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1. Introduction

- 1.1.1 This Appendix to **Chapter 16: Seascape, Landscape and Visual Impact Assessment, Volume 2** covers those statutory consultation responses that have been received as a response to the Scoping Report (RED, 2020) and Expert Topic Group (ETG) Meetings.
- 1.1.2 RED submitted a Scoping Report and request for a Scoping Opinion to the Secretary of State (administered by the Planning Inspectorate (PINS)) on 2 July 2020. A Scoping Opinion was received on 11 August 2020. The Scoping Report set out the proposed seascape, landscape and visual assessment methodologies, outline of the baseline data collected to date and proposed, and the scope of the assessment. **Table 2-1** sets out the comments received in Section 4.12 of the PINS Scoping Opinion, and Appendix 2 (Respondents to Consultation) containing other stakeholder comments that were received in relation to the Scoping Report.
- 1.1.3 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.
- 1.1.4 Responses from stakeholders and regard given by the Applicant have been captured in **Table 2-1**. The following comments were received prior to consultation on the PEIR and were in response to the Scoping Report or direct consultation with stakeholders. These comments were taken into account in the production of the PEIR.

2. Summary of SLVIA Consultation Responses

Table 2-1 Consultation responses related to seascape, landscape and visual

Consultee	Date / Document	Scoping Opinion Comment	How this is addressed in this PEIR
PINS	Scoping Opinion August 2020	<p>ID 4.12.1 Effects 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>	Addressed in Chapter 16, Volume 2, Sections 16.4, 16.6 and 16.10.
PINS	Scoping Opinion August 2020	<p>ID 4.12.2 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 (there is limited/no visibility of the offshore elements of the Proposed Development).</p>	<p>Addressed in Chapter 16, Volume 2, Section 16.4.</p> <p>Effects on these landscape receptors have been scoped out.</p>

Consultee	Date / Document	Scoping Opinion Comment	How this is addressed in this PEIR
PINS	Scoping Opinion August 2020	<p>ID 4.12.3 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>	Addressed in Chapter 16, Volume 2, Sections 16.4, 16.6 and 16.10.
PINS	Scoping Opinion August 2020	<p>4.12.4 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 windfarm 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>	Addressed in Chapter 16, Volume 2, Section 16.12, Section 16.6 and impact assessments in Section 16.10.

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PINS	Scoping Opinion August 2020	<p>4.12.5 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>Addressed in Chapter 16, Volume 2, Section 16.4.</p> <p>Seascape, landscape and visual effects outside the 50km radius SLVIA study area have been scoped out.</p>
PINS	Scoping Opinion August 2020	<p>4.12.6 Dark skies assessment</p> <p>The ES should contain 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>	<p>Addressed in Appendix 16.5, Volume 4 and Chapter 16, Volume 2, Section 16.10.</p>
PINS	Scoping Opinion August 2020	<p>4.12.7 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</p>	<p>Addressed in Chapter 16, Volume 2, Section 16.6 and Table 16-11.</p> <p>Three viewpoints have been selected on the Isle of Wight in agreement with relevant consultation bodies – Viewpoint 24, 34 and 35.</p>

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		affected to ensure impacts from long reaching views have been assessed at relevant representative viewpoints.	
PINS	Scoping Opinion August 2020	<p>4.12.8 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>	Addressed in Chapter 16, Volume 2, Sections 16.4, 16.6 and 16.10 . An assessment of the impact which the Proposed Development may have on the Isle of Wight Coastal path is provided in Table 16-42 .
Arun District Council	Viewpoint Selection Method Statement November 2020	<p>Arun District Council confirm that it would be in agreement of those captured in relation to Arun District and the area of Arun District within the SDNP.</p> <p>Arun District Council would note there were non selected from the middle distance settlement areas between the coastal frontage to the rising land to the north, this I would conclude due to these areas concealed by viewing distance and the screening affect of intervening landform and vegetation.</p> <p>Arun as a district has several new strategic housing designations coming forward in these intermediate areas, particularly Yapton, Ford and BEW. Arun District Council don't believe the proposals will impact on these but could be considered from the geographical population increase in these areas.</p>	Viewpoints selected for the SLVIA are presented in Chapter 16, Volume 2, Section 16.6 and Table 16-11 , and assessed in full in Appendix 16.4, Volume 4 .

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		Arun District Council would assume also that viewpoints have been selected in consideration of turbine lighting at night.	
Brighton and Hove City Council	Scoping Opinion August 2020	The methodology for landscape and seascape assessment is thorough and sound and the proposed extent and area of study is agreed.	Addressed in Chapter 16, Volume 2, Section 16.4.
Brighton and Hove City Council	Scoping Opinion August 2020	It is unclear from the documents whether the development would extend across the entire area identified by the red line which is very extensive. Neither do they indicate how many turbines at this stage. It is not clear how they will illustrate this in visual submissions and what they will actually be assessing in this context.	Addressed in Chapter 16, Volume 2, Section 16.7.
Brighton and Hove City Council	Scoping Opinion August 2020	The assessment of impact on seascape/ landscape would need to consider the effects on local distinctiveness and sense of place within the various character areas.	Addressed in Chapter 16, Volume 2, Section 16.10.
Brighton and Hove City Council	Scoping Opinion August 2020	<p>They have listed the key viewpoints to be assessed and whether these will be illustrative where they will produce either a wireline or rendered image of the development from these key views. Some from East Sussex and Brighton and Hove have been excluded from the assessment. It is recommended that some of these are reconsidered and others added as outlined below:</p> <p>- Viewpoint 8: Brighton is upgraded from representative to illustrative because it is such a busy recreational area.</p>	Viewpoints selected for the SLVIA are presented in Chapter 16, Volume 2, Section 16.6 and Table 16-11 and assessed in full in Appendix 16.4, Volume 4.

Consultee	Date / Document	Scoping Opinion Comment	How this is addressed in this PEIR
		<ul style="list-style-type: none"> - Viewpoint 5: Newhaven Castle Hill coastguard lookout is upgraded from representative to illustrative because it is very sensitive. - Viewpoint 4: Seaford Head Heritage Coast is upgraded from representative to illustrative because it is very sensitive. - Viewpoint 16: Firle Beacon is upgraded from representative to illustrative because it is very sensitive. 	
Brighton and Hove City Council	Scoping Opinion August 2020	<p>Viewpoints which have been excluded for various reasons and it is recommended they are assessed:</p> <ul style="list-style-type: none"> - Ditchling Beacon - Hollingbury Golf Course - Newhaven ferry or if not a key view from an area of the sea within the study area used for recreational boating such as sailing or fishing. 	Viewpoints selected for the SLVIA are presented in Chapter 16, Volume 2, Section 16.6 and Table 16-11 and assessed in full in Appendix 16.4, Volume 4 , which include views from Ditchling Beacon, Hollingbury Golf Course and Newhaven.
Brighton and Hove City Council	Scoping Opinion August 2020	The zone of theoretical visibility diagrams indicate that there could be areas of the High Weald AONB and the low weald in East Sussex where the development would be seen. Although these are distant it would be helpful to have assessment from these viewpoints where the development may be seen.	<p>ZTV shown in Figure 16.14a-b, Volume 3.</p> <p>Viewpoints from High Weald AONB (Viewpoint 47, Figure 16.58, Volume 3) and Low Weald (Viewpoint 26, Figure 16.49, Volume 3) assessed in Appendix 16.4, Volume 4.</p>

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Brighton and Hove City Council	Scoping Opinion August 2020	With regard to section 5.13 on 'Seascape, landscape and visual', in terms of viewpoints, the comments of the County Landscape Architect are agreed with.	Noted.
Brighton and Hove City Council	Scoping Opinion August 2020	Brighton, Hove and Rottingdean are the closest coastal settlements to the scoped array area according to the Report, yet only two viewpoints from within the B&H area have been selected. The Report says (para. 5.13.92) that "it is also considered that there is also now familiarity with the visual effects of Rampion 1, such that people will be better able to visualise the effects of Rampion 2 based on fewer viewpoints". However, given that the proposed turbines would be more than twice the height of the Rampion 1 turbines I do not think that this is necessarily the case. I would certainly agree with the County Landscape Architect that a view from Hollingbury Golf Course, given its proximity to the scheduled monument, should be reinstated. I also consider that R1 viewpoint 11, from Marine Parade, should also be reinstated given its elevated position and wealth of designated heritage assets.	Viewpoints selected for the SLVIA are presented in Chapter 16, Volume 2, Section 16.6 and Table 16-11 and assessed in full in Appendix 16.4, Volume 4 , which include views from Brighton seafront (Viewpoint 8), Rottingdean (Viewpoint 7) and Hollingbury Golf Course (Viewpoint 27).
Brighton and Hove City Council	Scoping Opinion August 2020	A key point is the need to quantify the visual impact of the windfarm extension by itself, and cumulatively, and the resulting impact on tourism. Brighton & Hove is where the greatest number of people would be affected the most in the long term.	Visual impacts of the operation of the Proposed Development are assessed in Chapter 16, Volume 2, Section 16.10 . Tourism impacts are assessed in Chapter 18: Socio-economics, Volume 2 .

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Brighton and Hove City Council	Scoping Opinion August 2020	Given that the design envelope indicates that the offshore part of the proposal may extend east of its current location, the potential for negative landscape and visual impacts on areas within Brighton and Hove (B&H), and particularly cumulative visual impact along with the existing windfarm, is significant.	Noted. Significance of effects of the operation of the offshore elements of Rampion 2 are assessed in Chapter 16, Volume 2, Section 16.10 .
Brighton and Hove City Council	Scoping Opinion August 2020	The viewpoints within Brighton & Hove identified in Figure 5.13.6 should be agreed with Landscape Officers before the SLVIA is carried out, noting that there appear to be only two within the authority's boundary (numbers 7 (Beacon Hill, Rottingdean; and 9 – Brighton sea front promenade, adjacent to pier).	A further viewpoint within Brighton & Hove was added at Hollingbury Golf Course (Viewpoint 27) and is assessed in Appendix 16.4, Volume 4 .
Brighton and Hove City Council	Scoping Opinion August 2020	B&H is by far the most built-up, populous area on the coast, and heavily reliant on tourism, based on its seaside location (see paragraph 5.15.40 of the Scoping Request). It is also the closest coastal settlement to the windfarm, as noted at paragraph 5.13.88 of the report.	Noted.
Brighton and Hove City Council	Scoping Opinion August 2020	The potential landscape and visual impact of the windfarm expansion on the authority area, both during daytime and night time, therefore need to be considered in detail, and this must feed into considerations of the potential economic impact of the expansion on the tourism sector, as well as on local residents.	The visual impacts of the operation of the Proposed Development are assessed in Chapter 16, Volume 2, Section 16.10 and Appendix 16.4, Volume 4 . Tourism impacts are assessed in Chapter 18: Socio-economics, Volume 2 .

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Brighton and Hove City Council	Scoping Opinion August 2020	The cumulative impacts detailed in the SLVIA should, we consider, focus on Rampion 1 which is mentioned only in passing, but which has the potential to result in a much broader expanse of windfarm off the coast of B&H than is currently the case.	Rampion 1 is considered as part of the baseline conditions in Chapter 16, Volume 2, Section 16.6 and impact assessments in Section 16.10 .
Brighton and Hove City Council	Scoping Opinion August 2020	I do not have significant concerns regarding impacts on the view from the seafront. However the areas listed below are in need of further consideration: - Consultation with Brighton Marina - Consultation with local fishing industry The existing wind farm site is visible from the Eastern Seafront area and the Madeira Terrace site.	Noted.
Brighton and Hove City Council	Scoping Opinion August 2020	Moving to zero/low carbon energy seems necessary and inevitable. The restoration of Madeira Terrace will seek to work with natural capital available to the site, as such, a view of other sustainable forms of energy production i.e turbines on the horizon of the Eastern Seafront for cleaner energy generation could help to reinforce the sustainable energy generation being sought at MT.	Noted.
Chichester Harbour Conservancy	Informal consultation and engagement 15/09/2020	Please note that the revised Chichester Harbour Landscape Character Assessment (2019) is available to download here: https://www.conservancy.co.uk/page/management-plan	Noted.

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East Sussex County Council	Viewpoint Selection Method Statement November 2020	Essex Sussex County Council have reviewed the updated Method Statement and viewpoint selection and can confirm that it has no further comments.	Noted.
Hampshire County Council	Early engagement 12/08/2020	<p>Here are the additional viewpoints we would like you to consider- obviously without going to the extent of checking in mapping some may need refinement in terms of exact location:</p> <ul style="list-style-type: none"> - within Hampshire but outside the South Downs National Park- two views from the shore, to illustrate what will be sequential views seen from sections of the our coastline : a) Lepe/Calshot foreshore b) Gilkicker Point - within Hampshire, inside the South Downs National Park- where we have the benefit of the Park's published Viewshed study which identifies 'Representative' and 'Landmark' viewpoints, each of which is accompanied by a ZTV- three additional viewpoints e) VP5/ L2 Old Winchester Hill, f) VP8 Butser Hill and g) L39 Catherington Windmill 	Viewpoints selected for the SLVIA are presented in Chapter 16, Volume 2, Section 16.6 and Table 16-11 and assessed in full in Appendix 16.4, Volume 4 , which include views from Gilkicker Point (Viewpoint 43) and Butser Hill (Viewpoint 31).
Havant Borough Council	Scoping Opinion August 2020	Based on the information provided, the Council's Landscape Architect has advised that from a landscape perspective there are no adverse comments in relation to this consultation. As yet, I have received no response from the Council's Coastal Engineering or	Noted.

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		Engineering/Drainage Teams. Once received, I will forward them on to you.	
High Weald AONB Unit	Early engagement 27/05/2020	On first glance, this looks a long way from the High Weald AONB. It seems likely that the only potential impact on the High Weald would come from the substation options.	Noted. A viewpoint from High Weald AONB (Viewpoint 47, Figure 16.58, Volume 3) is assessed in Appendix 16.4, Volume 4 .
Historic England	Viewpoint Selection Method Statement November 2020	Broadly, we think the viewpoints chosen provide a good representation of key locations across the study area from which impacts to historic landscapes and individual designated heritage assets can be assessed (though see our detailed recommendations below). It is possible (and indeed likely) however, that once the heritage assessment has progressed, more locations that require visual and setting impact to be assessed may be identified.	Noted.
Historic England	Viewpoint Selection Method Statement November 2020	<p>Support of chosen viewpoints</p> <p><u>Viewpoint 9:</u> We support the choice of viewpoint 9 over 60. Viewpoint 9 is very close to Shoreham Fort which is a scheduled monument, and considered an exemplar of its type. Viewpoint 9 will therefore additionally provide us with a suitable understanding of visual impact on the Fort.</p> <p><u>Viewpoint 11:</u> We support the choice of viewpoint 11 over 40. Viewpoint 11 is very close to Littlehampton Fort which is a</p>	Noted.

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		scheduled monument, and (like Shoreham Fort) is considered an exemplar of its type. Viewpoint 11 will therefore additionally provide us with a suitable understanding of visual impact on the Fort.	
Historic England	Viewpoint Selection Method Statement November 2020	<p>Excluded viewpoints</p> <p><u>Viewpoint 23</u>: We are unsure why this viewpoint has been excluded from selection? Viewpoint 23 is the only representative view from Portsmouth and is appropriately positioned at Southsea Castle which is a scheduled monument. The table in Appendix A notes that there are no landscape designations here; Southsea and Old Portsmouth include a range of highly designated and important heritage assets, and landscapes here include Conservation Areas and Registered Park and Garden (Southsea Common) which also contains a Grade I listed war memorial. We recommend inclusion of viewpoint 23 to adequately represent seascape views from the amenity coastal route, seaside resort, and designated heritage assets at Southsea.</p> <p><u>Viewpoint 56</u>: It is proposed to exclude viewpoint 56 (Mount Cabern) in favour of viewpoint 16. Mount Cabern contains a scheduled Iron Age hillfort and additionally has other tiers of designation including SSSI. Viewpoint 16 is located too far away to be adequately representative. We recommend that both viewpoints 16 and 56 are included in the SLVIA.</p> <p><u>Viewpoint 30</u>: It is proposed to exclude both viewpoints 30 and 41. This leaves a significant 'gap' in assessing outpost South Downs</p>	Viewpoints selected for the SLVIA are presented in Chapter 16, Volume 2, Section 16.6 and Table 16-11 and assessed in full in Appendix 16.4, Volume 4 , which include views from Gilkicker Point (Viewpoint 43) which represents views from the Portsmouth area. Halnaker Hill (Viewpoint 30) is not assessed in the PEIR however, it has been agreed with the ETG to include this viewpoint within the ES. Mount Caburn is excluded from the viewpoint assessment due to the inclusion of Viewpoint 16 Firle Beacon nearby however, impacts on Mount Caburn are assessed in Chapter 26: Historic Environment, Volume 2 .

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		views. Viewpoint 30 is on Halnaker Hill; the hill contains a scheduled Neolithic enclosure, scheduled WWII defences, and Grade II Listed Windmill and is a prominent public amenity route. The alternative of viewpoint 50 (The Trundle) is proposed, but this is some distance away and has a different outlook and historic character, particularly through landscape changes created by the scheduled Iron Age hillfort. We therefore recommend that viewpoint 30 is included in addition to 50.	
Historic England	Viewpoint Selection Method Statement November 2020	<p>Omitted viewpoints</p> <p><u>Portsdown Hill</u> No viewpoints have been provided from Portsdown Hill (Portsmouth). Portsdown Hill is a significant high point in the landscape with far reaching views out to sea. Along the ridge are a series of Forts (all scheduled monuments) built in the later 1800's, designed to overlook Portsmouth and protect the harbour from an invasion force attacking from the north or east by land. We therefore recommend that at least one viewpoint is included from Portsdown (or potentially two – one at each end of the ridge). If positioned in relation to both public viewpoints and the Forts (Widley or Purbrook at the east end) and Nelson (The Royal Armouries Museum) at the west, this would provide us with a suitable understanding of visual impact on the Forts, and overlap neatly with other amenity or landscape concerns.</p> <p><u>Solent sea forts</u></p>	<p><u>Portsdown Hill</u> is located approximately 42km from the array area and separated by extensive intervening urban areas around the City of Portsmouth, Havant and Hayling Island.</p> <p><u>Horse Sand and/or No Man's Land fort</u> are not publicly accessible for viewpoint photography, however effects on the setting of these Solent sea forts are assessed in Chapter 26: Historic Environment, Volume 2.</p> <p><u>Chichester</u> is set-back on the coastal plain away from the</p>

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		<p>No viewpoints have been included from the Solent sea forts. All of the sea forts are scheduled monuments, and additionally would provide a good location for representative seascape views as experienced by Solent amenity/leisure users. We recommend that a viewpoint/s from Horse Sand and/or No Man's Land fort be included in the SLVIA.</p> <p><u>Chichester</u> We are unsure why no viewpoints from Chichester have been included – will there be any inter-visibility? On the supporting maps Chichester lies in an area of Higher Theoretical Visibility. Chichester is a cathedral city containing a highly significant range of designated heritage assets. Please can you explain to us why it has not been included at this stage?</p>	<p>coast and visibility of the Proposed Development from the city is very limited, as shown in the ZTV in Figure 16.15, Volume 3, due to it being low lying and the extent intervening screening provided by urban areas and woodland, such that no suitable viewpoints within Chichester with offshore views to Rampion 2 have been identified.</p>
Horsham District Council	Scoping Opinion August 2020	The 50km study area for the SLVIA offshore assessment and 2km study area for the LVIA onshore assessment is considered appropriate and agreed with.	Noted.
Horsham District Council	Scoping Opinion August 2020	HDC has taken note of and is satisfied with the initial embedded environmental measures proposed to reduce the potential impacts. It is confirmed the approach and methodology (appendix C and D) proposed to assess both the SLVIA and LVIA follows the current guidance and is considered comprehensive and proportionate.	Noted.

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Horsham District Council	Scoping Opinion August 2020	The Council would welcome the opportunity to further refine the scope of the visual impact assessment as pre-application discussions progress.	Noted.
Isle of Wight Council	Informal consultation and engagement 06/10/2020	<p>Much of the information regarding the (AONB) designation is within the AONB Management Plan and I have copied a link to it below: https://www.iow.gov.uk/azservices/documents/2981-AONB-Management-Plan-20192024.pdf</p> <p>We have asked colleagues within the AONB Partnership to provide the special qualities report for the designation.</p> <p>The Isle of Wight Landscape 'An Assessment of the AONB' subsequently provided.</p>	Noted. Effects on special qualities of the Isle of Wight are addressed in Chapter 16, Volume 2, Section 16.6 and Section 16.10 .
Isle of Wight AONB Partnership	Early engagement 25/06/2020	We would be pleased to be involved in any pre-application discussions regarding the site, in order to assess any potential impacts upon the Isle of Wight AONB.	Noted.
Isle of Wight AONB Partnership	Informal consultation and engagement 13/11/2020	Provision of shapefiles for the Isle of Wight landscape character assessments.	Noted.

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Isle of Wight AONB Partnership	Informal consultation and engagement 13/11/2020	The list of special qualities of the IWAONB are clearly listed on page 6, Chapter 2, para 2.1. of the Isle of Wight AONB Management Plan 2019-24. They are descriptive rather than bullet points, separated by semi-colons rather than numbers.	Effects on special qualities of the Isle of Wight are addressed in Chapter 16, Volume 2, Section 16.6 and Section 16.10 .
MMO	Scoping Opinion August 2020	The MMO defers to Historic England, Natural England (as the SNCB) and relevant local planning authorities on the suitability of the scope of the assessment with regards to Seascape and Landscape.	Noted.
MMO	Viewpoint Selection Method Statement November 2020	<p>The MMO defers to Natural England and other interested parties in SLVIA matters.</p> <p>The MMO would advise the Applicant to ensure they have taken into account the South Marine Plans (https://www.gov.uk/guidance/explore-marine-plans) specifically the S-SCP-1 Seascape Policy.</p>	Noted.
MOD	Scoping Opinion August 2020	The report considers the requirement for aviation obstruction lighting and states that the development will comply with the legal requirements with regards to aviation marking and lighting. In the interests of air safety, the MOD would request that the development be fitted with MOD accredited aviation safety lighting in accordance with the Civil Aviation Authority, Air Navigation Order 2016.	Noted. The Proposed Development will be fitted with MOD accredited aviation safety lighting in accordance with the Civil Aviation Authority, Air Navigation Order 2016.

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National Trust	Early engagement 29/06/2020	<p>Thank you to you and the rest of the Rampion 2 team for taking the time to introduce the project to the National Trust. In terms of the viewpoints we have set out in the table below the additional ones that the Trust suggested and details as to why we would like you to consider them, as well as providing you with information around our thoughts on some that you are currently proposing to exclude and why we would like you to re-consider these.</p> <p>Additional Viewpoints</p> <p><u>Gayles Farm:</u> (TV 538 969) This is land that was purchased by the National Trust in 2014 as an area that had previously had no public access but commanded some amazing views and was the site of RAF Friston. It is felt that the views that you get out to sea from this point are different from the viewpoint already identified at Seven Sisters Country Park because they look across to Seaford and Newhaven as well as out to sea and inland.</p> <p><u>Beach at end of Climping Street:</u> (TQ 008 008) Consider that this location within one of the only areas of undeveloped coastline between Brighton and Bognor Regis should be considered in the SLVIA as it is a dynamic piece of coastline which has a sense of remoteness and wildness which is hard to find elsewhere along the Sussex coastline due to limited development and expansive views along the coast.</p> <p><u>Slindon Folly:</u> (SU 955 095) This is a Grade II listed Folly which lies on the Trust's Slindon Estate in West Sussex. It provides views down to the coast and out</p>	<p><u>Gayles Farm:</u> It is considered that there is adequate representation of effects from this area of the Sussex Heritage Coast with nearby Viewpoint 2 (Birling Gap) and Viewpoint 3 (Seven Sisters Country Park).</p> <p><u>Beach at end of Climping Street:</u> The effects of the onshore infrastructure from Climping Beach are assessed in Chapter 19: Landscape and visual impact, Volume 2.</p> <p><u>Slindon Folly:</u> Slindon Folly (Viewpoint 41) is not assessed in the PEIR however, it has been agreed with the ETG to include this viewpoint within the ES.</p> <p><u>Birlinging Gap:</u> It is considered that an additional viewpoint at beach level is not necessary and the effects from Birling Gap are shown and assessed from Viewpoint 2 at the top of the</p>

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		<p>to sea and would provide assessment of the impact of the proposal in an area between the scarp slopes of the South Downs and the coastline views. It is a popular feature for people to walk to and obtain this different experience in the SDNP.</p> <p>Excluded Viewpoints</p> <p><u>Birling Gap Beach:</u> The experience that you obtain when looking out to sea and along the cliffs on Birling Gap beach is totally different to that from the car park/top of steps. This is especially true at low tide when the chalk sea ledges are exposed. The focus is much more seaward and little development is visible.</p> <p><u>Ditchling Beacon</u> A 360° view can be obtained from Ditchling Beacon across both the Weald and out to sea. This site is distinctly different from Devil's Dyke, even though they are in relatively close proximity, due to the nature of the views afforded and lack of urban influences at the site which are much more dominant at Devil's Dyke with the large car park and pub. The views at Devil's Dyke are also much more dominated by those across the Weald, rather than the 360° ones at Ditchling Beacon.</p>	<p>steps in Figure 16.27, Volume 3 and Appendix 16.4, Volume 4.</p>
National Trust	Scoping Opinion August 2020	National Trust scoping opinion not in PINS Scoping Opinion or Scoping Tracker.	

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National Trust	Viewpoint Selection Method Statement November 2020	<p><u>Viewpoint No. 34 - Bembridge Fort</u>: Having spoken to the National Trust team on the Isle of Wight it is suggested that the viewpoint is at Culver Battery which is slightly further east along the ridge. Bembridge Fort is only open to the public on a very limited basis and is currently closed for the foreseeable future. Culver Battery has parking and is heavily used by visitors as a viewpoint on the eastern end of the Isle of Wight.</p> <p><u>Viewpoint No. 35 - St Boniface Down, Ventnor</u>: The Trust is not entirely clear whether two viewpoints are being suggested at this location. We would agree with the viewpoint on National Trust land on top of the down as it has potential for impacts arising from Rampion 2, but would suggest that a view from in Ventnor itself would represent a different user and have a different perspective of the proposals.</p> <p><u>Viewpoint No. 40 - Climbing Beach</u>: The Trust is disappointed that this viewpoint has been excluded especially given that it was suggested by West Sussex County Council as well as the Trust. We would question the statement regarding detracting influences as this area of coastline is very undeveloped and “wild”, primarily as a result of the National Trust Covenant which has been in place since 1973. The users of this piece of coastline are very different from those at viewpoint 11 and the landscape within which people will experience the potential windfarm development is very contrasting with viewpoint 11 being urban and developed where as Climbing Street and the beach are natural and dynamic as a result of little coastal protection. The Trust would ask for reconsideration of the</p>	<p><u>Viewpoint 34</u> (Figure 16.55, Volume 3) has been taken at the OS viewpoint position to the east of Bembridge Fort.</p> <p><u>Viewpoint 35</u> (Figure 16.56, Volume 3) has been taken at the OS marked viewpoint on Bonchurch Down, to the east of the radar station.</p> <p><u>Viewpoint 40: Climbing Beach</u>: The effects of the onshore infrastructure from Climbing Beach are assessed in Chapter 19: Landscape and visual impact, Volume 2.</p> <p><u>Viewpoint 55</u> noted.</p> <p><u>Viewpoint 57</u> noted.</p> <p><u>Viewpoint 62</u> noted.</p>

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		<p>exclusion of this viewpoint from the SLVIA, especially as it is the favoured location for coming onshore.</p> <p><u>Viewpoint No. 55 - Beeding Hill</u>: The Trust owns and manages Beeding Hill</p> <p><u>Viewpoint No. 57 - Telscomb Tye</u>: The Trust has covenanted land at Telscomb Tye.</p> <p><u>Viewpoint No. 62 - Beacon Hill</u>: It would appear that this viewpoint is likely to be on National Trust land and also open access land.</p>	
Natural England	Early engagement 18/06/2020	<p>As promised here are 5 suggested locations for viewpoints in the IoW AONB, using a 1:50,000 map to locate these using the nearest spot heights to indicate AOD:</p> <ol style="list-style-type: none"> 1. Culver Down. Either Bembridge Fort (104m) or the WW1 fortifications (99m) would make suitable locations 2. St. Boniface Down above Ventnor. Probably the easterly OS viewpoint by the car park symbol (221m). 3. Trig Point Shanklin Down (235m). 4. Lighthouse St Catherine's Point (about 150m?). 5. Somewhere to the east of Newport. Please check with the IoW AONB Partnership. 	Viewpoints selected for the SLVIA are presented in Chapter 16, Volume 2, Section 16.6 and Table 16-11 and assessed in full in Appendix 16.4, Volume 4 , which include views from Bembridge Fort (Viewpoint 34) and St Boniface Down above Ventnor (Viewpoint 35). The other suggested locations (3, 4 and 5) were scoped out of the SLVIA in agreement with the ETG.
Natural England	Scoping Opinion	Natural England (NE) welcomes this opportunity to comment on the landscape, seascape, visual assessments and related chapters of	Noted.

Consultee	Date / Document	Scoping Opinion Comment	How this is addressed in this PEIR
	August 2020	the Rampion 2 EIA Scoping Report. In keeping with our previous comments to the applicant on the potential landscape and visual effects likely to arise from the development we will limit our comments to those effects associated with the South Downs National Park, Chichester Harbour AONB, Isle of Wight AONB, Sussex Heritage Coast and Tennyson Heritage Coast and their seascape setting. Subject to confirmation, NE may also provide comments going forward for the High Weald AONB.	
Natural England	Scoping Opinion August 2020	For landscape, visual and seascape effects both within and outside of these designated and defined landscapes we advise that close attention is paid to the comments and advice provided by the relevant Local Planning Authorities, including the South Parks National Park and AONB Partnerships. The detailed local knowledge that these parties can provide, particularly in respect of the special qualities of these designations, will be of a greater depth and detail than that provided by Natural England.	Noted. Addressed during consultations and ETG meetings with the relevant Local Planning Authorities, including the South Parks National Park and AONB Partnerships.
Natural England	Scoping Opinion August 2020	NE offers its comments and advice without prejudice. Our comments and advice on the landscape, seascape and visual effects of the scheme may change as further evidence and information emerges from further assessments undertaken by the applicant as a part of the EIA process. We may also receive other relevant information from local authorities, the AONB Partnership and other sources. NE will also be collecting its own evidence to inform our comments and advice and may continue to do so until the end of the examination process.	Noted.

Consultee	Date / Document	Scoping Opinion Comment	How this is addressed in this PEIR
Natural England	Scoping Opinion August 2020	Our comments are based solely on the documents provided by the applicant and site visits to selected viewpoints undertaken in July 2019, combined with our experience of advising on other major offshore renewable energy schemes located within the seascape setting of nationally designated landscapes. Evidence obtained during the determination and construction of the Rampion 1 OWF (2013 – 2015) will also be drawn upon.	Noted.
Natural England	Scoping Opinion August 2020	Natural England is disappointed to see that the applicant is proposing to develop the area located to the east and south of the existing Rampion OWF (as shown in Figure 5.13.1). We understand that this area, referred to as 'Zone 6', formed part of the original Rampion 1 Round 3 development area and that the applicant maintains development rights for this area.	As described in Chapter 3: Alternatives, Volume 2 , 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 3). RED has had regard to comments provided and as a result, the Zone 6 Area (to the east) was reduced from the Scoping Boundary to the PEIR Assessment Boundary and this is illustrated on Figure 3.2, Volume 3 .
Natural England	Scoping Opinion	Following recent conversations, Natural England now understands that in the autumn of 2019, Crown Estate agreed in principal that the applicant could bring these two sites i.e. Zone 6 and the Rampion	Noted.

Consultee	Date / Document	Scoping Opinion Comment	How this is addressed in this PEIR
	August 2020	Extension forward as a single project. Natural England were not however, consulted on this matter. We understand that the extension to the original project under the 2017 extension round will have a capacity of 400MW (equivalent to the original Rampion project) and be located to the west of this project. And in addition there is also being proposed a further Round 3 project known as Rampion 2 located to the south and east of the original project, which will have a capacity of 800MW. The combined capacity of these two projects presented in the EIA Scoping Document is 1200MW which would quadruple the scale of the existing project capacity. Therefore given the issues we previously raised in relation to Rampion 1 we advise that there is a risk that the scale of the proposed combined development maybe beyond what could be considered acceptable.	
Natural England	Scoping Opinion August 2020	In respect of the statutory purposes of the South Downs National Park. Dependant on the final layout design and technology choice Natural England advises that there is the potential for the purposes of this designated landscape to be adversely effected.	Noted. Operational phase effects of the South Downs National Park are assessed in Chapter 16, Volume 2, Section 16.10.
Natural England	Scoping Opinion August 2020	Noting that the existing Rampion OWF is a significant element within the seascape setting of the South Downs National Park (located at 26km from Beachy Head) Natural England advises that the development of a second OWF to the west of the existing array has the potential to further adversely affect the seascape setting of the National Park. Although located at a greater distance from the national park boundary the likely technology choice i.e. the use of	Noted.

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		larger turbines than those used for the Rampion Array and the positioning of a new array within the extension site, have the potential to further degrade views out to sea from the South Downs National Park.	
Natural England	Scoping Opinion August 2020	<p>Natural England is concerned that:</p> <ul style="list-style-type: none"> • A new array constructed immediately to the west of the existing Rampion OWF so that it appears, when viewed from the shore, to be an extension of Rampion. We are concerned that a curtaining effect (see earlier comments for explanation) will be created thereby reducing the extent of open views from the shore to the horizon and thereby enclosing a greater portion of the visible horizon. • Substantially larger turbines (likely maximum height 300m) are used to those used for the Rampion OWF (maximum height of 140m), particularly if the new array is located immediately to the west of the existing OWF. The disjointed visual effect this would create would be inelegant and detracting as the join between the two OWF would be emphasised when viewed from the shore and potentially from within the South Downs National Park. 	Noted. The maximum design scenario assessed is described in Chapter 16, Volume 2, Section 16.7 and the result operational phase effects of the South Downs National Park are assessed in Section 16 .
Natural England	Scoping Opinion August 2020	<p>NE advises that to prevent or at least reduce the magnitude for these effects that any future OWF built within the extension site should;</p> <ul style="list-style-type: none"> • Maintain a perceptible separation distance (from all land based viewpoints) between the existing Rampion OWF and any new array. The distance should be sufficient that a clear distinction can be made between the two arrays in order that they are perceived as 	Noted. The maximum design scenario assessed is described in Chapter 16, Volume 2, Section 16.7 and the result operational phase effects of the South Downs National Park are assessed in Section 16.10 .

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		<p>separate objects in the seascape when viewed from shore and from within the South Downs National Park.</p> <ul style="list-style-type: none"> • That clear lines of sight are left between the arrays so that open views to the horizon are maintained when viewed from shore and from within the South Downs National Park. • Either select turbines which are the same height as those used in Rampion (NE understands this may not be possible), or design any new array so that the turbines appear to be the same height as those used for the Rampion OWF by locating them further off-shore i.e. at a greater separation distance from on-shore viewpoints. The intention would be great a balanced vista where the height of the two, clearly distinct arrays, when appear at least to be the same. 	
Natural England	Scoping Opinion August 2020	Natural England proposes that these principals of good design are adopted in order to reduce any possible detrimental effects of the statutory purposes of the South Downs National Park and deliver a balanced and definable set of objects in the seascape.	The assessment in this Appendix is based on a maximum design scenario appropriate to seascape, landscape and visual effects as described in Chapter 16, Volume 2, Section 16.7 . 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

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			Assessment Boundary and this is illustrated on Figure 3.2, Volume 3.
Natural England	Scoping Opinion August 2020	<p>The evidence generated and conclusions reached in the seascape, landscape and visual assessments should be used to inform an assessment the potential significant effects of the scheme on the statutory purpose(s) and special qualities of the following designated landscapes;</p> <ul style="list-style-type: none"> • South Downs National Park (SDNP) • Isle Wight AONB (IoW AONB) • Chichester Harbour AONB. (CHAONB) <p>Thought should be given to a similar assessment for the High Weald AONB. Please see below for further details. Attention should also be given to the following Heritage Coasts:</p> <ul style="list-style-type: none"> • Sussex Heritage Coast (SHC) • Tennyson Heritage Coast (THC) 	The operational phase effects on the special qualities of the SDNP, IoW AONB and CHAONB are assessed in Chapter 16, Volume 2, Section 16.10 , contained within Table 16-29, Table 16-33 and Table 16-43 respectively.
Natural England	Scoping Opinion August 2020	NE agrees that the SLVIA Study Area should cover a radius of 50km measured from the outer edges of the Scoping Boundary (as illustrated in Figure 5.13.1). We also agree that significant effects will not occur beyond the outer limits of the SLVIA Study Area (Figure 5.13.1).	Noted. Addressed in Chapter 16, Volume 2, Section 16.4.
Natural England	Scoping Opinion	With reference to Figures 5.13.2 and 5.13.3 as shown on pages 363 and 365. In addition to the SDNP and SHC the Chichester Harbour AONB is also within 30km of the Scoping Boundary whilst both the	Noted. High Weald AONB confirmed that it seemed likely that the only potential impact on

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	August 2020	<p>Isle of Wight AONB and High Weald AONB are within 35km. In addition a portion of the Tennyson Heritage Coast (located within the IoW AONB) falls within the 50km radius.</p> <p>NE advises that the High Weald AONB is unlikely to experience significant adverse effects due to the intervening land form of the South Downs. We note also that 'bare ground' terrain model has been used in the creation of the ZTV and the commentary at 5.13.81. We note however that there are locations with the designation where theoretical visibility within the 'medium' banding occurs. Although we are minded to suggest that the High Weald AONB is scoped out of the analysis NE advises that the applicant consults with the High Weald AONB Partnership to determine this and should they be in agreement to scope this designation out of the EIA.</p> <p>NE advises that the New Forest National Park and Surrey Hills AONB can be discounted from the scope of the EIA.</p> <p>With the exception of the High Weald AONB all of these designated and defined landscapes have locations where theoretical visibility is within the 'higher' banding. It is clear therefore that multiple designated and defined landscapes are located well within the 50km Study Area and have the potential to be adversely effected by the scheme. It is for this reason that NE wishes to see that the potential effects of the scheme on the statutory purposes and special qualities of these designations is scoped into the EIA.</p>	<p>the High Weald AONB would come from the onshore substation options. A viewpoint from the High Weald AONB (Viewpoint 47, Figure 16.58, Volume 3) is assessed in Appendix 16.4, Volume 4.</p>

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Natural England	Scoping Opinion August 2020	NE notes the cumulative SLVIA assessment will include an assessment of 'the ways in which Rampion 2 will have additional effects when considered with other existing..developments' . We take 'exisiting..developments' to mean Rampion 1. We note the Combined Theoretical Visibility mapping shown in Figure 5.13.5a. NE will also be paying close attention to the appearance of the Rampion 2 as it relates to Rampion 1. As we made clear in our advice to the Crown Estate in 2018 (see above for details) this is a critical issue for Natural England. NE considers that the concept of 'Good Design' (as set out in NPS 1) should be applied in order that a visually disjointed and incoherent scheme design is avoided.	Rampion 1 is considered as part of the baseline conditions in Chapter 16, Volume 2, Section 16.6 and impact assessments in Section 16.10 . The additional visibility of Rampion 2 in relation to Rampion 1 is shown in the ZTV in Figure 16.22 and in the photomontages in Figure 16.26 - 16.65, Volume 3 .
Natural England	Scoping Opinion August 2020	NE requests that the latest versions of the following designated landscape Management Plans are included in the baseline information. • SDNP Management Plan 2019 - 2024 • Chichester Harbour AONB Management Plan 2019 - 2024 • Isle of Wight AONB Management Plan 2019 - 2024 Should the High Weald AONB be scoped into the EIA the latest management plan for this designated should also be included in the baseline information. These documents will provide detailed information about the special qualities of each designated landscape. We note that these documents are referred to at 5.13.57. We note also at 5.13.56 that reference is made to the Sussex Heritage Coast Strategy and Action Plan (2016 – 2020). This document should also be added to the baseline documents.	Noted and referenced in Chapter 16, Volume 2, Section 16.18 .

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Natural England	Scoping Opinion August 2020	NE notes the use OS Terrain 5 Digital Terrain Model for coastal sections of the study area. NE would like to understand the geographical extent of the coastal sections of the study area. For instance does this include the coastal sections of the IoW AONB? Does it include the entirety of the Sussex Heritage Coast? In addition NE would like to see the use of the OS Terrain 5 Digital Terrain Model extended to 30km from the boundary of the Scoping Area.	OS Terrain 5 Digital Terrain Model has been utilised within 30km of the array area in the ZTVs in Figure 16.14 – Figure 16.25, Volume 3 .
Natural England	Scoping Opinion August 2020	NE also requests that the SDNP View Shed Analysis is incorporated into the baseline information. The documents associated with this information can be found here: https://www.southdowns.gov.uk/planning-policy/south-downs-local-plan/local-plan-evidence-base/evidence-and-supportingdocuments/viewshed-analysis/	Addressed in Chapter 16, Volume 2, Section 16.6 and the viewpoint assessment in Appendix 16.4, Volume 4 .
Natural England	Scoping Opinion August 2020	The key consideration for NE is understanding how Marine Character Areas 07 and MCA08 contribute to the seascape setting and special qualities of the SDNP, Chichester Harbour AONB and Isle of Wight AONB.	Noted. The operational phase effects on the special qualities of the SDNP, IoW AONB and CHAONB are assessed in Chapter 16, Volume 2, Section 16.10 , contained within Table 16-29, Table 16-33 and Table 16-43 respectively.
Natural England	Scoping Opinion	National Parks and Areas of Outstanding Natural Beauty are designated for their natural beauty. Natural beauty is a statutory expression used in sections 5 and 11A	Noted.

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	August 2020	of the National Parks and Access to the Countryside Act 1949, as amended; sections 85 – 87 of the Countryside and Rights of Way Act 2000, and section 99 of the Natural Environment and Rural Communities Act 2006. ‘Scenic qualities’ and ‘historic landscape qualities’ although useful as a label for describing aspects of natural beauty, are not statutory expressions. Heritage Coasts are defined in part for their natural beauty.	
Natural England	Scoping Opinion August 2020	NE requests that the Tennyson Heritage Coast is included in this listing.	Noted. Effects on Tennyson Heritage Coast are scoped out of the SLVIA as addressed in Chapter 16, Volume 2, Table 16-4 (PINS ID 4.12.2).
Natural England	Scoping Opinion August 2020	NE notes the extensive listing of locations from where views of the MCA7 are possible. We advise the sea surface of MCA7 is also visible from a number of places located on the eastern side of the Isle of Wight. These include Ventnor Down and Culver Down which are located within the IoW AONB.	Viewpoints selected for the SLVIA are presented in Chapter 16, Volume 2, Section 16.6 and Table 16-11 and assessed in full in Appendix 16.4, Volume 4 . The operational phase effects of the Proposed Development on views from the eastern side of the Isle of Wight is assessed in Chapter 16, Volume 2, Section 16.10 , which includes assessment of the visual effects from Ventnor Down (Viewpoint 35, Figure 16.56, Volume 3)

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			and Culver Down (Viewpoint 34, Figure 16.55, Volume 3).
Natural England	Scoping Opinion August 2020	The 2014 MMO view shed analysis refers to 'areas of the sea'. The visual analysis for the Rampion 2 project (as illustrated in Figure 5.13.2) should seek to understand the visual envelope of structures which are up 325m in height. As a consequence there will be locations, both on the coast and inland where the surface of the sea is not visible but the turbines are. We note this fact is acknowledged at 5.13.75. The MMO analysis provides a broad indication of locations on land where the turbines would be visible. However this evidence provides only a guide to such locations and should not be used to define these locations.	The ZTVs included in the SLVIA in Figure 16.14, 16.15 and Figure 16.18 to Figure 16.24, Volume 3 are based on the maximum WTG blade tip height for Rampion 2 at 325m.
Natural England	Scoping Opinion August 2020	NE notes and welcomes the statement that 'likelihood will not be considered as a factor of significance' and that the worst case will use excellent visibility. In such conditions the turbines will be plainly visible in views available from both coastal and inland areas located in multiple designated and defined landscapes.	Noted.
Natural England	Scoping Opinion August 2020	NE welcomes the confirmation that the principal visual receptor groups will include: <ul style="list-style-type: none"> • Users of long distance paths (including the South Downs Way National Trail) • Users of long distance cycle routes • Users of Public Rights of Way • Visitors to tourist and visitor locations • Visitors to the South Downs IDSR. 	Noted. Users of open access land are considered in the viewpoint assessment in Appendix 16.4, Volume 4 .

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		In addition NE requests that users of Open Access land are added to this list.	
Natural England	Scoping Opinion August 2020	NE notes the categorisation of viewpoints in Table 5.13.3. NE offers no comment on the suitability of the categorisation made. However advise that the applicant pays close attention to the advice of the SDNP and Chichester Harbour AONB Partnership.	Noted. Addressed during consultations and ETG meetings with the relevant authorities, including the SDNP and AONB Partnerships.
Natural England	Scoping Opinion August 2020	<p>We note the applicant's argument that 'familiarity with the visual effects of Rampion 1, such that people will be better to visualise the effects of Rampion 2'. Whilst we understand the merits of this line of reasoning Natural England notes that;</p> <ul style="list-style-type: none"> • The far greater geographical spread of Rampion 2 when compared to Rampion 1. • The far greater visual envelop of Rampion 2. • The use of turbines which over twice the height as those used in Rampion 1. • The need to understand the in-combination effect; how the Rampion 2 will relate visually to Rampion 1. <p>Whilst we accept that some of the Rampion 1 viewpoints are now reductant the notion that 'people will be better able to visualise the effects of Rampion based on fewer viewpoints' in misplaced for the reason set out above.</p> <p>NE agrees that the greater geographical extent of the ZTV means viewpoints located at greater distances will be required. Hence the additional viewpoints suggested above.</p>	Noted.

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Natural England	Scoping Opinion August 2020	<p>In addition to the viewpoints listed Natural England request that the following locations are also used as viewpoints within the SLVIA. To avoid confusion these have been identified by letter rather than number. The distance figures stated are the approximate separation distance from the EIA scoping boundary. Distance figures quoted are to the edge of the Rampion 2 Scoping Boundary.</p> <p><u>South Downs National Park</u></p> <p>A. Butser Hill. (45km) B. The Trundle. (29km) C. Ditchling Beacon. (24km) NE notes that the applicant is seeking to exclude this viewpoint. D. Chanctonbury Ring. (24km) E. Amberley Mount. (26km) F. Chantry Hill. (25km) G. Beeding Hill. (21 km) same as Rampion 1 (VP25). NE notes that the applicant is seeking to exclude this viewpoint. H. Kingley Vale. (31km) I. Mount Caburn. (22km) J. Arundel Castle. (23km) K. Halnaker Windmill. (26km) L. Telscomb tye. (16km) M. Beach, Cuckmere Haven (16km). N. Hollinbury Hillfort. (18km) O. Wolstonbury Hill. (23km) P. Petworth Park. (37km)</p>	<p>Viewpoints selected for the SLVIA are presented in Chapter 16, Volume 2, Section 16.6 and Table 16-11 and assessed in full in Appendix 16.4, Volume 4.</p> <p>The majority of these requested viewpoint locations are included in the PEIR or will be subsequently included in the ES as agreed with the ETG. The following viewpoints are not included in the SLVIA in agreement with Natural England and SDNP: Mount Caburn and Petworth Park.</p>

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		NE has been advised by the SDNP Authority as to the suitability of these locations.	
Natural England	Scoping Opinion August 2020	<u>Chichester Harbour AONB</u> Viewpoint 22 as proposed in the EIA Scoping is fine to use.	Noted. Viewpoint 22 Eastoke Point (CHAONB) (Figure 16.58, Volume 3) is assessed in Appendix 16.4, Volume 4 .
Natural England	Scoping Opinion August 2020	<u>Isle of Wight AONB</u> Q. Culver Down. Either Bembridge Fort or the WW1 fortifications would make suitable locations. (32km) R. St. Boniface Down above Ventnor. Easterly OS viewpoint. (36km) S. Lighthouse St Catherine's Point (45km)	Viewpoints selected for the SLVIA are presented in Chapter 16, Volume 2, Section 16.6 and Table 16-11 and assessed in full in Appendix 16.4, Volume 4 , which include views from Bembridge Fort (Viewpoint 34) and St Boniface Down above Ventnor (Viewpoint 35). The lighthouse at St Catherine's Point was scoped out of the SLVIA in agreement with the ETG.
Natural England	Scoping Opinion August 2020	NE undertook joint site visits to these locations in July with the IoW AONB Partnership. NE advises that the IoW AONB Partnership is consulted on these locations in order to confirm their suitability. NE suggests that viewpoint 24 is retained in order that a location outside of the IoW AONB is included in the EIA.	Noted. Viewpoint 24, Bembridge Isle of Wight is included in the SLVIA (Figure 16.48, Volume 3) and assessed in Appendix 16.4, Volume 4 .

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Natural England	Scoping Opinion August 2020	NE notes the parameters of the Maximum Development Scenario and requests that a diagrammatic representation of this is made available by the applicant at the earliest opportunity. The diagram should include the boundaries of the designated and defined landscapes which fall with the 50km radius study area and the location of all viewpoints.	A diagrammatic representation of the Maximum Development Scenario was presented at ETG meeting on 25 February 2021.
Natural England	Scoping Opinion August 2020	Aviation lighting. NE notes the intention to use medium density aviation warning lights (2000cd intensity) on the significant peripheral WTG. NE notes that other offshore windfarms currently in the design and determination phases are opting to use 200cd intensity lightening. NE requests that the applicant explores the possibility of using these lower intensity lights when weather conditions permit in order that any potential adverse effects on the South Downs IDSR are mitigated as far as possible	Noted. Addressed in Appendix 16.5, Volume 4.
Natural England	Scoping Opinion August 2020	NE notes the inherent nature of the embedded mitigation measures within the design of the scheme and notes that these evolve over the course of the design development process.	Noted. Addressed in Chapter 16, Volume 2, Section 16.7.
Natural England	Scoping Opinion August 2020	Natural England fails to understand how the Environmental Measure Proposed constitutes embedded environmental measures (primary mitigation as defined at 4.4.19) which will reduce potential effects on seascape, landscape and visual receptors. Taking each in turn: • C - 36: Due to minimum spacing requirements between 250m and taller WTG the geographical limitations of the Scoping Boundary would prevent the erection more than 116 WTG of 16Mw output.	Noted. Addressed in Chapter 16, Volume 2, Section 16.7.

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		<p>The current MDS is for either 75 (16Mw) or 116 (10Mw). NE understands that machines of 10Mw (190m to blade tip) may not be available by the mid-20s.</p> <ul style="list-style-type: none"> • C - 37: 325m is a current maximum projected size of WTG which are likely to be available by the mid-20s'. • C - 38: The choice of foundation type has little influence on the seascape, landscape and visual effects resulting from the operation of the scheme. • C - 40: No information is currently available on the location of these structures. Generally substations are located on the land side boundary of an OWF. Is the intention for Rampion 2 to locate these structures as far away from onshore landscape and visual receptors as possible? <p>We also note that C-61 is missing from this list.</p>	
Natural England	Scoping Opinion August 2020	In line with GLVIA3 (para. 3.34 p.41) NE advises that moderate effects should not be completely disregarded in determining the final design of the scheme.	Noted.
Natural England	Scoping Opinion August 2020	NE notes the commitment to 'focus the SLIVA on the effects resulting Rampion 2 in conjunction with the existing Rampion 1 project' in respect of cumulative effects.	Noted. Rampion 1 is considered as part of the baseline conditions in Chapter 16, Volume 2, Section 16.6 and impact assessments in Section 16.10 .

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Natural England	Scoping Opinion August 2020	<p>Accepting the following NE agrees with the summarised information contained in Table 5.13.5</p> <ul style="list-style-type: none"> • Duration of construction effects. These are referred to as short-term. GLIVA3 defines short-term as 'zero to 5 years'. Can the applicant confirm that the construction phase of the project will be completed within 5 years or thereabouts? • Tennyson Coast Heritage Coast should remain scoped in at this stage (all instances). • NE advises that some to the excluded viewpoints listed in Table 5.13.3 will need to remain in scope (all instances). • NE advises that all the SDNP special qualities should remain in scope. • The relevant special qualities for the Chichester Harbour AONB and Isle of Wight AONB need to be scoped into the EIA 	<p>RED can confirm that the construction phase of the project will be completed within five years (i.e. will be short-term). Effects on Tennyson Heritage Coast are scoped out of the SLVIA as addressed in Chapter 16, Volume 2, Table 16-4 (PINS ID 4.12.2).</p> <p>Viewpoints selected for the SLVIA are presented in Section 16.6 and Table 16-11 and assessed in full in Appendix 16.4, Volume 4. The majority of these requested viewpoint locations are included in the PEIR or will be subsequently included in the ES as agreed with the ETG. The Planning Inspectorate agreed that effects on special qualities 2 and 4 can be scoped out of the EIA (PINS ID 4.12.3). The operational phase effects on the special qualities of the IoW AONB and CHAONB are assessed in Chapter 16, Volume 2, Section 16.10, contained within Table</p>

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			16-33 and Table 16-43 respectively.
Natural England	Scoping Opinion August 2020	Natural England advises that the potential effects of the scheme should be assessed on both statutory purposes of the SDNP. For this reason we advise that the special qualities listed here remain in scope.	As set out in Chapter 16, Volume 2, Table 16-7, The Planning Inspectorate agreed that effects on special quality 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') can be scoped out of the EIA (PINS ID 4.12.3).
Natural England	Scoping Opinion August 2020	Natural England agrees that the New Forest National Park can be scoped out at this stage.	Noted.
Natural England	Scoping Opinion August 2020	Natural England agrees that the Surrey Hills AONB can be scoped out at this stage.	Noted.

Consultee	Date / Document	Scoping Opinion Comment	How this is addressed in this PEIR
Natural England	Scoping Opinion August 2020	Natural England agrees that the Hamstead Heritage Coast can be scoped out at this stage.	Noted.
Natural England	Scoping Opinion August 2020	Natural England disagrees that the Tennyson Heritage Coast can be scoped out at this stage.	Effects on Tennyson Heritage Coast are scoped out of the SLVIA as addressed in Chapter 16, Volume 2, Table 16-4 (PINS ID 4.12.2).
Natural England	Scoping Opinion August 2020	NE requests that the Chichester Harbour AONB Partnership and the Isle of Wight AONB Partnership are invited to join the Expert Topic Group. Should the High Weald AONB remain in scope then representatives from this Partnership should also be invited to attend.	CHAONB, IoW AONB and High Weald AONB Partnerships were all invited and attended the ETG meetings for the SLVIA.
Natural England	Scoping Opinion August 2020	Natural England notes that separate consultancies have been employed by the applicant to undertake the SLVIA and the LVIA. Natural England expects that there is high degree of commonality in the methodologies used in these assessments in respect of (but not limited to): <ul style="list-style-type: none"> • Creation of the baseline. • Visual representations. • Sensitivity assessment (value and susceptibility). • Magnitude of change methodology. • Evaluation of significance. 	Noted.

Consultee	Date / Document	Scoping Opinion Comment	How this is addressed in this PEIR
		<ul style="list-style-type: none"> • Narrative justification of the evaluation of significance. • Assessment of the potential effects of Rampion 2 on the special qualities of designated landscapes. 	
Natural England	Scoping Opinion August 2020	We note the intention to 'follow a broadly similar assessment methodology'.	Noted.
Natural England	Scoping Opinion August 2020	NE notes there is no description of how the assessment of the potential effects of Rampion 2 on the special qualities of designated landscapes will be undertaken. We request that such a description is provided as a matter of urgency.	The operational phase effects on the special qualities of the SDNP, IoW AONB and CHAONB are assessed in Chapter 16, Volume 2, Section 16.10 , contained within Table 16-29, Table 16-33 and Table 16-43 respectively.
Natural England	Scoping Opinion August 2020	We note the reference to 'special landscape qualities' (at 1.3.3 under construction effects) and 'effects on defined special qualities of designated landscapes' (at 1.3.4 under operational effects). NE assumes that these are one and same i.e. effects on defined special qualities of designated landscapes.	Noted.
Natural England	Scoping Opinion August 2020	Due to Covid-19 restrictions NE wishes to have confirmation that the viewpoint photography and visual assessment surveys were undertaken at the times stated.	Viewpoint photography and visual assessment surveys were undertaken during August, September and November 2020

Consultee	Date / Document	Scoping Opinion Comment	How this is addressed in this PEIR
			as described in Chapter 16, Volume 2, Table 16-9.
Natural England	Scoping Opinion August 2020	<p>NE notes the requirement for images which represent the ‘maximum visibility scenario’. NE requests that due to the orientation of Rampion 2 with the Sussex coast and viewpoints located within the SDNP (and Chichester Harbour AONB) careful consideration is given to the time of day that the images are captured. Opportunities to see turbines ‘back-lit’ i.e. in silhouette is a notable feature of the Rampion 1 as nearly all viewpoints are southerly facing. This is a unique attribute of Rampion 1 but would be shared by the turbines of Rampion 2. Back-lighting is most extreme in the early morning and late evening during the months of October through to March. At this time the colour rendering of the turbines provides no mitigation for the adverse visual effects caused. Rather the machines are seen as dark objects upon the horizon. In certain instances this effect can be extreme.</p> <p>NE advises that for selected viewpoints photomontages will need to be prepared for this lighting scenario as well for a more typical ‘maximum visibility scenario’ which generally pertains to the front lighting of turbines in the late afternoon of summer months. For Rampion 1 (and 2) when seen from the SDNP this would only occur in the summer months when the sun sets in the north-west. We note at 1.10.13 the applicant considers this point of the year and time of day is considered to be the ‘maximum visibility scenario’ for Rampion 2. NE advises that due to the unique orientation of the Rampion arrays a second ‘maximum visibility scenario’ is also possible and that the SLVIA needs to take account of this factor.</p>	<p>Noted. As described in Appendix 16.2, Volume 4 viewpoint photographs have been taken to represent the prevailing viewing conditions in which Rampion 2 will be viewed. Since the majority of viewpoints are southerly facing, panoramic photography for Rampion 2 inevitably captures the sun in some part of the southerly view panorama and the opportunity to view Rampion 1 and 2 ‘into the sun’ is the typical visibility scenario that will generally pertain from the southerly facing views.</p>

Consultee	Date / Document	Scoping Opinion Comment	How this is addressed in this PEIR
		For the IoW AONB a 'maximum visibility scenario' based upon late afternoon summer of the months is appropriate.	
Natural England	Viewpoint Selection Method Statement November 2020	<p>Viewpoint Prioritisation</p> <p>On initial viewing of the meeting slides Natural England are content for the following viewpoints to be excluded from the assessment:</p> <p>VP 59 Petworth Park VP 62 Beacon Hill, South Downs Way NT VP 39 Trig Point Shanklin Down VP 37 Lighthouse St. Catherine's Point VP 38 East of Newport</p> <p>As Natural England highlighted in the meeting the number of viewpoints should be based upon the extent of the study area, the complexity of the landscape receptors and the number of visual receptors (people) who will be effected by the proposal. For Rampion 2 all three of these criteria are large; the viewpoints used in the SLVIA need to reflect this complexity and not be limited purely because there are considered to be too many to assess.</p> <p>Natural England consider that the viewpoints should be carefully chosen to assess the range of impacts on the SDNP to reflect the changes in angles , elevation, foreground and context which will occur across the park from East to West.</p>	Viewpoints selected for the SLVIA are presented in Chapter 16, Volume 2, Section 16.6 and Table 16-11 and assessed in full in Appendix 16.4, Volume 4 . All of these viewpoint locations were omitted from the PEIR in agreement with Natural England, with the exception of Viewpoint 62 Beacon Hill which is a useful viewpoint to inform assessment of the effects on users of the South Downs Way between Harting Down and Heyshott Down/Graffham Down.

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Natural England	Viewpoint Selection Method Statement November 2020	<p><u>Viewpoints</u></p> <p>The applicant wishes to ensure that a proportionate number of viewpoints are used in the SLVIA. So does Natural England. However NE does not believe that the number proposed by the applicant, 40, is proportionate. The number of viewpoints for a given scheme should be based upon the extent of the study area, the complexity of the landscape receptors and the number of visual receptors (people) who will be effected by the proposal. For Rampion 2 all three of these criteria are large; the location, number and type of viewpoints used in the SLVIA needs to reflect this complexity. The bullet point listing provided on page 7 of the report illustrates this.</p> <p>Having reviewed the evidence again and having taken further advice from the South Downs National Park Authority NE can confirm that from the original list of 62, 6 viewpoints can be removed.</p> <p>Natural England considers that 56 viewpoints is a proportionate number considering the geographical extent of the study area, which includes a large resident population (Brighton, Worthing, Littlehampton etc.), the nationally designated landscapes of the South Downs National Park, Isle of Wight AONB and Chichester Harbour AONB as well as the numerous popular recreational locations and routes located both within and without of these nationally designated landscapes.</p>	<p>RED considers that 40 viewpoints is proportionate for the SLVIA of Rampion 2, based on the extent of the study area, the ZTV and the landscape and visual receptors effected, as described in the Method Statement. The location, number and type of viewpoints proposed for the SLVIA recognise that the offshore elements of Rampion 2 have the potential to be visible from and effect three national landscape designations (SDNP, CHAONB and IoW AONB) and views from a number of coastal settlements/visited tourist destinations. Although RED considers that 56 viewpoints are not required to assess the likely significant seascape, landscape and visual impacts - that it can be done robustly and proportionately with the 40 viewpoints proposed, in recognition of the sensitivities and the advice provided by Natural England/SDNPA, a</p>

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			number of further viewpoints that are not assessed in the PEIR were agreed to be included in the ES, as identified in Chapter 16, Volume 2, Table 16-11 , comprising the original 40 viewpoints and a further 8 viewpoints to be added in the ES.
Natural England	Viewpoint Selection Method Statement November 2020	<p><u>Photomontages</u></p> <p>The Scottish Natural Heritage 2017 advice that photomontages are most valuable ‘for views within 20km of a wind farm site, turbines up to 150 high to blade tip’ (page 13) is correct but only when the apparent height of these structures is also considered. As Government’s statutory adviser for English landscapes NE advises that it is the apparent height of the turbine which is the key consideration. For example when a common viewing height of 25m is used for both 150m and 325m turbines, when viewed at 20km a 150m turbine has an apparent height value of 0.430. For 325m turbine the separation distance from viewers to turbine needs to increase to 43km before a comparable apparent height can be recorded (0.433). For distances less than 43km 325m turbines would appear taller than a 150m machine (with an apparent height greater than 0.430) and at 20km would appear to be over twice the height.</p> <p>This comparison between apparent heights, for 150m and 325m turbines at varying distances is illustrated by the East Anglia 2</p>	Figures 16.26 to Figure 16.65, Volume 3 include a range of visualisations including baseline panoramas, wirelines and full photomontages from viewpoints that demonstrate effects at a range of distances within the agreed study area (up to 50km). Viewpoints located within the closest and most susceptible parts of the coast to the changes have been prioritised for photomontages, based on their increased likelihood of significance at such range and illustration of effects that are material to the consenting process, over and above

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		<p>SLVIA (which was based on the use of 300m turbines). 29 viewpoint locations are used in this assessment with the furthest away being located at a distance of 59km. For this SLVIA the authors considered it necessary to provide photomontages for all viewpoints.</p> <p>We note that all but 5 of the 56 viewpoints proposed by Natural England and others are within 43km of the nearest turbine. The conclusion of the argument set out above would be that these 5 viewpoints do not require photomontages. However as illustrated by the East Anglia 2 SLIVA it is entirely appropriate for photomontages to be produced for viewpoints located well beyond 43km.</p> <p>We agree with the applicant that ‘not all viewpoints require a photomontage’ (p.13). The capturing of photographic imagery can be a time consuming and unpredictable task. Consequently the removal of the need to create a photomontage for every viewpoint location allows for a greater number of viewpoints to be included within the SLVIA as wireline diagrams (as already produced by the applicant) can be used.</p>	<p>locations towards the outer edges of the study area, where the effects can still be readily understood with the use of a baseline photograph and wireline. It is agreed that not all viewpoints require a photomontage and RED has aimed to find a proportionate balance between the provision of viewpoints with full photomontages and a number of viewpoints with either baseline photograph + wireline; or as wireline only, to predict and illustrate landscape and visual effects.</p>
Natural England	Viewpoint Selection Method Statement November 2020	<p><u>Wireline Diagrams Appendix D</u></p> <p>We note the wireframes as presented appear to be extracts from 90 degree (18mm focal length lenses equivalent) cylindrical projection panoramic images. However, as no attribute information is presented with these diagrams we cannot be certain of this. We accept that these diagrams are merely illustrative at this stage, are not intended for use in the SLVIA and act merely as a rough impression of how Rampion II will appear for a given viewpoint. For</p>	<p>Wireline diagrams provided with the Viewpoint Selection Method Statement were merely illustrative, intended for the use of selecting and prioritising viewpoints, and were not intended for use in the SLVIA. Wirelines provided with the</p>

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		<p>the SLVIA NE requests that the applicant provides the necessary attribute information for the wireframe diagrams and other photomontage images in order that they can be correctly interpreted by both statutory consultees and members of the public.</p> <p>Based upon our understanding of the presence of Rampion I in views from certain locations (VP2 Birling Gap for instance) the wireline diagrams under represent the scale of Rampion I as it actually appears in the seascape. The use of a 90 degree cylindrical projection would account for this. For the SLIVA Natural England requests that 'single frame' 39.6 degree (50mm focal length lenses equivalent) projection images are provided in addition to the 53 degree (35mm focal length lenses equivalent) panoramic images for all viewpoints.</p> <p>In addition for selected viewpoints we request that a single frame image wireframe diagrams of 27 degree (75mm focal length lens equivalent) projection are also provided. We consider this to be especially important for viewpoints within the South Downs National Park, Isle of Wight AONB and Chichester AONB.</p> <p>The provision of a suite of diagrams and images will allow the Examining Authority, statutory consultees, other interested parties and members of the public to be fully informed about the likely visual presence of the scheme.</p>	<p>SLVIA in Figures 16.26 to Figure 16.65, Volume 3 include all relevant attribute information and are presented at both 90° and 53.5° horizontal field of view (HFOV), in order that they can be correctly interpreted.</p> <p>Single frame 39.6° (50mm focal length) images have been provided in addition to the 53.5° HFOV images from a selection of viewpoints as requested by Natural England. It should be noted that the single frame 39.6° HFOV images do not always capture the full horizontal spread of Rampion 2, which is shown in the wider 53.5 HFOV images. A 39.6° HFOV single frame image is also an enlargement and is not representative of the apparent height of the turbines when viewed with the photomontage in the field (Highland Council, 2016).</p>

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			<p>The Applicant also notes Natural England's request that 27° (75mm focal length lens equivalent) images are also provided in the SLVIA. There is no benefit of using 27° (75mm focal length lens equivalent) images, since they represent the same vertical scale as shown in the 53.5° panoramic photomontages, but simply have a narrower HFoV and they are not included in the PEIR.</p>
Natural England	Viewpoint Selection Method Statement November 2020	<p><u>Rationale for the 8 additional viewpoints requested by NE</u></p> <p><u>VP30 Halnaker Windmill</u> It is clear that this is a destination point for many visitors to the SDNP who are seeking to enjoy the visual amenity afforded in views from this location. It has a character which is significantly different from that found at VP 50 for it to be included in its own right. Uninterrupted views towards Rampion II are available from this location meaning the turbines would be plain sight.</p> <p><u>VP32 Levin Down</u> Another destination point for many visitors to the SDNP who are seeking to enjoy the visual amenity afforded in views from this location.</p> <p><u>VP41 Slindon Folly</u> See our reasoning for viewpoint 30.</p>	<p>Viewpoints selected for the SLVIA are presented in Chapter 16, Volume 2, Section 16.6 and Table 16-11 and assessed in full in Appendix 16.4, Volume 4. The majority of these requested viewpoint locations are included in the PEIR or will be subsequently included in the ES as agreed with the ETG. The following viewpoints are not included in the SLVIA in agreement with Natural England and SDNP: Old Winchester Hill</p>

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		<p><u>VP44 Old Winchester Hill</u> Although located at 49km from nearest turbine the inclusion of this viewpoint will assist in understanding the geographical limit at which significant effects are unlikely to occur. The wireline diagram clearly shows turbines will be visible from this location.</p> <p><u>VP45 Catherington Windmill</u> See our reasoning for viewpoint 30.</p> <p><u>VP53 Amberley Mount</u> Rampion II would occupy the majority of the seaward horizon in views from this location. In combination with VPs 20, 21 and 54 this viewpoint helps to illustrate the sequential effects of the scheme on users of the South Downs National Trail. A similar approach was taken in the EA2 scheme for users of the Suffolk Coast Path between Dunwich Heath and Thorpeness. Consider making a representative viewpoint.</p> <p><u>VP54 Chantry Hill</u> Rampion II would occupy the majority of the seaward horizon in views from this location. In combination with VPs 20, 21 and 53 this viewpoint helps to illustrate the sequential effects of the scheme on users of the South Downs National Trail. A similar approach was taken in the EA2 scheme for users of the Suffolk Coast Path between Dunwich Heath and Thorpeness. Consider making a representative viewpoint.</p> <p><u>VP58 Wolstonbury Hill</u> Rampion II would occupy the majority of the seaward horizon in views from this location. The turbines would also be framed by the Downs thereby presenting a different aspect than would be seen from locations such as VP17.</p>	(Viewpoint 44) and Catherington Windmill (Viewpoint 45).

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South Downs National Park	Scoping Opinion August 2020	<p>The reference to the 'large scale landform massing of the South Downs' is noted however the SDNPA would draw attention to the long history of the visual relationship between the sea and the land of the National Park, including:</p> <ul style="list-style-type: none"> · the line of iron age hillforts which occur across the length of the downland · the bronze age tumuli and barrows on many parts of the high downs · the ancient ridge top track of the South Downs Way, which crosses the landscape and provides repeating and changing views over the landscape and seascape for much of it's length · The undeveloped backdrop to the coastline and the extensive view system from the high downs over the Bay of Sussex · The line of the downs and the cliffs at Seven Sisters which are an iconic English cultural landscape · The dramatic contrast between the flat coastal plain and the undeveloped slopes of the South Downs · The strong connection between the land and the sea from Seaford to Eastbourne where the SDNP meets the coastline 	Noted. Addressed in Chapter 16, Volume 2, Section 16.6.
South Downs National Park	Scoping Opinion August 2020	The identification of viewpoints does not address the scale of visibility of the proposal from the SDNP. The effect of the proposed taller heights and larger geographic extent of the proposed array when compared to the existing array is acknowledged in paragraph 5.13.93, but this has not been translated into the identification of appropriate viewpoint locations. The omission of the SDNPA's View Characterisation and Analysis (2015) document (also referred to here as 'Viewshed Study') from the reference material for this report	The SDNPA's View Characterisation and Analysis (2015) document (also referred to here as 'Viewshed Study') has been considered in the viewpoint selection as described in Chapter 16, Volume 2, Section 16.6.

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		<p>is surprising, which, coupled with the failure to respond to the ZTV evidence means that there are many viewpoints which have been omitted from the outline viewpoint list. In response SDNPA has prepared a table and map of suggested viewpoints which form appendices 1 and 2 to this letter.</p> <p>APPENDIX 1 – Suggested additional viewpoints</p> <p>The following viewpoint list has been identified largely from the SDNPA's View Characterisation and Analysis Report (2015) together with further viewpoints based on local knowledge. Please refer to the map at appendix 2 which displays these viewpoint locations.</p> <ul style="list-style-type: none"> • Butser Hill • The Trundle • Ditchling Beacon • Chanctonbury Ring • Amberley Mount • Chantry Hill • Beeding Hill • Kingley Vale • Mount Caburn • Arundel Castle & Parkscape • Halnaker Windmill • Telscomb Tye • Cuckmere Haven beach • Hollingbury Hillfort 	<p>Viewpoints selected for the SLVIA are presented in Chapter 16, Volume 2, Section 16.6 and Table 16-11, assessed in full in Appendix 16.4, Volume 4. The majority of these requested viewpoint locations are included in the PEIR, or will be subsequently included in the ES as agreed with the ETG. The following viewpoints are not included in the SLVIA in agreement with Natural England and SDNP: Mount Caburn and Petworth Park.</p>

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		<ul style="list-style-type: none"> • Wolstonbury Hill • Petworth Park 	
South Downs National Park	Scoping Opinion August 2020	The impacts on the 2 statutory purposes of the SDNP have not been set out in the scoping table.	The statutory purposes of the SDNP are identified in Chapter 16, Volume 2, Section 16.6 baseline conditions of this chapter. The operational phase effects on the special qualities of the SDNP are assessed in Section 16.10 of this chapter, contained within Table 16-29 .
South Downs National Park	Scoping Opinion August 2020	<p>This comment refers to the construction, operation, maintenance and decommissioning of the offshore elements of Rampion 2. The SDNPA does not support the scoping out of Special Qualities 5 and 6 from this scope – being;</p> <p>5 - Great opportunities for recreational activities and learning experiences – this goes to the heart of purpose 2 of National Parks, and is relevant to the assessment of landscape and visual impacts, and landscape value</p> <p>6 - Well conserved historical features and a rich cultural heritage – this special quality is embedded in the landscape and the cultural history of the SDNP, which is relevant to the assessment of Landscape character impacts and landscape value.</p>	The operational phase effects on special quality 5 of the SDNP is assessed in Chapter 16, Volume 2, Section 16.10 of this chapter, contained within Table 16-29 . Effects on the setting of ‘well conserved historical features’ (special quality 6) as a result of the offshore elements of Rampion 2 are assessed in Chapter 26: Historic environment, Volume 2 .

Consultee	Date / Document	Scoping Opinion Comment	How this is addressed in this PEIR
South Downs National Park	Scoping Opinion August 2020	We do not agree that there are viewpoints considered in Rampion 1 where Rampion 2 would not have additional/cumulative effects.	Noted.
South Downs National Park	Scoping Opinion August 2020	SDNPA asks that it should be set out how cumulative and in combination effects with Rampion 1 will be assessed. No detail of how this will be assessed is given.	Cumulative seascape, landscape and visual effects of Rampion 2 with other wind farm projects have been scoped out as described in Chapter 16, Volume 2, Table 16-4 in agreement with The Planning Inspectorate (PINS ID: 4.12.4). Rampion 1 is considered as part of the baseline conditions in Chapter 16, Volume 2, Section 16.6 and impact assessments in Section 16.10 .
South Downs National Park	Scoping Opinion August 2020	<p>The SLVIA and LVIA do not set out the process of how optioneering will inform the development of the scheme's design.</p> <p>It is noted that commitment C61 refers to the design principles in Rampion 1. The design principles for Rampion 1 may be useful but will not be completely transferrable or conclusive. In any case the Scoping Report does not set how these Rampion 1 design principles will be used to influence Rampion 2.</p>	The assessment in this chapter is based on a maximum design scenario appropriate to seascape, landscape and visual effects as described in Chapter 16, Volume 2, Section 16.7 . As part of the Rampion 2 design process, a number of embedded environmental measures have

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		<p>It would be helpful if the SLVIA set out the likely design risks which are predictable at this stage such as, for example, the area in proximity to the Heritage Coast and the SDNP coastline and the visual relationship between the two arrays of differing sizes and scales.</p> <p>A statement setting out the methodology for refining the design parameters in terms of design options and potential array formations would be helpful. There are two options considered at the moment in the proposed Environmental Statement but it is unlikely that these two options would provide the level of detailed refinement needed within this highly sensitive landscape. Further design options presented via photomontage and wireframe visuals are requested for various options which follow the suggested design parameters by Natural England (as made to the Crown Estate in 2018).</p>	<p>been adopted to reduce the potential for impacts on seascape, landscape and visual receptors (Table 16-23). These embedded environmental measures will evolve over the development process as the EIA progresses and in response to consultation. 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.</p>
South Downs National Park	Scoping Opinion August 2020	Photomontage images within the SLVIA that show the proposed array viewed from the SDNP from a wide range of angles and lighting conditions according to the time of morning/day/evening would be useful.	Photomontage visualisations showing the offshore elements of Rampion 2 are provided in Figure 16.26 to Figure 16.65, Volume 3 .
South Downs	Scoping Opinion	The row headed 'landscape scale;' the two descriptions for lower and higher sensitivity are in the wrong columns.	Noted.

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National Park	August 2020		
South Downs National Park	Scoping Opinion August 2020	'Open views with no specific point of interest' could be very sensitive to the addition of an assertive focal point where this is inconsistent with an existing passive character.	Noted.
		<p>The SDNPA considers that the Environmental Statement should also reference and have regard to the following documents:</p> <ul style="list-style-type: none"> · English National Parks and the Broads Circular, DEFRA, 2010 · South Downs National Park: Partnership Management Plan 202025 · South Downs National Park: View Characterisation and Analysis (2015) · Review of Seascape and Visual Buffers for Offshore Windfarms by Simon White Associates (March 2020) 	Noted.
South Downs National Park	Scoping Opinion August 2020	We welcome the confirmation given, in table 5.13.5, that the effects of the Rampion 2 lighting on the quality of dark night skies in the South Downs National Park is scoped in to the EIA. We also welcome the commitment given, in paragraph 6.2.84, that lighting requirements for the onshore elements of the proposed development will be reviewed and assessed and agreed with stakeholders between scoping and the PEIR.	The effects of the Rampion 2 aviation and marine navigation lighting on the quality of dark night skies in the SDNP is assessed in Appendix 16.5, Volume 4.

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South Downs National Park	Scoping Opinion August 2020	<p>This identifies principal visual receptors including people walking and cycling and intends to identify particular visual receptors for more detailed assessments. The SDNPA considers that the South Downs Way sites should be identified for more than simple assessments – especially where visitor numbers are highest in the east and/or where the proposed new additional turbines will be visible for the first time due to the wider extent of the array and the additional height.</p> <p>SDNPA asks that the EIA should set out an approach to assessing cumulative and successional impacts on the users of the South Downs Way along the route. Several viewpoints on the South Downs Way have been suggested in appendix 1 of this letter, not least as there are extensive sea views from many parts of this National Trail (acknowledged in paragraphs 5.13.66 and 5.13.67).</p>	Noted. A preliminary assessment of the effects of the offshore elements of Rampion 2 on users of the South Downs Way is provided in Chapter 16, Volume 2, Table 16-13 and Table 16-28 . Visual assessments from numerous viewpoints along the route of the South Downs Way are provided in Appendix 16.4, Volume 4 together with corresponding photomontage visualisations.
West Sussex County Council	Early engagement 26/06/2020	<p>At this stage unless there is an real desire for some more detailed pre-application advice at this stage from WSCC in landscape terms (which we could consider doing through our charged pre-application advice service), or a particular matter you feel would benefit from discussion, we would suggest that you liaise with the relevant District Councils and SDNPA. They have the relevant in house landscape specialists and will presumably lead in that regard for now, in particular viewpoint locations. We would also direct you to the relevant WSCC web resources.</p> <p>https://www.westsussex.gov.uk/land-waste-and-housing/landscape-and-environment/landscape-character-assessment-of-west-sussex/</p>	Noted.

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https://www.westsussex.gov.uk/land-waste-and-housing/landscape-and-environment/local-distinctiveness-study-of-west-sussex/			
West Sussex County Council	Scoping Opinion August 2020	It is understood that Rampion 2 capacity will be 1.2GW as opposed to 400MW for Rampion 1, and that a commitment has been made by RED that the number of turbines will not exceed that of Rampion 1. WSCC understands the process for design refinement and at this stage RED need to undertake further surveys and assessment to best site the WTGs and associated offshore substations. WSCC is concerned however over the large area of the offshore scoping boundary, and the potential impacts to a number of receptors within West Sussex and beyond if larger WTGs and additional substations are to be potentially placed over such a large expanse. WSCC expects to see a full Seascape and Landscape Visual Impact (SLVIA) assessment of how views in the defined study area will be affected. Further comment on this is provided within the technical chapter sections of this table.	A full seascape, landscape and visual assessment (SLVIA) is provided within this Chapter 16, Volume 2 and Appendix 16.1 - 16.5, Volume 4 , including an assessment of how views in West Sussex will be affected.
West Sussex County Council	Scoping Opinion August 2020	SLVIA will also interface/interact with other technical topics of the EIA, including shipping and navigation, other marine users etc. WSCC wish to see these interactions fully outlined in the PEIR.	Noted.
West Sussex County Council	Scoping Opinion August 2020	WSCC refers RED to responses from the relevant district and borough councils and their landscape experts, including with regards to the proposed SLVIA study area of 50km. The study area should be based upon the extent of likely impacts, rather than an	The study area for the SLVUIA is addressed in Chapter 16, Volume 2, Section 16.4 of this chapter and agreed with The

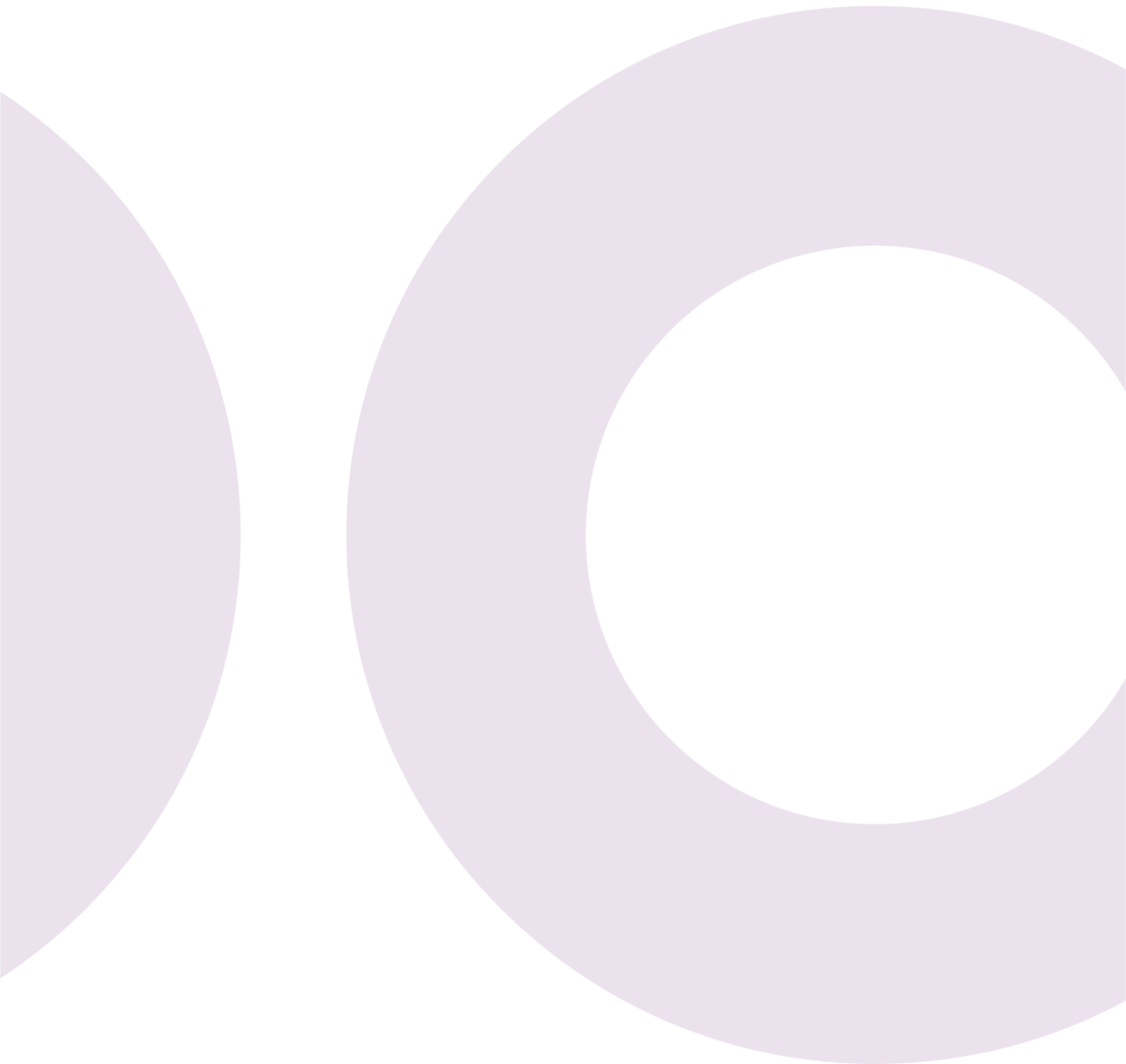
Consultee	Date / Document	Scoping Opinion Comment	How this is addressed in this PEIR
		<p>arbitrary figure, (i.e. using that based upon other windfarms, such as East Anglia ONE North and East Anglia TWO). A full justification of the study area chosen and assessed, in keeping with the outlined technical guidance, should be discussed with key stakeholders as part of Expert Topic Group (ETG) meetings at an early stage and presented transparently within the PEIR/ES.</p> <p>The key concerns for SLVIA relate to the potential visual impacts to the SDNP, the Sussex Heritage Coast and key visual receptors within West Sussex and beyond, which must be robustly assessed, along with the cumulative effect of Rampion 1 and other development in the area. WSCC would expect all viewpoint locations to be discussed and agreed with relevant stakeholders prior to any further development of the assessment.</p>	<p>Planning Inspectorate in Table 16-4. The proposed study area for the SLVIA was discussed and agreed with key stakeholders as part of Expert Topic Group (ETG) meetings. Potential operational phase effects of the Proposed Development on the SDNP, the Sussex Heritage Coast and key visual receptors within West Sussex are assessed in Chapter 16, Volume 2, Section 16.10 and Appendix 16.4, Volume 4. Viewpoints selected for the SLVIA are presented in Section 16.6 and Table 16-11 of this chapter and were agreed with relevant stakeholders.</p>
West Sussex County Council	Scoping Opinion August 2020	<p>WSCC expects RED to consult all relevant stakeholders on the development of the visual baseline as described in section 5.13.26, including identifying the extent of possible ZTVs, identifying the receptors that may be affected, and selecting a range of suitable viewpoint locations. As stated by RED, it is important to note that Rampion 2 will be visible from areas that Rampion 1 is not and this must be robustly assessed. WSCC would also like to note that some viewpoints must be considered to also rule out affected views to</p>	<p>RED has consulted all relevant stakeholders on the development of the visual baseline and identification of the visual receptors and viewpoints that may be affected, which is described in Chapter 16, Volume 2, Section 16.6</p>

Consultee	Date / Document	Scoping Opinion Comment	How this is addressed in this PEIR
		give confidence to the local communities and stakeholders of West Sussex and beyond. See below for specific comments in regard to the ZTVs presented in the Scoping Report.	(baseline conditions) of this chapter.
West Sussex County Council	Scoping Opinion August 2020	WSSC would make comment that, as noted in the Scoping Report, the proposed WTGs for Rampion 2, will be larger and potentially covering a larger expanse than Rampion 1, based upon the offshore Scoping Boundary. WSSC is therefore concerned that there are fewer identified viewpoint locations for the SLVIA than was undertaken for Rampion 1.	Viewpoints selected for the SLVIA are presented in Chapter 16, Volume 2, Section 16.6 and Table 16-11 of this chapter and were agreed with relevant stakeholders. A total of 40 viewpoints are included in the PEIR and a further 8 viewpoints are to be added for inclusion in the ES – considerably more than the 31 viewpoints included in the Rampion 1 ES.
West Sussex County Council	Scoping Opinion August 2020	<p>5.13.88 highlights key visual receptors but does not then provide associated viewpoint locations to assess the impact upon these receptors in Figure 15.13.6. Therefore, WSSC wishes to note the following:</p> <ul style="list-style-type: none"> Figure 15.13.6 shows a number of viewpoints identified in West Sussex in the coastal and inland eastern areas, but a very limited number/concentration to the west of the County. WSSC would like to fully understand the reasoning for this, especially as a large proportion of the offshore Scoping Boundary is to the western side and the theoretical visibility indicates views from 	<p>RED notes following in relation to each point:</p> <ul style="list-style-type: none"> 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

Consultee	Date / Document	Scoping Opinion Comment	How this is addressed in this PEIR
		<p>this area. WSCC expects this to be discussed as a priority prior to further assessment work being undertaken;</p> <ul style="list-style-type: none"> • Tourist and Visitor locations highlight popular beaches like Lancing and Shoreham, but some appear to have been missed (e.g. Climping Beach - the proposed landfall location). This should be reviewed. • Further it is noted that the only viewpoint identified near Shoreham is VP9 on the A259 which is set back from the coast and may not be representative for both 'Main road routes' and 'Tourist and Visitor attractions' in this area; • Main Routes section highlights the principle highway routes, the A259 and also the A27, which may experience 'limited scope for views'. WSCC would question whether a key route as this should be included as a viewpoint at a suitable location along its route; • Reference to potential views for users of the Downs Link has not been mentioned in paragraph 5.13.88; • Although not listed in the key visual receptors, consideration should be given to those heritage assets identified in section 6.9, and the potential for any visual disturbance to views and setting; and • Based upon statement in 5.13.85 (Rampion 2 will be viewed from areas where the existing Rampion 1 isn't.....these include areas of Low Weald and High Weald..) it should be considered that a viewpoint location from the more northern extent of the Scoping Boundary be chosen to illustrate the view 	<p>intervening vegetation, woodland and buildings within urban areas, as shown in Figure 16.15, Volume 3.</p> <ul style="list-style-type: none"> • Viewpoints from tourist and visitor locations in West Sussex including popular beaches have been included at Viewpoint 9 (Shoreham), Viewpoint 10 (Worthing), Viewpoint 11 (Littlehampton), Viewpoint 12 (Bognor Regis), Viewpoint 13 (Pagham) and Viewpoint 14 (Selsey). The effects of the onshore infrastructure from Climping Beach are assessed in Chapter 19: Landscape and visual impact, Volume 2. • An additional viewpoint on the A27 at Viewpoint 61 has been included to represent views from main road routes in the area.

Consultee	Date / Document	Scoping Opinion Comment	How this is addressed in this PEIR
		of the WTGs from this area (near the AONB). Viewpoint 26, Low Weald is the most northerly considered.	<ul style="list-style-type: none"> Effects on the setting of heritage assets is assessed in Chapter 26: Historic Environment, Volume 2. Viewpoints from High Weald AONB (Viewpoint 47, Figure 16.58, Volume 3) and Low Weald (Viewpoint 26, Figure 16.49, Volume 3) assessed in Appendix 16.4, Volume 4.
West Sussex County Council	Scoping Opinion August 2020	WSSC expects the Landscape Character to be assessed at all levels, including National, County and District. The table doesn't specifically mention the Strategy for the West Sussex Landscape https://www.westsussex.gov.uk/media/1771/landscape_strategy.pdf .	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 in Chapter 16, Volume 2, Section 16.6 and Section 16.10 . The Strategy for the West Sussex Landscape is referred to in Section 16.6 .

Consultee	Date / Document	Scoping Opinion Comment	How this is addressed in this PEIR
West Sussex County Council	Scoping Opinion August 2020	WSCC also refers RED to the Local Distinctiveness Study of West Sussex: https://www.westsussex.gov.uk/land-waste-and-housing/landscape-andenvironment/local-distinctiveness-study-of-west-sussex/	The Local Distinctiveness Study of West Sussex is referred to in Chapter 16, Volume 2, Section 16.6 baseline conditions.
West Sussex County Council	Scoping Opinion August 2020	Comments on potential Seascape and Landscape impacts including special qualities of the SDNP will be provided by the SDNPA.	Noted.



Volume 4, Appendix 16.2

SLVIA methodology



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1. SLVIA methodology

1.1 Introduction

- 1.1.1 The project-wide approach to the assessment methodology is set out in **Chapter 5: Approach to the EIA, Volume 2**. This appendix describes the methodology used within the seascape, landscape and visual impact assessment (SLVIA) of the EIA for the offshore elements of Rampion 2.
- 1.1.2 The offshore elements of Rampion 2 relate to project are situated to the east and west of the existing Rampion Wind Farm, within the 'array area' of the PEIR Assessment Boundary (**Figure 16.1, Volume 3**), located approximately 13km to 25km offshore. WTGs to be located within the array area, with an indicative number of wind turbine generators (WTGs) between 116 (smaller type WTGs) and 75 (larger type WTGs) (generating capacity of up to 1,200MW), with a maximum WTG height of 325m blade tip and 275m rotor diameter (above LAT). An offshore cable corridor will contain the offshore export cables between the array area and landfall, where there has been cable laying vessels visible during the construction phase.
- 1.1.3 This SLVIA methodology appendix has been structured as follows:
- overview of SLVIA methodology;
 - iterative assessment and design;
 - guidance, data sources and site surveys;
 - assessing seascape/landscape effects;
 - assessing visual effects;
 - assessing cumulative seascape, landscape and visual effects;
 - evaluation of significance;
 - nature of effects; and
 - visual representations.

1.2 Overview of the SLVIA methodology

- 1.2.1 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 or summary of the SLVIA process is provided here and illustrated, diagrammatically in **Plate 1**.
- 1.2.2 The SLVIA assesses the likely effects that the construction and operation 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.

- 1.2.3 SLVIA is based on the Rochdale Envelope described in **Chapter 4 The Proposed Development, Volume 2**. In compliance with EIA regulations, the likely significant effects of a realistic 'worst case' scenario are assessed and illustrated in the SLVIA. This worst-case scenario is described in **Chapter 16: Seascape, landscape and visual impact assessment, Volume 2**.
- 1.2.4 The evaluation of sensitivity takes account of the value and susceptibility of the receptor to the offshore elements of Rampion 2 Offshore Wind Farm. 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.

Plate 1 Overview of approach to Seascape, Landscape and Visual Impact Assessment

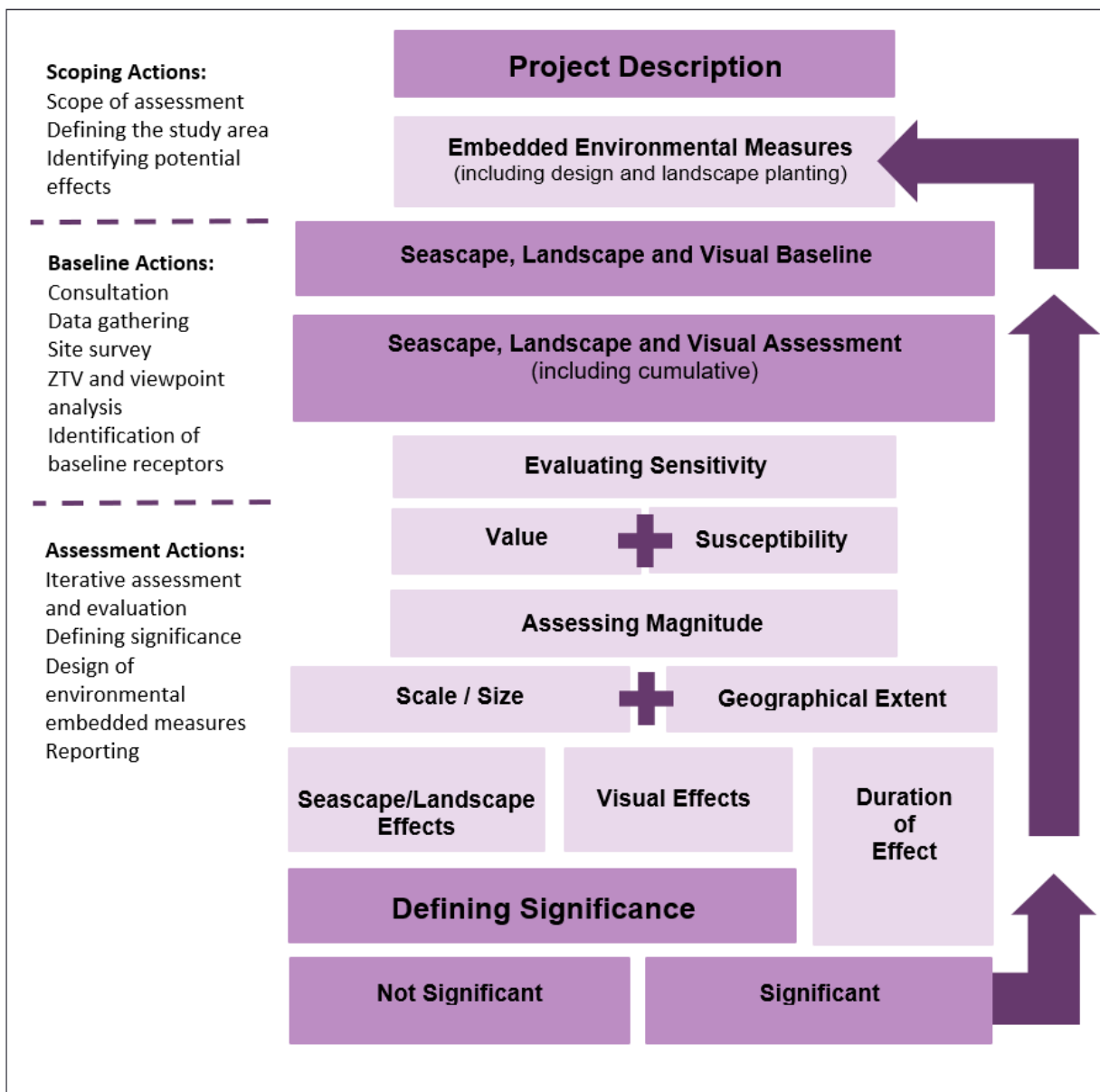


Plate 1 Overview of approach to Seascape, Landscape and Visual Impact Assessment

- 1.2.5 The assessment has also considered the whole project or combined effects of the offshore and onshore 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.
- 1.2.6 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).
- 1.2.7 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.

Interface between seascape and landscape assessment

- 1.2.8 Together, the SLVIA and the onshore Landscape and Visual Impact Assessment (LVIA) provide a whole project assessment of the effects of Rampion 2. The offshore elements of Rampion 2 (the wind farm, offshore platforms and offshore export cable corridor) are assessed in the SLVIA and the onshore elements of Rampion 2 (the onshore substation, onshore cable corridor, and landfall location) are assessed in the LVIA. Both the SLVIA and the LVIA follow a broadly similar assessment methodology that uses the same glossary and terminology.
- 1.2.9 The SLVIA also refers to potential interrelated effects likely to result from any areas where the construction, operation and decommissioning of the offshore and onshore elements combine, or inter-relate to affect receptors within the SLVIA study area. An example could include effects on views where both offshore and onshore elements are visible, potentially resulting in whole project landscape and visual effects as a result of the construction, operation and decommissioning of the onshore and offshore elements. In those instances, the SLVIA provides whole project assessment focusing on the offshore development that has been referenced for consistency in the LVIA.

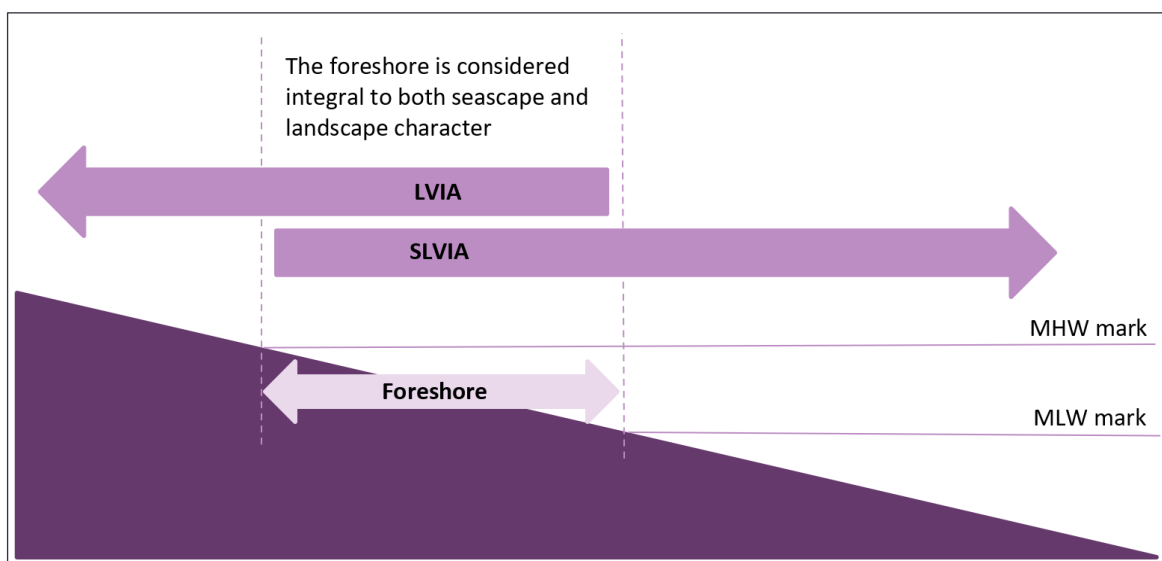
Assessment of the foreshore

- 1.2.10 The SLVIA seeks to take account for the definition of 'seascape', as 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'*.
- 1.2.11 The majority of the southern half of the SLVIA study area consists of sea. In England, seascape character *'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). Although these definitions are clear in the guidance, the importance of the interaction of sea, coastline and land as perceived by people

is also highlighted in subsequent definitions of seascape in the guidance (Natural England, 2012), indicating a subtler transition between seascape and landscape than defined in the guidance.

- 1.2.12 In order to address this and avoid under-valuing the inter-tidal area between the mean low and high-water mark, the SLVIA assesses 'offshore' seascape effects on Marine Character Areas (MCAs) where they are seaward of the mean high water mark (MWH); and the effect on terrestrial landscape character has been assessed on landscape character areas (LCAs) lying to the landward side of the mean low-water mark (MWL).

Plate 2 Extent of SLVIA and LVIA assessment of landscape and seascape along the coastline



- 1.2.13 This approach means that the 'foreshore', which includes beaches, inter-tidal areas and coastlines between MWH and MLW, has been considered in both the landscape and seascape character assessments. This ensures adequate consideration has been given to assessing the relationship between terrestrial and marine areas and interactions across the land/sea interface. This is consistent with the published MMO Seascape Assessment (MMO, 2014) which extends to the mean high water mark; and published landscape character assessments.

Defining the study area

- 1.2.14 The study area for the SLVIA is defined as the PEIR Assessment Boundary together with the Zone of Theoretical Visibility (ZTV) of the offshore elements of Rampion 2.
- 1.2.15 The SLVIA study area covers a radius of 50km from the offshore component of the PEIR Assessment Boundary (defined by MHW), as illustrated in **Figure 16.3, Volume 3**. Broadly, the SLVIA study area 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 and Hove; and a southern offshore area defined by waters of the English Channel.

- 1.2.16 The SLVIA study area is defined to extend far enough to include all areas within which significant effects could occur, using professional judgement. It is an outer limit to where significant effects could occur.
- 1.2.17 IEMA Guidance (IEMA, 2015 and 2017) recommends a proportionate ES focused on the significant effects and a proportionate ES topic chapter. An overly large SLVIA study area may be considered disproportionate if it makes the understanding the key impacts of the offshore elements of Rampion 2 more difficult.
- 1.2.18 This is supported by LVIA Guidance produced by the Landscape Institute (GLVIA3) (Landscape Institute, 2013) (para 3.16). This guidance recommends that *'The level of detail provided should be that which is reasonably required to assess the likely significant effects'*.
- 1.2.19 Para 5.2 and p70 also states that *'The study area should include the site itself and the full extent of the wider landscape around it which the proposed development may influence in a significant manner'*.
- 1.2.20 Other wind farm specific guidance, such as SNH's Visual Representation of Wind Farms Guidance (SNH, 2017) recommends that ZTV distances are used for defining study area based on WTG height. This guidance recommends a 45km radius for WTGs greater than 150m to blade tip (para 48, p12), however it does not go beyond turbines above 150m in height. The height of current offshore WTG models has now exceeded the heights covered in this guidance. The SNH guidance recognises that greater distances may need to be considered for larger WTGs used offshore, as is the case for the SLVIA study area for the offshore elements of Rampion 2.
- 1.2.21 Beyond the PEIR Assessment Boundary, the SLVIA generally focuses on locations from where it may be possible to see the offshore elements of Rampion 2, as defined by the Blade Tip ZTV (**Figure 16.14a-b, Volume 3**).
- 1.2.22 The ZTV shown in **Figure 16.14a, Volume 3** (and **Figure 16.14b** at **A1 scale**) are based on turbines of 325m to tip (above LAT) located around the perimeter of the array area and represents the Maximum Development Scenario (MDS) considered in the scoping assessment. The ZTV illustrates where there will be no visibility of these WTGs, as well as areas where there will be lower or higher numbers of WTGs visible.
- 1.2.23 Consideration of the blade tip ZTV (**Figure 16.14a-b, Volume 3**) indicates that theoretical visibility of the offshore elements of Rampion 2 mainly occurs within 50 km and that beyond 50 km, the geographic extent of visibility becomes very restricted. At distances over 50 km, the lateral (or horizontal) spread of the offshore elements of Rampion 2 also occupies a small portion of available views and the apparent height (or 'vertical angle') of the WTGs will also appear very small, therefore significant visual effects are unlikely to arise at greater than this distance, even if the WTGs are visible.
- 1.2.24 The influence of earth curvature begins to limit the apparent height and visual influence of the WTGs visible at long distance (such as over 50km), as the lower parts of the turbines will be partially hidden behind the apparent horizon, leaving only the upper parts visible above the skyline.

- 1.2.25 The variation of weather conditions influencing visibility off the English coast has also informed the SLVAI study area. Based on initial review of Met Office visibility data presented in the MMO Seascape Assessment for the South Marine Plan Areas (MMO, 2014) (Figure 16, p26) '*visibility beyond 50km is very unlikely*'.
- 1.2.26 This is supported by the visibility analysis in the Offshore Energy SEA (White Consultants, March 2020), which considered Met Office visibility data for eight coastal stations. Averaging all coastal stations, the visual range recorded was just under 24km around 50% of the time, just under 30km 33% of the time, around 34km for 20% of the time, and 40km 10% of the time.
- 1.2.27 In considering the SLVIA study area, the sensitivity of the receiving seascape, landscape and visual receptors has also been reviewed, taking particular account of the landscape designations shown in **Figure 16.7, Volume 3**, and other principal visual receptors. It is clear that the principal issues for the SLVIA are the location of the offshore elements of Rampion 2 off the Sussex coast and therefore its exposure to and visibility from settlements along the coast; the South Downs National Park (SDNP) and the Sussex Heritage Coast, which are primarily within 13-30km of the offshore elements of Rampion 2.
- 1.2.28 Potential cumulative effect interactions with other offshore wind farms have also influenced the definition of the SLVIA study area. Other offshore wind farms within the SLVIA study area are shown in **Figure 16.3, Volume 3**.
- 1.2.29 The study area has been reviewed and amended in response to such matters as refinement of the offshore project components, the identification of additional impact pathways and in response where appropriate to feedback from consultation. Feedback is requested specifically on the SLVIA study area from stakeholders.

1.3 Iterative assessment and design

- 1.3.1 The SLVIA is part of an iterative EIA process which aims to 'design out' significant effects via a range of environmental measures including avoidance and design that aim to reduce or eliminate significant effects. Design is an integrated part of the SLVIA process and environmental measures related to landscape design and management can be an important tool to mitigate significant effects. The EIA process can also call on a range of environmental and technical specialists that contribute other forms of mitigation that may also bring a range of benefits. Potentially significant seascape, landscape and visual effects and the constraints and opportunities connected with their resolution are identified through the SLVIA process. Where possible embedded environmental measures (Commitments) are incorporated into the offshore elements of Rampion 2 in order to mitigate seascape, landscape and visual effects.
- 1.3.2 Embedded environmental measures are recorded in the Commitments Register which details how the measures has been secured as well as documenting the design evolution of the offshore elements of Rampion 2.

Potential effects during construction and decommissioning

1.3.3 Potential effects on the seascape, landscape and visual resource are likely during the construction and decommissioning of the offshore elements of Rampion 2 during the construction and decommissioning periods, including:

- Seascape effects:
 - ▶ Effects on perceived seascape character, arising as a result of the construction and decommissioning activities (including laying new offshore export cables to shore) and structures located within the array area, which may alter the seascape character of the array area itself and the perceived character of the wider seascape through visibility of these changes.
- Landscape effects:
 - ▶ Effects on perceived landscape character, arising as a result of the construction and decommissioning activities and structures, including laying new offshore export cables to shore, which will be visible from the coast and may therefore affect the perceived character of the landscape.
 - ▶ Effects on the special landscape qualities and integrity of designated landscapes as a result of the above construction and decommissioning activities.
- Visual effects:
 - ▶ Effects on views and visual amenity experienced by people from principal visual receptors and representative viewpoints, arising as a result of the construction and decommissioning activities and structures, including laying new offshore export cables to shore, which will be visible from the coast.
- Whole Proposed Development effects:
 - ▶ Whole Proposed Development effects could occur as a result of multiple construction and decommissioning activities related to the onshore and / or the offshore elements of Rampion 2 affecting a seascape, landscape or visual receptor. Effects will be influenced by the construction phasing of the offshore and offshore elements of Rampion 2, the geographic location of receptors and visibility of the onshore and offshore elements.

Potential effects during operation

1.3.4 Potential effects on the seascape, landscape and visual resource are likely during the operation of the offshore elements of Rampion 2 over its operational lifetime, including:

- Seascape effects:
 - ▶ Effects on perceived seascape character (MCAs), arising as a result of the operational WTGs, substations and maintenance activities located within the array area, which may alter the seascape character of the array area itself and the perceived character of the wider seascape.
- Landscape effects:

- ▶ Effects on perceived landscape character (LCAs and Designations), arising as a result of the operational WTGs, substations and maintenance activities, which will be visible from the coast and may therefore affect the perceived character of the landscape. Effects on defined special qualities of designated landscapes.
- Visual effects:
 - ▶ Effects on views and visual amenity experienced by people as principal visual receptors and representative viewpoints, arising as a result of the operational WTGs, substations and maintenance activities, marine navigation and aviation lighting.
- Cumulative effects:
 - ▶ Effects of operation of the offshore elements of Rampion 2 that have the potential to contribute to cumulative seascape, landscape and visual effects including effects on seascape, landscape and visual amenity due to inter-visibility with other planned developments.

1.4 Guidance, data sources and site surveys

Guidance on methodology

- 1.4.1 This methodology accords with Guidelines for Landscape and Visual Impact Assessment: Third Edition (GLVIA3). Where it diverges from specific aspects of the guidance, in a small number of areas, reasoned professional justification for this is provided as follows.
- GLVIA3 sets out an approach to the assessment of magnitude of change in which three separate considerations are combined within the magnitude of change rating. These are the size or scale of the effect, its geographical extent and its duration and reversibility. This approach is to be applied in respect of both landscape and visual receptors. It is considered that the process of combining all three considerations in one rating can distort the aim of identifying significant effects of wind farm development. For example, a high magnitude of change, based on size or scale, may be reduced to a lower rating if it occurred in a localised geographical area and for a short duration. This might mean that a potentially significant effect could be overlooked if effects are diluted down due to their limited geographical extents and/ or duration or reversibility.
 - The consideration of the size or scale of the effect, its geographical extent and its duration and reversibility are kept separate, by basing the magnitude of change primarily on size or scale to determine where significant and non-significant effects occur, and then describing the geographical extents of these effects and their duration and reversibility separately. Duration and reversibility 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 together conclusions about significance and combining with other judgements on sensitivity and magnitude, to allow a final judgement to be made on whether an each effect is significant or not significant.

- OPEN's assessment methodology utilises six word scales of magnitude of change – high, medium-high, medium, medium-low, low and negligible; which are preferred to the 'maximum of five categories' suggested in GLVIA3 (3.27), as a means of clearly defining and summarising magnitude of change judgements.

- 1.4.2 These are not new diversions and follow practice established on other Nationally Significant Infrastructure Projects (NSIP) such as East Anglia TWO, East Anglia THREE, Norfolk Vanguard and Thanet Extension.
- 1.4.3 A full list of references, providing guidance on methodology and a glossary is provided in the main Chapter.
- 1.4.4 Whilst many of these guidance documents have been prepared by SNH for projects in Scotland, in the absence of alternative guidelines they have become best practice across the UK. The preparation of visual representations that accord with this SNH guidance has been agreed with consultees.

Data sources

- 1.4.5 A list of the data sources used for this assessment is provided in **Table 1-1**.

Table 1-1 Key sources of seascape, landscape and visual data

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.
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

Source	Date	Summary	Coverage of 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/2782-EWLCA-Final-Version-May-2015-Web-version.pdf)	Isle of Wight
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

Source	Date	Summary	Coverage of study area
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-a827-47f1-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)	Full coverage of the study area
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

Source	Date	Summary	Coverage of study area
			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
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-	Surrey

Source	Date	Summary	Coverage of study area
		development/countryside/strategies-action-plans-and-guidance/landscape-character-assessment)	
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
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

Appropriate level of assessment

- 1.4.6 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 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 control decision.
- 1.4.7 The Scoping Report (RED Ltd, July 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). The Scoping Opinion (PINS, August 2020) provided the opinion of SoS as to the scope, and level of detail, of the information to be provided in the Environmental Statement. The Scoping Opinion is summarised in **Appendix 16.1, Volume 4**. The effects of Rampion 2 on certain seascape,

landscape and visual receptors were agreed as scoped out of the SLVIA in agreement with PINS and are not assessed any further in the PEIR.

1.4.8 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 receptors is undertaken within **Appendix 16.3, Volume 4** of the PEIR, using desk-based information and ZTV analysis (**Figure 16.18** to **Figure 16.21, 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’.
- 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 16.18** to **Figure 16.21, Volume 3**) and wireline/photomontage visualisations (**Figures 16.26 - Figure 16.65, Volume 3**).

1.4.9 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 and 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.

Desk-based and site survey work

- 1.4.10 The SLVIA undertaken as part of the PEIR and 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 derived from a 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.
- 1.4.11 Interactions identified between the offshore elements of Rampion 2 and seascape, landscape and visual receptors have been used to predict potentially significant effects arising, with measures proposed to mitigate effects, where relevant.
- 1.4.12 For those receptors where a detailed assessment has 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. The viewpoint photography and visual assessment surveys were undertaken during August,

September and November 2020. Sea-based offshore surveys have not been undertaken as part of the SLVIA.

1.4.13

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**).

1.4.14

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 1-1** 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).

1.4.15

Baseline viewpoint photography will be undertaken from these viewpoint locations in summer/autumn 2021 and will be included in the ES with photomontage and/or wireline visualisations.

1.4.16

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).

1.5 Assessing seascape/landscape effects

1.5.1

Landscape Effects are defined by the Landscape Institute in GLVIA 3, paragraphs 5.1 and 5.2 as follows:

“An assessment of landscape effects deals with the effects of change and development on landscape as a resource. The concern ... is with how the proposal will affect the elements that make up the landscape, the aesthetic and perceptual aspects of the landscape and its distinctive character.”

- 1.5.2 In accordance with GLVIA 3 the term ‘landscape’ encompasses areas of ‘townscape’ and coastal areas of ‘seascape’. Areas of landscape and seascape are relevant to this assessment and they are described as follows.

Landscape character

- 1.5.3 GLVIA 3, paragraph 5.4, advises that Landscape Character Assessment should be regarded as the main source for baseline studies and identifies the following factors which combine to create areas of distinct landscape character:
- *“the elements that make up the landscape in the study area including:*
 - ▶ *physical influences – geology, soils, landform, drainage and water bodies;*
 - ▶ *landcover, including different types of vegetation and patterns and types of tree cover; and*
 - ▶ *the influence of human activity, including landuse and management, the character of settlements and buildings, and pattern and type of fields and enclosure.*
 - *The aesthetic and perceptual aspects of the landscape – such as, for example, its scale, complexity, openness, tranquillity or wildness;*
 - *The overall character of the landscape in the study area, including any distinctive Landscape Character Types or Areas that can be identified, and the particular combinations of elements and aesthetic and perceptual aspects that make each distinctive, usually by identification as key characteristics of the landscape.”*

Seascape character

- 1.5.4 GLVIA 3 paragraph 5.6, advises that where LVIA is carried out in coastal or marine locations baseline studies must take account of seascape. Seascape is defined in the UK Marine Policy Statement, (UK Government, 2011) as *“landscapes with views of the coast or seas, and coasts and the adjacent marine environment with cultural, historical and archaeological links with each other.”*
- 1.5.5 GLVIA 3 paragraph 5.6, identifies the following different factors which together determine seascape character:
- *“coastal features;*
 - *views to and from the sea;*
 - *particular qualities of the open sea;*
 - *the importance of dynamic changes due to weather and tides;*
 - *changes in seascapes due to coastal processes;*
 - *cultural associations; and*
 - *contributions of coastal features to orientation and navigation at sea.”*

Seascape / landscape effects

- 1.5.6 In respect of the offshore elements of Rampion 2, the potential seascape / landscape effects, occurring during the construction, operation and decommissioning periods of the offshore elements of Rampion 2 may therefore include, but are not restricted to the following:
- changes to seascape / landscape character and qualities: seascape/landscape character may be affected through the incremental effect on characteristic elements, landscape patterns and qualities (including perceptual characteristics) and the addition of new features, the magnitude of which is sufficient to alter the overall seascape / landscape character within a particular area;
 - changes to the perceived character of designated landscapes, including the South Downs National Park (SDNP) and High Weald Area of Outstanding Natural Beauty (AONB) that will affect the special landscape qualities underpinning the designation and its integrity; and
 - cumulative seascape / landscape effects: where more than one development of a similar type may lead to a cumulative effect.
- 1.5.7 Development may have a direct effect on the seascape, however all landscape effects arising from the offshore elements of Rampion 2 on landscape character will be indirect effects, which will be perceived from the wider landscape, outside the PEIR Assessment Boundary and its seascape / landscape.

Evaluating seascape / landscape sensitivity to change

- 1.5.8 The assessment of sensitivity takes account of the seascape / landscape value and the susceptibility of the receptor to the offshore elements of Rampion 2.
- 1.5.9 Seascape / landscape sensitivity often varies in response to both the type and phase of the development proposed and its location, such that sensitivity needs to be considered on a case by case basis. It should not be confused with 'inherent sensitivity' where areas of the landscape may be referred to as inherently of 'high' or 'low' sensitivity. For example, a National Park may be described as inherently of high sensitivity on account of its designation and value, although it may prove to be less susceptible (and therefore sensitive) to a particular development. The susceptibility of seascape/landscape receptors has been assessed in relation to change arising from the specific development proposed, including the specific offshore elements of Rampion 2.

Sensitivity of seascape/landscape receptor

Overview

- 1.5.10 The sensitivity of a seascape/landscape character receptor is an expression of the combination of the judgements made about the susceptibility of the receptor to the specific type of change or the development proposed and the value related to that receptor.

Value of the seascape/landscape receptor

- 1.5.11 The value of a seascape/landscape character receptor is a reflection of the value that society attaches to that seascape/landscape. The assessment of the seascape/landscape value has been classified as high, medium-high, medium, medium-low or low and the basis for this assessment has been made clear using evidence and professional judgement, based on the following range of factors.
- **Seascape/landscape designations** - A receptor that lies within the boundary of a recognised landscape related planning designation will be of increased value, depending on the proportion of the receptor that is affected and the level of importance of the designation which may be international, national, regional or local. The absence of designations does not however preclude value, as an undesignated landscape character receptor may be valued as a resource in the local or immediate environment.
 - **Seascape/landscape quality** - The quality of a seascape/landscape character receptor is a reflection of its attributes, such as scenic quality, sense of place, rarity and representativeness and the extent to which its valued attributes have remained intact. A seascape/landscape with consistent, intact, well-defined and distinctive attributes is considered to be of higher quality and, in turn, higher value, than a landscape where the introduction of elements has detracted from its character.
 - **Seascape/landscape experience** - The experiential qualities that can be evoked by a landscape receptor can add to its value and relates to a number of factors including the perceptual responses it evokes, the cultural associations that may exist in literature or history, or the iconic status of the seascape/landscape in its own right, the recreational value of the seascape/landscape, and the contribution of other values relating to the nature conservation or archaeology of the area.

Seascape / landscape susceptibility to change

- 1.5.12 The susceptibility of a seascape/landscape character receptor to change is a reflection of its ability to accommodate the changes that will occur as a result of the addition of the offshore elements of Rampion 2 without undue consequences for the maintenance of the baseline situation and/or the achievement of landscape planning policies and strategies. Some landscape receptors are better able to accommodate development than others due to certain characteristics that are indicative of capacity to accommodate change. These characteristics may or not also be special landscape qualities that underpin designated landscapes.
- 1.5.13 The assessment of the susceptibility of the seascape/landscape receptor to change has been classified as high, medium-high, medium, medium-low or low and the basis for this assessment has been made clear using evidence and professional judgement. Indicators of landscape susceptibility to the type of development proposed (construction, operation and decommissioning of the offshore elements of Rampion 2) are based on the following criteria.
- **Overall strength and robustness**: Collectively the overall characteristics and qualities of a particular seascape/landscape result in a strong and robust landscape that is capable of reasonably accommodating the influence of the

offshore elements of Rampion 2 without undue adverse effects on the special landscape qualities (in the case of a designated landscape) or the key characteristics for which an area of seascape/landscape character or a particular element it is valued.

- **Landscape scale and topography:** The scale and topography are large enough to physically accommodate the influence of the offshore elements of Rampion 2. Topographical features such as more complex, distinctive or small-scale coastal landforms are likely to be more susceptible than simple, broad and homogenous coastal landforms.
- **Openness and enclosure:** Openness in the seascape/landscape may increase susceptibility to change because it can result in wider visibility, however open seascape/landscape may also be larger scale and simple, which will decrease susceptibility. Conversely, enclosed seascape/landscapes can offer more screening potential, limiting visibility to a smaller area, however they may also be smaller scale and more complex which will increase susceptibility. In general, large scale, simple and open seascapes/coastlines are likely to be less susceptible to the offshore elements of Rampion 2 than more enclosed, complex seascapes/coasts (such as indented bays, headlands etc).
- **Skyline:** Prominent and distinctive skylines and horizons with important landmark features that are identified in the landscape character assessment, are generally considered to be more susceptible to development in comparison to broad, simple skylines which lack landmark features or contain other infrastructure features.
- **Relationship with other development and landmarks:** Contemporary landscapes where there are existing similar developments (WTGs or energy developments) or other forms of development (industry, mineral extraction, masts, urban fringe / large settlement, major transport routes) that already have a characterising influence result in a lower susceptible to development in comparison to areas characterised by smaller scale, historic development and landmarks.
- **Perceptual qualities:** Notable landscapes that are acknowledged to be particularly scenic, wild or tranquil are generally considered to be more susceptible to development in comparison to ordinary, cultivated or farmed / developed landscapes where perceptions of 'wildness' and tranquillity are less tangible. Landscapes which are either remote or appear natural may vary in their susceptibility to development.
- **Landscape context and association:** the extent to which the offshore elements of Rampion 2 will influence the character of seascape/landscape receptors across the study area relates to the associations that exist between the seascape/landscape receptor within which the offshore elements of Rampion 2 are located and the seascape/landscape receptor from which the offshore elements of Rampion 2 is being experienced. In some situations this association will be strong, i.e., where the seascapes/landscapes are directly related, and in other situations weak (where the landscape association is weak). The context and visual connection to areas of adjacent seascape/landscape character or designations has a bearing on the susceptibility to development.

Seascape/landscape sensitivity rating

- 1.5.14 An overall sensitivity assessment of the seascape/landscape receptor has been made by combining the assessment of the value of the seascape/landscape character receptor and its susceptibility to change. The evaluation of seascape/landscape sensitivity has been applied for each seascape/landscape receptor - high, medium-high, medium, medium-low and low - by combining individual assessments of the value of the receptor and its susceptibility to change. The basis for the assessments has been made clear using evidence and professional judgement in the evaluation of sensitivity for each receptor. Criteria that tend towards higher or lower sensitivity are set out in **Table 1-2** below.

Table 1-2 Seascape/landscape sensitivity to change

Value	Higher	Lower
	Designation: Designated seascape/landscapes with national policy level protection or defined for their natural beauty.	Seascape/landscapes without formal designation. Despoiled or degraded seascape/landscape with little or no evidence of being valued by the community.
	Quality: Higher quality seascape/landscapes with consistent, intact and well-defined, distinctive attributes.	Lower quality seascape/landscapes with indistinct elements or features that detract from its inherent attributes.
	Rarity: Rare or unique seascape/landscape character types, features or elements.	Widespread or 'common' seascape/landscape character types, features or elements.
	Aesthetic / scenic: Aesthetic / scenic or perceptual aspects of designated wildlife, ecological or cultural heritage features that contribute to seascape/landscape character.	Limited wildlife, ecological or cultural heritage features, or limited contribution to seascape/landscape character.
	Perceptual qualities: Seascape/landscape with perceptual qualities of wildness, remoteness or tranquillity.	Seascape/landscape where potential qualities of wildness, remoteness or tranquillity are no longer present or experienced, often as a result of existing development influences.
	Cultural associations: Seascape/landscape with strong cultural associations that contributes to scenic quality.	Seascape/landscape with few cultural associations.

Value	Higher	Lower
Susceptibility to change	Higher	Lower
	<p>Strength and robustness: Fragile seascape/landscape vulnerable and lacking the ability to accommodate change.</p> <p>Landscape scale: A smaller scale seascape/landscape, with complex, distinctive or small-scale coastal landforms.</p> <p>Openness / enclosure: Openness may increase susceptibility if there is wider visibility, however open seascape/landscape may also be larger scale and simple which would decrease susceptibility.</p> <p>Skyline: Distinctive undeveloped skylines with landmark features.</p> <p>Relationship with other development: Little association with other contemporary development, or strong associations occur with smaller scale or historic development.</p> <p>Perceptual qualities: Perceptual qualities associated with particular scenic qualities, wildness or tranquillity.</p> <p>Seascape/landscape association: Adjacent seascape/landscape character context connected by associated character and views.</p>	<p>Robust landscape that is capable of reasonably accommodating change without undue adverse effects.</p> <p>A seascape/landscape of a suitably large enough scale to accommodate the development, with simple, broad and homogenous coastal landforms.</p> <p>Enclosed seascape/landscapes can offer more screening potential, limiting visibility to a smaller area, however they may also be smaller scale and more complex which would increase susceptibility</p> <p>Developed, non-distinctive skylines without landmark features.</p> <p>Strong or direct association with other similar contemporary developments and seascape/landscape character influenced by development.</p> <p>Contemporary, cultivated / settled or developed landscapes with fewer perceptual qualities are likely to have a lower susceptibility.</p> <p>Host landscape character is separate from surrounding / adjacent seascape/landscape character with weak association.</p>
Sensitivity to change	<p>High  Medium  Low</p>	

Seascape/landscape magnitude of change

Overview

- 1.5.15 The magnitude of change affecting seascape/landscape receptors is an expression of the scale of the change that will result from the offshore elements of Rampion 2 and is dependent on a number of variables regarding the size or scale of the change and the geographical extent over which the change will be experienced.

Size or scale of change

- 1.5.16 This criterion relates to the size or scale of change to the seascape/landscape that will arise as a result of the offshore elements of Rampion 2, based on the following factors.
- **Seascape/landscape elements:** The degree to which the pattern of elements that makes up the seascape/landscape character will be altered by the offshore elements of Rampion 2, by removal or addition of elements in the seascape/landscape. The magnitude of change will generally be higher if the features that make up the seascape/landscape character are extensively removed or altered, and/or if many new offshore elements are added to the seascape/landscape.
 - **Seascape/landscape characteristics:** This relates to the extent to which the effect of the offshore elements of Rampion 2 changes, physically or perceptually, the key characteristics of the seascape/landscape that may be important to its distinctive character. This may include, for example, the scale of the landform, its relative simplicity or irregularity, the nature of the seascape/landscape context, the grain or orientation of the seascape/landscape, the degree to which the receptor is influenced by external features and the juxtaposition of the offshore elements of Rampion 2 in relation to these key characteristics. If the offshore elements of Rampion 2 are located in a seascape/landscape receptor that is already affected by other similar development, this may reduce the magnitude of change if there is a high level of integration and the developments form a unified and cohesive feature in the seascape/landscape.
 - **Seascape/landscape designation:** In the case of designated landscapes, the degree of change is considered in light of the effects on the special landscape qualities which underpin the designation and the effect on the integrity of the designation. All landscapes change over time and much of that change is managed or planned. Often landscapes will have management objectives for 'protection' or 'accommodation' of development. The scale of change may be localised, or occurring over parts of an area, or more widespread affecting whole landscape receptors and their overall integrity.
 - **Distance:** The size and scale of change is also strongly influenced by the proximity of the offshore elements of Rampion 2 to the receptor and the extent to which the development can be seen as a characterising influence on the landscape. Consequently, the scale or magnitude of change is likely to be lower in respect of landscape receptors that are distant from the offshore

elements of Rampion 2 and / or screened by intervening landform, vegetation and built form to the extent that the scale of their influence on landscape receptors is small or limited. Conversely, landscapes closest to the development are likely to be most affected. Host landscapes (where the development is located within a 'host' landscape character unit) will be directly affected whilst adjacent areas of landscape character will be indirectly affected.

- **Amount and nature of change:** The amount of Rampion 2 that will be seen. Visibility of the offshore elements of Rampion 2 may range from one WTG blade tip to all of the WTGs; generally, the greater the amount of the offshore elements of Rampion 2 that can be seen, the higher the scale of change. The degree to which Rampion 2 is perceived to be on the horizon or 'within' the seascape/landscape. Generally, the magnitude of change is likely to be lower if Rampion 2 is largely perceived to be on the horizon at distance, rather than 'within' the seascape/landscape.

Geographical extent

- 1.5.17 The geographic extent over which the seascape/landscape effects has been 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 non-significant effects.
- 1.5.18 The extent of the effects will vary depending on the specific nature of the offshore elements of Rampion 2 and is principally assessed through analysis of the extent of perceived changes to the seascape/landscape character through visibility of the offshore elements of Rampion 2.
- 1.5.19 Landscape effects are described in terms of the geographical extent or physical area that will be affected (described as a linear or area measurement). This should not be confused with the scale of the development or its physical footprint. The manner in which the geographical extent of the seascape/landscape effect is described for different seascape/landscape receptors is explained as follows.
- **Seascape/landscape character:** The extent of the effects on seascape/landscape character will vary depending on the specific nature of the offshore elements of Rampion 2. This is not simply an expression of visibility or the extent of the ZTV, but also includes a specific assessment of the extent of landscape character that will be changed by the offshore elements of Rampion 2 in terms of its character, key characteristics and elements.
 - **Landscape Designations:** In the case of a designated landscape, this refers to the extent the special landscape qualities of the designation are affected and whether this can be defined in terms of area or linear measurements, or subjectively through professional judgement (with the support of an expert topic group and / or peer review) and whether the integrity of the designation is affected.

Duration and reversibility

1.5.20 The duration and reversibility of seascape/landscape effects has been based on the period over which offshore elements of Rampion 2 are likely to exist (during construction and operation) and the extent to which these elements has been removed (during decommissioning) and its effects reversed at the end of that period. Long-term, medium-term and short-term seascape/landscape effects are defined as follows:

- **long-term** – more than 10 years (may be defined as permanent or reversible);
- **medium-term** – 6 to 10 years; and
- **short-term** – 1 to 5 years.

Seascape/landscape magnitude of change rating

1.5.21 The 'magnitude' or 'degree of change' resulting from the offshore elements of Rampion 2 is described as 'High', 'High-medium', 'Medium', 'Medium-low' 'Low' or 'Negligible'. In assessing magnitude of change, the assessment focuses on the size or scale of change and its geographical extent. The duration and reversibility are stated separately in relation to the assessed effects (i.e., as short / medium / long-term and temporary / permanent). The basis for the assessment of magnitude for each receptor has been made clear using evidence and professional judgement. The levels of magnitude of change that can occur are defined in **Table 1-3**.

Table 1-3 Seascape/landscape magnitude of change ratings

Magnitude of change	Description/reason
High	<ul style="list-style-type: none"> • Size / Scale: A large-scale change and major loss of key landscape elements / characteristics or the addition of large scale or numerous new and uncharacteristic features or elements that will affect the seascape/landscape character and the special landscape qualities / integrity of a landscape designation. Directly affecting a host seascape/landscape receptor or indirectly affecting a nearby receptor. • Geographical extent: The size or scale of change will typically, but not always affect a large geographical extent or area and may be close to the offshore elements of Rampion 2.
Medium-high	Intermediate rating with combination of criteria from high or medium magnitude.
Medium	<ul style="list-style-type: none"> • Size / Scale:

Magnitude of change	Description/reason
	<p>A medium scale change and moderate loss of some key landscape elements / characteristics or the addition of some new medium scale uncharacteristic features or elements that could partially affect the seascape/landscape character and the special landscape qualities / integrity of a landscape designation.</p> <p>Directly affecting a host seascape/landscape receptor or indirectly affecting a nearby receptor.</p> <ul style="list-style-type: none"> Geographical extent: <p>The size or scale of seascape/landscape change will typically, but not always affect a more localised geographical extent at an intermediate distance from the offshore elements of Rampion 2.</p>
Medium-low	Intermediate rating with combination of criteria from medium or low magnitude.
Low	<ul style="list-style-type: none"> Size / Scale: <p>A small-scale change and minor loss of a few landscape elements / non key characteristics, or the addition of some new small-scale features or elements of limited characterising influence on seascape/landscape character / designations.</p> <ul style="list-style-type: none"> Geographical extent: <p>There may be a small partial change in seascape/landscape character, typically, but not always affecting a localised geographical extent at some distance from the offshore elements of Rampion 2.</p>
Negligible	<ul style="list-style-type: none"> Size / Scale: <p>A very small-scale change that may include the loss or addition of some landscape elements of limited characterising influence. The seascape/landscape characteristics and character will be unaffected.</p> <ul style="list-style-type: none"> Geographical extent: <p>Typically affecting a very small geographical extent at greater distance from the offshore elements of Rampion 2.</p>

Evaluating seascape/landscape effects and significance

- 1.5.22 The level of seascape/landscape effect is evaluated through the combination of seascape/landscape sensitivity and magnitude of change. Once the level of effect has been assessed, a judgement is then made as to whether the level of effect is 'significant' or 'not significant' as required by the relevant EIA Regulations. This process is assisted by the matrix in **Table 1-6** which is used to guide the assessment. The factors considered in the evaluation of the sensitivity and the magnitude of the change resulting from the offshore elements of Rampion 2 and

their conclusion, has been presented in a comprehensive, clear and transparent manner.

- 1.5.23 Further information is also provided about the nature of the effects (whether these will be direct / indirect; temporary / permanent / reversible; beneficial / neutral / adverse or cumulative).

Significant seascape/landscape effects

- 1.5.24 A significant effect will occur where the combination of the variables results in the offshore elements of Rampion 2 having a defining effect on the seascape/landscape receptor, or where changes of a lower magnitude affect a seascape/landscape receptor that is of particularly high sensitivity. A major loss or irreversible effect over an extensive area or seascape/landscape character, affecting landscape elements, characteristics and / or perceptual aspects that are key to a nationally valued landscape are likely to be significant.

Non-significant landscape effects

- 1.5.25 A non-significant effect will occur where the effect of the offshore elements of Rampion 2 is not defining, and the landscape character of the receptor continues to be characterised principally by its baseline characteristics. Equally a small-scale change experienced by a receptor of high sensitivity may not significantly affect the special landscape quality or integrity of a designation. Reversible effects, on elements, characteristics and character that are of small-scale or affecting lower value receptors are unlikely to be significant.

1.6 Assessing visual effects

Overview

- 1.6.1 Visual effects are concerned wholly with the effect of the offshore elements of Rampion 2 on views, and the general visual amenity and are defined by the Landscape Institute in GLVIA 3, paragraphs 6.1 as follows:
- “An assessment of visual effects deals with the effects of change and development on views available to people and their visual amenity. The concern ... is with assessing how the surroundings of individuals or groups of people may be specifically affected by changes in the context and character of views.”*
- 1.6.2 Visual effects are identified for different receptors (people) who will experience the view at their place of residence, within their community, during recreational activities, at work, or when travelling through the area. The visual effects may include the following:
- **Visual effect:** a change to an existing static view, sequential views, or wider visual amenity as a result of development or the loss of particular landscape elements or features already present in the view; and
 - **Cumulative visual effects:** the cumulative or incremental visibility of similar types of development may combine to have a cumulative visual effect.

- 1.6.3 The level of visual effect (and whether this is significant) is determined through consideration of the sensitivity of each visual receptor (or range of sensitivities for receptor groups) and the magnitude of change that will be brought about by the construction, operation and decommissioning of the offshore elements of Rampion 2.

Zone of Theoretical Visibility (ZTV)

- 1.6.4 Plans mapping the Zone of Theoretical Visibility (ZTV) are used to analyse the extent of theoretical visibility of the offshore elements of Rampion 2, across the Study Area and to assist with viewpoint selection. The ZTV does not however, take account of the screening effects of buildings, localised landform and vegetation, unless specifically noted (see individual figures). As a result, there may be roads, tracks and footpaths within the study area which, although shown as falling within the ZTV, are screened or filtered by built form and vegetation, which will otherwise preclude visibility.
- 1.6.5 The ZTVs provide a starting point in the assessment process and accordingly tend towards giving a 'worst case' or greatest calculation of the theoretical visibility.

Viewpoint analysis

- 1.6.6 Viewpoint analysis is used to assist the assessment and is conducted from selected viewpoints within the Study Area. The purpose of this is to assess both the level of visual effect for particular receptors and to help guide the design process and focus the assessment. A range of viewpoints are examined in detail and analysed to determine whether a significant visual effect will occur. By arranging the viewpoints in order of distance it is possible to define a threshold or outer geographical limit, beyond which significant effects will be unlikely.
- 1.6.7 The assessment involves visiting the viewpoint location and viewing wirelines and photomontages prepared for each viewpoint location. The fieldwork is conducted in periods of fine weather with good visibility and considers seasonal changes such as reduced leaf cover or hedgerow maintenance.
- 1.6.8 The SLVIA therefore includes viewpoint analysis prepared for each viewpoint and presented as supporting assessment in the SLVIA. A summary table of the findings is also provided in order of distance from the offshore elements of Rampion 2. This summary table assists in defining the direction, elevation, geographical spread and nature of the potential visual effects and identify areas where significant effects are likely to occur. This approach seeks to provide clarity and confidence to consultees and decision makers by allowing the detailed judgements on the magnitude of visual change to be more readily scrutinised and understood.
- 1.6.9 The viewpoint analysis is used to assist the visual assessment of visual receptor locations reported in the PEIR and ES.

Evaluating visual sensitivity to change

Overview

- 1.6.10 In accordance with paragraphs 6.31-6.37 of GLVIA3, the sensitivity of visual receptors has been determined by a combination of the value of the view and the susceptibility of the visual receptors to the change likely to result from the offshore elements of Rampion 2 on the view and visual amenity.

Value of the view

- 1.6.11 The value of a view or series of views reflects the recognition and the importance attached either formally through identification on mapping or being subject to planning designations, or informally through the value which society attaches to the view(s). The value of a view has been classified as high, medium-high, medium, medium-low or low and the basis for this assessment has been made clear using evidence and professional judgement, based on the following criteria.
- **Formal recognition** - The value of views can be formally recognised through their identification on OS or tourist maps as formal viewpoints, sign-posted and with facilities provided to add to the enjoyment of the viewpoint such as parking, seating and interpretation boards. Specific views may be afforded protection in local planning policy and recognised as valued views. Specific views can also be cited as being of importance in relation to landscape or heritage planning designations, for example the value of a view has been increased if it presents an important vista from a designed landscape or lies within or overlooks a designated area, which implies a greater value to the visible landscape.
 - **Informal recognition** - Views that are well-known at a local level and/or have particular scenic qualities can have an increased value, even if there is no formal recognition or designation. Views or viewpoints are sometimes informally recognised through references in art or literature and this can also add to their value. A viewpoint that is visited or appreciated by a large number of people will generally have greater importance than one gained by very few people.

Susceptibility to change

- 1.6.12 Susceptibility relates to the nature of the viewer experiencing the view and how susceptible they are to the potential effects of the offshore elements of Rampion 2. A judgement to determine the level of susceptibility therefore relates to the nature of the viewer and their experience from that particular viewpoint or series of viewpoints, classified as high, medium-high, medium, medium-low or low and based on the following criteria.
- **Nature of the viewer** - The nature of the viewer is defined by the occupation or activity of the viewer at the viewpoint or series of viewpoints. The most common groups of viewers considered in the visual assessment include residents, motorists, and people taking part in recreational activity or working. Viewers, whose attention is focused on the landscape, or with static long-term views, are likely to have a higher sensitivity. Viewers travelling in cars or on

trains will tend to have a lower sensitivity as their view is transient and moving. The least sensitive viewers are usually people at their place of work as they are generally less sensitive to changes in views.



- **Experience of the viewer** - The experience of the visual receptor relates to the extent to which the viewer's attention or interest may be focused on the view and the visual amenity they experience at a particular location. The susceptibility of the viewer to change arising from the offshore elements of Rampion 2 may be influenced by the viewer's attention or interest in the view, which may be focused in a particular direction, from a static or transitory position, over a long or short duration, and with high or low clarity. For example, if the principal outlook from a settlement is aligned directly towards the offshore elements of Rampion 2, the experience of the visual receptor will be altered more notably than if the experience relates to a glimpsed view seen at an oblique angle from a car travelling at speed. The visual amenity experienced by the viewer varies depending on the presence and relationship of visible elements, features or patterns experienced in the view and the degree to which the landscape in the view may accommodate the influence of the offshore elements of Rampion 2.

Visual sensitivity rating

- 1.6.13 An overall level of sensitivity has been applied for each visual receptor or view – high, medium-high, medium, medium-low or low – by combining individual assessments of the value of the view and the susceptibility of the visual receptor to change. Each visual receptor, meaning the particular person or group of people likely to be affected at a specific viewpoint, is assessed in terms of their sensitivity. The basis for the assessments has been made clear using evidence and professional judgement in the evaluation of each receptor. Criteria that tend towards higher or lower sensitivity are set out in **Table 1-4** below.

Table 1-4 Visual sensitivity to change

Value	Higher	Lower
	Specific viewpoint identified in OS maps and / or tourist information and signage.	Viewpoint not identified in OS maps or tourist information and signage.
	Facilities provided at viewpoint to aid the enjoyment of the view.	No facilities provided at viewpoint to aid enjoyment of the view.
	View afforded protection in planning policy.	View is not afforded protection in planning policy.
	View is within or overlooks a designated landscape, which implies a higher value to the visible landscape.	View is not within, nor does it overlook, a designated landscape.
	View has informal recognition and well-known at a local level, as having particular scenic qualities.	View has no informal recognition and is not known as having particular scenic qualities.
	View or viewpoint is recognised through references in art or literature.	View or viewpoint is not recognised in references in art or literature.
	View has high scenic qualities relating to the content and composition of the visible landscape.	View has low scenic qualities relating to the content and composition of the visible landscape.
Susceptibility to change	Higher	Lower
	Viewer who is likely or liable to be influenced by the offshore elements of Rampion 2.	Viewer who is unlikely or not liable to be influenced by the offshore elements of Rampion 2.
	Viewers such as walkers, or tourists, whose main attention and interest are on their surroundings.	Viewers whose main attention is not focused on their surroundings, such as people at work, or specific forms of recreation.
	Residents that gain static, long-term views of the offshore elements of Rampion 2 in their principal outlook.	Viewers who are transient and dynamic, such as those travelling in cars or on trains, where the view is of short duration.
	Viewpoint is visited or used by a large number of people.	View is visited or gained by very few people.

Susceptibility to change	Higher	Lower
	<p>A view that is focused in a specific directional vista, with notable features of interest in a particular part of the view.</p> <p>Viewers are focused on the experience of a high level of visual amenity at the location due to its overall pleasantness as an attractive visual setting or backdrop to activities.</p>	<p>Open views with no specific point of interest, or specific directional vista away from direction of the proposed development.</p> <p>The visual amenity experienced at the location by viewers is less pleasant or attractive than might otherwise be the case.</p>
Sensitivity to change	High  Medium  Low	

Visual magnitude of change

Overview

- 1.6.14 The visual magnitude of change is an expression of the scale of the change that will result from the offshore elements of Rampion 2 and is dependent on a number of variables regarding the size or scale of the change and the geographical extent over which the change will be experienced. A separate assessment is also made of the duration and reversibility of visual effects.

Size or scale of change

- 1.6.15 An assessment has been made about the size or scale of change in the view that is likely to be experienced as a result of the offshore elements of Rampion 2, based on the following criteria:
- **Distance:** the distance between the visual receptor/viewpoint and the offshore elements of Rampion 2. Generally, the greater the distance, the lower the magnitude of change, as the offshore elements of Rampion 2 will constitute a smaller scale component of the view.
 - **Size:** the amount and size of the offshore elements of Rampion 2 that will be seen. Visibility may range from small or partial visibility of the offshore elements of Rampion 2, to all of the offshore elements being visible. Generally, the larger and greater number of the offshore elements of Rampion 2 that appear in the view, the higher the magnitude of change. This is also related to the degree to which the offshore elements of Rampion 2 may be wholly or partly screened by landform, vegetation (seasonal) and / or built form. Conversely open views are likely to reveal more of the offshore elements of Rampion 2, particularly where this is a key characteristic of the landscape.

- **Scale:** the scale of the change in the view, with respect to the loss or addition of features in the view and changes in its composition. The scale of the offshore elements of Rampion 2 may appear larger or smaller relative to the scale of the receiving seascape/landscape.
- **Field of view:** the vertical / horizontal field of view (FoV) and the proportion of the view that is affected by the offshore elements of Rampion 2. Generally, the more of the proportion of a view that is affected, the higher the magnitude of change will be. If the offshore elements of Rampion 2 extend across the whole of the open part of the outlook, the magnitude of change will generally be higher as the full view will be affected. Conversely, if the offshore elements of Rampion 2 cover just a narrow part of an open, expansive and wide view, the magnitude of change is likely to be reduced as they will not affect the whole open part of the outlook. This can in part be described objectively by reference to the horizontal / vertical FoV affected, relative to the extent and proportion of the available view.
- **Contrast:** the character and context within which the offshore elements of Rampion 2 will be seen and the degree of contrast or integration of any new features with existing landscape elements, in terms of scale, form, mass, line, height, colour, luminance and motion. Contrasts and changes may arise particularly as a result of the rotation movement of the WTG blades, as a characteristic that gives rise to effects. Developments which contrast or appear incongruous in terms of colour, scale and form are likely to be more visible and have a higher magnitude of change.
- **Consistency of image:** the consistency of image of the offshore elements of Rampion 2 in relation to other developments. The magnitude of change of offshore elements of Rampion 2 is likely to be lower if its WTG height, arrangement, and layout design are broadly similar to other developments in the seascape, in terms of its scale, form and general appearance. New development is more likely to appear as logical components of the landscape with a strong rationale for their location.
- **Skyline / background:** Whether the offshore elements of Rampion 2 will be viewed against the skyline or a background seascape may affect the level of contrast and magnitude. If the offshore elements of Rampion 2 add to an already developed skyline the magnitude of change will tend to be lower.
- **Number:** generally, the greater the number of separate offshore elements of Rampion 2 seen simultaneously or sequentially, the higher the magnitude of change. Further effects will occur in the case of separate developments and their spatial relationship to each other will affect the magnitude of change. For example, development that appears as an extension to an existing development will tend to result in a lower magnitude of change than a separate, new development.
- **Nature of visibility:** the nature of visibility is a further factor for consideration. The offshore elements of Rampion 2 may be subject to various phases of development change and the manner in which the offshore elements of Rampion 2 may be viewed could be intermittent or continuous and / or seasonally, due to periodic management or leaf fall.

Geographical extent

- 1.6.16 The geographic extent over which the visual effects will be experienced has also been assessed. This is distinct from the size or scale of effect and is described in terms of the physical area or location over which it will be experienced (described as a linear or area measurement). The extent of the effects will vary according to the specific nature of the offshore elements of Rampion 2 and is principally assessed through ZTV, field survey and viewpoint analysis of the extent of visibility likely to be experienced by visual receptors. The geographical extent of visual effects is described as per the following examples.
- The geographical extent can be described as an area measurement or proportion of the total area of the receptor affected. For example, effects on people within a particular area such as a golf course or area of common land can be illustrated via a 'representative viewpoint' that represents a similar visual effect, likely to be experienced by larger numbers of people within that area. The geographical extent of that visual effect can be expressed as approximately '5 hectares' or '10%' of an area of common land or defined recreational area.
 - The geographical extent can be described as a linear measurement (m or km) according to the length of route affected. For example, effects on people travelling on a route through the landscape such as a road or footpath can be illustrated via a 'representative viewpoint' that represents a similar visual effect, likely to be experienced by larger numbers of people along that route. The geographical extent of that visual effect can be expressed as approximately '2km' or '10%' of the total length of the route.
 - The geographical extent of a visual effect experienced from a specific viewpoint may be limited to that location alone. An example of a 'specific viewpoint' is a public viewpoint recommended in tourist literature such as a well visited hill summit. An example of an 'illustrative viewpoint' is a particular location within a built up or well vegetated area where an uncharacteristically open or restricted view exists.

Duration and reversibility

- 1.6.17 The duration and reversibility of visual effects are based on the period over which the offshore elements of Rampion 2 are likely to exist (during construction and operation) and the extent to which the offshore elements of Rampion 2 will be removed (during decommissioning), with effects reversed at the end of that period.
- 1.6.18 Long-term, medium-term and short-term visual effects are defined as follows:
- **long-term** – more than 10 years (may be defined as permanent or reversible);
 - **medium-term** – 6 to 10 years; and
 - **short-term** – 1 to 5 years.

Visual magnitude of change rating

- 1.6.19 The 'magnitude' or 'degree of change' resulting from the offshore elements of Rampion 2 is described as 'High', 'High-medium', 'Medium', 'Medium-low' 'Low'

and 'Negligible' as defined in **Table 1-5**. In assessing the magnitude of change the assessment has focused on the size or scale of change and its geographical extent. The duration and reversibility are stated separately in relation to the assessed effects (i.e., as short / medium / long-term and temporary / permanent). The basis for the assessment of magnitude for each receptor has been made clear using evidence and professional judgement. Examples of criteria that tend towards higher or lower magnitude of change that can occur on views and visual receptors are set out in **Table 1-5**.

Table 1-5 Visual magnitude of change ratings

Magnitude of change	Magnitude of change definition	Examples of visual magnitude of change
High	The offshore elements of Rampion 2 will result in a high level of alteration to the existing view, forming the prevailing influence and/or introducing elements that are substantially uncharacteristic in the baseline view. The addition of the offshore elements of Rampion 2 will result in a major incremental change, loss or addition to the baseline view.	<ul style="list-style-type: none"> • Size and Scale: A very large - large and dominant change to the view. • Number: Involving the loss/addition of a large number of features / elements. • Distance: Typically appearing closer to the viewer in the fore to middle ground. • FoV: Affecting a large vertical angle and wide horizontal FoV. • Nature of Visibility: Multiple phase development, continuously and sequentially visible. • Contrast: Strong degree of contrast with surroundings with little or no screening. • Skyline: Visible on the skyline as a new feature. • Consistency of Image: Contrasting with other developments, lacking in visual rationale. <p>Typically experienced from representative viewpoints illustrating a visual effect likely to be experienced by larger numbers of people, relative to the activity, affecting a large area or length / proportion of route. May also be experienced from a specific viewpoint.</p>
Medium-high	Intermediate rating with combination of criteria from high or medium magnitude of change category.	
Medium	The offshore elements of Rampion 2 will result in a medium level of alteration to the baseline view, forming a readily apparent influence and/or introducing elements that are potentially	<ul style="list-style-type: none"> • Size and Scale: A medium and prominent change to the view. • Number: Involving the loss/addition of a number of features / elements. • Distance: Typically appearing in the middle ground. • FoV: Affecting a medium vertical angle and moderate horizontal FoV. • Nature of Visibility: Multiple phase development, intermittently and sequentially visible.

Magnitude of change	Magnitude of change definition	Examples of visual magnitude of change
	<p>uncharacteristic in the receiving view. The addition of the offshore elements of Rampion 2 will result in a moderate incremental change, loss or addition to the baseline view.</p>	<ul style="list-style-type: none"> • Contrast: Contrast with surroundings and may benefit from some screening. • Skyline: Visible on the skyline along with other features. • Consistency of Image: Different from other developments, some visual rationale. <p>Typically experienced from representative viewpoints illustrating a visual effect likely to be experienced by a medium number of people, relative to the activity, affecting a medium area or length / proportion of route. May also be experienced from a specific viewpoint.</p>
Medium-low	Intermediate rating with combination of criteria from medium or low magnitude of change category.	
Low	<p>The offshore elements of Rampion 2 will result in a low level of alteration to the baseline view, providing a slightly apparent influence and/or introducing elements that are characteristic in the receiving view. The addition of the offshore elements of Rampion 2 will result in a low incremental change, loss or addition to the baseline view.</p>	<ul style="list-style-type: none"> • Size and Scale: A small and noticeable change, could be missed by the casual observer. • Number: Involving the loss/addition of a small number of features / elements. • Distance: Typically appearing in the background. • FoV: Affecting a small vertical angle and narrow horizontal FoV. • Nature of Visibility: Simple, single development, intermittently and infrequently visible. • Contrast: Some parity / 'fits' with surroundings and may benefit from screening. • Skyline: Partly visible on a developed skyline or not visible on the skyline. • Consistency of Image: Similar from other developments with visual rationale, appearing reasonably well accommodated within its surroundings. <p>Typically experienced from illustrative viewpoints likely to be experienced by low numbers of people, relative to the activity, affecting a smaller area or length / proportion of route. May also be experienced from a specific viewpoint.</p>
Negligible	<p>The offshore elements of Rampion 2 will result in a negligible alteration to the existing view. If visible it may, form a</p>	<ul style="list-style-type: none"> • Size and Scale: A small or negligible change, need to 'look for it'. • Number: Involving the loss/addition of a small number of features / elements. • Distance: Typically appearing in the far distance. • FoV: Affecting a very small vertical and narrowest horizontal FoV.

Magnitude of change	Magnitude of change definition	Examples of visual magnitude of change
	barely discernible influence and/or introduce elements that are substantially characteristic in the baseline view. The addition of the offshore elements of Rampion 2 will result in negligible incremental change, loss or addition to the baseline view.	<ul style="list-style-type: none"> • Nature of Visibility: Simple, single development, intermittently and infrequently visible. • Contrast: Blends with surroundings and / or is well screened. • Skyline: Partly visible on a developed skyline or not visible on the skyline. • Consistency of Image: Similar from other developments with strong visual rationale, appearing well accommodated within its surroundings. <p>Typically experienced from illustrative viewpoints likely to be experienced by low numbers of people, relative to the activity, affecting a smaller area or length / proportion of route. May also be experienced from a specific viewpoint.</p>

Evaluating visual effects and significance

Overview

- 1.6.20 The level of visual effect is evaluated through the combination of visual sensitivity and magnitude of change. Once the level of effect has been assessed, a judgement is then made as to whether the level of effect is 'significant' or 'not significant' as required by the relevant EIA Regulations. This process is assisted by the matrix in **Table 1-6** which is used to guide the assessment. The factors considered in the evaluation of the sensitivity and the magnitude of the change resulting from the offshore elements of Rampion 2 and their conclusion, have been presented in a comprehensive, clear and transparent manner.
- 1.6.21 Further information is also provided about the nature of the effects (whether these will be direct / indirect; temporary / permanent / reversible; beneficial / neutral / adverse or cumulative).

Significant visual effects

- 1.6.22 A significant effect is more likely to occur where a combination of the variables results in the offshore elements of Rampion 2 having a defining effect on the view or visual amenity or where changes affect a visual receptor that is of high sensitivity.

Non-significant visual effects

- 1.6.23 A non-significant effect is more likely to occur where a combination of the variables results in the offshore elements of Rampion 2 having a non-defining effect on the

view or visual amenity or where changes affect a visual receptor that is of low sensitivity.

Weather conditions

- 1.6.24 The assessment of visual effects is undertaken in clear weather with good to excellent visibility. This means that the viewpoint assessment represents a maximum effect assessment of the likely visual effects. The same viewpoint may be experienced under less optimal viewing conditions resulting in a significant effect appearing as non-significant, due to the change in the variable weather conditions. Due to the conditions of the assessment the reverse (a non-significant effect appearing as significant) is unlikely to occur.

1.7 Assessing cumulative seascape, landscape and visual effects

- 1.7.1 SNH's guidance, *Assessing the Cumulative Impact of Onshore Wind Energy Developments* (2012) is widely used across the UK to inform the specific assessment of the cumulative effects of both on and offshore windfarms. Both GLVIA3 and SNH's guidance provides the basis for the methodology for the cumulative SLVIA and LVIA undertaken in the PEIR and ES. The SNH (2012) guidance defines:
- *"Cumulative effects as the additional changes caused by a proposed development in conjunction with other similar developments or as the combined effect of a set of developments taken together (SNH, 2012: p4);*
 - *Cumulative landscape effects are those effects that 'can impact on either the physical fabric or character of the landscape, or any special values attached to it' (SNH, 2012, p10); and*
 - *Cumulative visual effects are those effects that can be caused by combined visibility, which occurs where the observer is able to see two or more developments from one viewpoint and / or sequential effects which occur when the observer has to move to another viewpoint to see different developments"* (SNH, 2012, p11).
- 1.7.2 As of May 2020, and with the exception of Rampion 1, there are no other existing, consented or proposed offshore windfarms within the 50 km radius SLVIA study area (**Figure 16.3, Volume 3**), nor within UK waters within approximately 140km of the offshore elements of Rampion 2. The closest being the Thanet Offshore Wind Farm Extension, located some 143km distant. The closest offshore wind farms within French waters are located approximately 70km to the south. It is important to note too that, following completion of The Crown Estate's Round 4 leasing process, there are no further planned developments of similar nature to the offshore elements of Rampion 2 within the study area or wider South Coast region at this time or for the reasonably foreseeable future.
- 1.7.3 For this reason, the potential cumulative effects of the offshore elements of Rampion 2 with other existing, consented or proposed wind farm development are likely to be limited and described as follows:

- ‘Whole Proposed Development’ effects resulting from the combined effects of the onshore and offshore elements of Rampion 2. These effects are assessed as part of the main SLVIA / LVIA.
- The cumulative effects of the offshore elements of Rampion 2 in addition to and in combination with the existing Rampion 1 offshore wind farm.
- The cumulative effects of the offshore elements of Rampion 2 in addition to and in combination with other similar development (onshore and offshore wind farms) that is either consented / under construction; the subject of a valid planning application; or proposed as part of relevant plans and programmes (the PINS Programme of Projects and MMO ‘Marine Case Management System’ being the source most relevant for this assessment).

1.7.4 The cumulative assessment methodology for SLVIA / LVIA has been described on the basis of the scope presented above, noting that this will be subject to further consultation and agreement through both the publication of the PEIR and the ongoing Evidence Plan Process.

1.8 Evaluation of significance

- 1.8.1 The matrix presented in **Table 1-6** is used as a guide to illustrate the LVIA process. 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. Such narrative assessments provide a level of detail over and above the outline assessment provided by use of the matrix alone.
- 1.8.2 The landscape and visual assessment unavoidably, involves a combination of quantitative and qualitative assessment and wherever possible cross references have been made to objective evidence, baseline figures and / or to photomontage visualisations to support the assessment conclusions. Often a consensus of professional opinion has been sought through consultation, internal peer review, and the adoption of a systematic, impartial, and professional approach. Importantly each effect results from its own unique set of circumstances and have been assessed on a case by case basis. The matrix as presented in **Table 1-6** should therefore be considered as a guide; where deviations from this guide have been made, this is clearly explained in the assessment.
- 1.8.3 Significant landscape and visual effects are highlighted in bold and shaded dark purple in **Table 1-6**. They relate to all those effects that result in a ‘**Major**’ or a ‘**Major / Moderate**’ level of effect. In some circumstances, ‘**Moderate**’ levels of effect (shaded light purple) also 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 have been explained as part of the assessment, where they occur. White or un-shaded boxes in **Table 1-6** indicate a non-significant effect.
- 1.8.4 In those instances where there will be no effect, the magnitude has been recorded as ‘Zero’ and the level of effect as ‘None’.

Table 1-6 Evaluation of seascape, landscape and visual 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.

1.9 Nature of effects

Overview

- 1.9.1 The nature of effects refers to whether the landscape and/or visual effect of the offshore elements of Rampion 2 is positive or negative (herein referred to as 'beneficial' and 'adverse').
- 1.9.2 The EIA Regulations 2017 state that the ES should define *'the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the development'*.
- 1.9.3 Cumulative effects have been described in **Section 1.7**, and *'short-term, medium-term and long-term, permanent and temporary'* effects are described in **Section 1.5** and **Section 1.6** under the heading 'Duration of Effect'. Transboundary effects only to the SLVIA and concern the overlap of the SLVIA 50km study area with French maritime waters.
- 1.9.4 The definition of the remaining terms used in this assessment is defined here.

Direct and indirect effects

- 1.9.5 Direct landscape effects relate to the host landscape and concern both physical and perceptual effects on the receptor.
- 1.9.6 Indirect landscape effects relate to those landscapes and receptors which separated by distance or remote from the development and therefore are only affected in terms of perceptual effects. The Landscape Institute also defines indirect effects as those which are not a direct result of the development but are often produced away from it or as a result of a complex pathway.
- 1.9.7 Visual effects are considered as direct effects, as the view itself may be directly altered by the proposed development.

Positive and negative effects

- 1.9.8 Guidance provided by the in GLVIA3 on the nature of effect (i.e., beneficial or adverse) states that *'in the LVIA, thought must be given to whether the likely significant landscape and visual effects are judged to be positive (beneficial) or negative (adverse) in their consequences for landscape or for views and visual amenity'*, but it does not provide guidance as to how that may be established in practice. The nature of effect is therefore one that requires interpretation and, where applied, this involves reasoned professional opinion.
- 1.9.9 In this assessment the nature of effects refers to whether the landscape and / or visual effect of the offshore elements of Rampion 2 is positive or negative (herein referred to as 'beneficial' / 'neutral' or 'adverse').
- 1.9.10 In relation to many forms of development, SLVIA will identify 'beneficial' and 'adverse' effects by assessing these under the term 'Nature of Effect'. The seascape, landscape and visual effects of wind farms are difficult to categorise in either of these brackets as, unlike other disciplines, there are no definitive criteria by which the effects of wind farms can be measured as being categorically 'beneficial' or 'adverse'. In some disciplines, such as noise or ecology, it is possible to quantify the effect of a wind farm in numeric terms, by objectively identifying or quantifying the proportion of a receptor that is affected and assessing the nature of that effect in justifiable terms. However, this is not the case in relation to landscape and visual effects where the approach combines quantitative and qualitative assessment.
- 1.9.11 Generally, in the development of 'new' wind farms, a precautionary approach has been adopted, which assumes that significant landscape and visual effects are weighed on the adverse side of the planning balance. Unless it is stated otherwise, the effects considered in the assessment have been considered to be adverse. Beneficial or neutral effects may, however, arise in certain situations and are stated in the assessment where relevant. The following definitions have been used.
 - **Beneficial effects** - contribute to the seascape, landscape and visual resource through the enhancement of desirable characteristics or the introduction of new, beneficial attributes. The development contributes to the landscape by virtue of good design or the introduction of new landscape planting. The

removal of undesirable existing elements or characteristics can also be beneficial, as can their replacement with more appropriate components.

- **Neutral effects** - occur where the development fits with the existing seascape/landscape character or visual amenity. The development neither contributes to nor detracts from the landscape and visual resource and can be accommodated with neither beneficial or adverse effects, nor where the effects are so limited that the change is hardly noticeable. A change to the seascape, landscape and visual resource is not considered to be adverse simply because it constitutes an alteration to the existing situation.
- **Adverse effects** - are those that detract from the seascape/landscape character or quality of visual attributes experienced, through the introduction of elements that contrast, in a detrimental way, with the existing characteristics of the seascape, landscape and visual resource, or through the removal of elements that are key in its characterisation.

Frequency and likelihood of visual effects – weather conditions

- 1.9.12 The judgements made in the SLVIA are based on optimum ‘very good’ to ‘excellent’ visibility of the offshore elements of Rampion 2. This assumption is assessed as the worst-case scenario, but in reality, the degree and extent of visual effects arising from the construction and operation of the offshore infrastructure is a combination of several different factors, including the prevailing weather conditions. The prevailing weather can determine changes in character and visibility, with varied wind, light and tidal movements and the clarity or otherwise of the atmosphere. Collectively, these will combine to reduce the number of days over which views of the offshore elements of Rampion 2 will be available from the coastline and hinterland, or to inhibit views, rendering them more visually recessive within the wider seascape. Viewing conditions and visibility has been found to vary in the study area, and the effects of the wind farm will vary greatly according to the weather. This means that effects that are assessed to be significant may be not-significant under different, less clear conditions.
- 1.9.13 Although the SLVIA is based on ‘very good’ to ‘excellent’ visibility conditions, a description of visibility frequency is provided using METAR visibility data from the nearest Met Office stations that record visibility (Thorney Island), to highlight potential trends in the visibility conditions of the study area. Both GLVIA3 (8.15) and SNH guidance (SNH 2017, para 39) refer to use of Met Office visibility data to assess typical visibility conditions within an area. Most synoptic observing stations have sensors which provide a measurement of visibility. Visibility sensors measure the meteorological optical range which is defined as the length of atmosphere over which a beam of light travels before its luminous flux is reduced to 5% of its original value. The use of light within the visible spectrum allows the sensor to most accurately simulate human perception of visibility. Reasonably accurate measurements are possible over a range of visibility extending from a few tens of metres to a few tens of kilometres.
- 1.9.14 Although there are limitations to how this data can be applied to judgements about wind farm visibility, the visibility data provides some understanding and evidence basis for evaluating the visibility of the WTGs against their background.

- 1.9.15 Met Office visibility data has been assessed from the nearest weather station that records visibility, at Thorney Island (located to the west of the SLVIA study area). Visibility is categorised into distance ranges, such as <1km, 1 to 2km, 2 to 3km etc and a frequency table has been compiled revealing the total number of observations within each distance category at hourly intervals for each month. The data has been summarised and mapped to highlight trends in the visibility conditions of the study area, such as the distance category which has the most visibility observations recorded, and approximate number of viewing days lost to low visibility weather conditions. Visibility data is then assessed to set out the frequency of visibility (over a 10 year period) at different distance 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.
- 1.9.16 The Met Office visibility data is then interpreted to allow more specific quantification of the likely frequency of visibility of the offshore elements of Rampion 2 from the coastal viewpoints (as a % and average number of days per year), based on the distance of each viewpoint location from the array area. The Met Office visibility frequency data is used to inform an assessment of the 'likelihood of effect' from each viewpoint, in order to qualify any significant effects assessed in optimum visibility conditions with how likely they are to actually occur given the prevailing weather/ visibility conditions.
- 1.9.17 Visibility data from sea-faring vessels has been obtained from the Met Office to supplement the Met Office visibility data from Thorney Island onshore. This is used to further inform the assessments of potential likelihood of the offshore elements of Rampion 2 being visible from the coast.

1.10 Visual representations

Overview

- 1.10.1 Zones of Theoretical Visibility (ZTVs) and visualisations (wirelines or wirelines and photomontages) are graphical images produced to assist and illustrate the SLVIA and the cumulative assessment. The methodology used for viewpoint photography and photomontages has been produced in accordance with the SNH guidance on Visual Representation of Wind Farms, Version 2.2 (2017), the Guidelines for Landscape and Visual Impact Assessment, Third Edition (GLVIA 3) (Landscape Institute and IEMA, 2013) and the Landscape Institute Technical Guidance Note on Visual Representation of Development Proposals (2019).

Zone of theoretical visibility (ZTV)

- 1.10.2 The ZTVs in **Figures 16.14 to Figure 16.25, Volume 3** have been calculated using computer software to generate a ZTV of the offshore elements of Rampion 2, to demonstrate the theoretical extent of visibility from any point in the study area.
- 1.10.3 A 3D computer model has been developed of the existing landscape and key reference using digital terrain data as follows.

- **Ordnance Survey Terrain 50:** Used to produce the main or standard ZTV plot and wirelines, these tiles provide a digital record of the existing landform of Great Britain, or Digital Terrain Model (DTM) at 10m elevation intervals based on 50m grid squares and models representing the specified geometry and position of the offshore elements. The computer model will include the entire study area and takes account of the effects caused by atmospheric refraction and the Earth's curvature.
- **Ordnance Survey Terrain 5 or LIDAR Composite 2m:** Used to produce more detailed ZTV plots where required to assess particular effects, such as along the coastline, or within a detailed part of the study area. LIDAR data takes into account the screening effects of vegetation, buildings or other surface features that may prevent or reduce visibility (insofar as they are represented in the LIDAR data). The computer model will include the entire study area and takes account of atmospheric refraction and the Earth's curvature.

- 1.10.4 The resulting ZTV plots have been overlaid on Ordnance Survey mapping at an appropriate scale and presented as figures using desktop publishing or graphic design software.
- 1.10.5 Cumulative ZTV plots based on the intervisibility of the offshore elements of Rampion 2 and other relevant developments within the study area have also been produced.
- 1.10.6 There are limitations in this theoretical production, and these should be considered in the interpretation and use of the ZTV as follows.
- Where the ZTV has been calculated using Ordnance Survey Terrain 50 or Terrain 5 digital terrain data, this will not account for the screening effects of vegetation or built form unless added in the form of OS Vectormap data or digitally added and stated on the figure.
 - The 50km radius ZTVs are based on a 50m data grid OS Digital Terrain Model (DTM). Several ZTVs have also been produced at an enlarged A1 scale utilising 5m data grid (OS Terrain 5) covering the coastal parts of the study area within 30km of the PEIR Assessment Boundary.
 - The ZTVs are based on theoretical visibility from 2m above ground level.
 - The Blade Tip ZTV does not indicate the decrease in visibility that occurs with increased distance from the array area. The nature of what is visible from 3km away will differ markedly from what is visible from 10km away, although both are indicated on the Blade Tip ZTV as having the same level of visibility.
 - There is a wide range of variation within the visibility shown on the ZTV, for example, an area shown on the blade tip ZTV as having visibility of 75 WTGs may gain views of the smallest extremity of blade tips, or of 75 full WTGs. This can make a considerable difference in the effects of the offshore elements of Rampion 2 on that area. The hub height ZTV has been used in conjunction with the blade tip ZTV to provide an indication of the degree to which the WTGs are visible.
- 1.10.7 These limitations mean that while the ZTV is used as a starting point in the assessment, providing an indication of where the offshore elements of Rampion 2

will be theoretically visible and tending to present a worst-case or over-estimate the actual visibility. The information drawn from the ZTV is checked by field survey observation.

- 1.10.8 The SLVIA includes a Horizontal Angle ZTV to show the horizontal field of view (in degrees) that may be affected by views of the WTGs.

Methodology for baseline photography

Overview

- 1.8.1 Once a view has been selected, the location is visited, confirmed, and assessed with the aid of a wireline or similar visualisation in the field. A photographic record is taken to record the view and the details of the viewpoint location and associated data are recorded to assist in the production of visualisations and to validate their accuracy.
- 1.8.2 The following photographic information is recorded:
- date, time, weather conditions and visual range;
 - GPS recorded 12 figure grid reference accurate to ~5-10 m;
 - GPS recorded Above Ordnance Datum (AOD) height data;
 - use of a fixed 50 mm focal length lens is confirmed;
 - horizontal field of view (in degrees); and
 - bearing to Target Site.
- 1.10.9 The photographs used to produce the photomontages were taken at the times of day and locations agreed with the consultees using Canon EOS 5D and 6D Digital SLR cameras, with a fixed lens and a full-frame (35mm negative size) complementary metal oxide semiconductor (CMOS) sensor. The photographs were taken on a tripod with a pano-head at a height of approximately 1.5m above ground.
- 1.10.10 All the resulting visualisations have been prepared to indicate other cumulative development in order that they may assist the cumulative assessment as well as the LVIA.
- 1.10.11 Whilst no two-dimensional image can fully represent the real viewing experience, the visualisation aims to provide a realistic representation of the offshore elements, based on current information and photomontage methodology.

Weather conditions

- 1.10.12 Guidelines for LVIA (GLVIA3) para 8.22 state – *‘In preparing photomontages, weather conditions shown in the photographs should (with justification provided for the choice) be either:*
- *representative of those generally prevailing in the area; or*
 - *taken in good visibility, seeking to represent a maximum visibility scenario when the development may be highly visible’.*

- 1.10.13 In preparing photomontages for the SLVIA, photographs have been taken in favourable weather conditions during periods of 'good', 'very good' or 'excellent' visibility conditions - seeking to represent a maximum visibility scenario when the offshore elements of Rampion 2 may be most visible.
- 1.10.14 Baseline viewpoint photographs have been taken to represent the different prevailing viewing conditions in which Rampion 2 will be viewed. Opportunities to see turbines 'back-lit' i.e. in silhouette is a notable feature of Rampion 1 as nearly all viewpoints are southerly facing. This is an attribute of Rampion 1 that will be shared by the turbines of Rampion 2. Since the majority of viewpoints are southerly facing, panoramic photography for Rampion 2 inevitably captures the sun in some part of the southerly view panorama and the opportunity to view Rampion 1 and 2 'into the sun' is a typical visibility scenario that will generally pertain from the southerly facing views. Baseline viewpoint photographs have been taken to represent the prevailing viewing conditions in which the Rampion 2 will be viewed 'into the sun' in these southerly views. Baseline viewpoint photographs have also been taken to illustrate alternative viewing scenarios, such as in viewpoints from the west (e.g. the Isle of Wight) and east (e.g. Seven Sisters, Beachy Head etc), which can be viewed when the sun is outside the main panorama towards Rampion 2 and provides side or front lighting of the turbines.

Methodology for production of visualisations

- 1.10.15 Photomontages have been produced in accordance with SNH Visual Representation of Windfarms Guidance (SNH, 2017) and Landscape Institute (2019) Technical Guidance Note (TGN) 06/19 Visual Representation of Development Proposals.
- 1.10.16 A photomontage is a visualisation which superimposes an image of a proposed development upon a photograph or series of photographs. Photomontage is a widespread and popular visualisation technique, which allows changes in views and visual amenity to be illustrated and assessed, within known views of the 'real' landscape.
- 1.10.17 To create the baseline panorama, the frames are individually cylindrically projected and then digitally joined to create a fully cylindrically projected panorama using Adobe Photoshop or PTGui software. This process avoids the wide-angle effect that will result should these frames be arranged in a perspective projection, whereby the image is not faceted to allow for the cylindrical nature of the full 360-degree view but appears essentially as a flat plane.
- 1.10.18 Tonal alterations are made using Adobe software to create an even range of tones across the photographs once joined.
- 1.10.19 The baseline photographs and cumulative wireline visualisations shown for each viewpoint cover a 90-degree field of view (or in some cases, up to 360-degree), which accords with SNH guidance. These are cylindrically projected images and should be viewed flat at a comfortable arm's length.
- 1.10.20 The photographs are also joined to create planar projection panoramas using PTGui software. These are used in the creation of the 53.5 degree field of view photomontages.

- 1.10.21 Wireline representations that illustrate the offshore elements of Rampion 2 and set within a computer-generated image of the landform are used in the assessment to predict theoretical appearance of the WTGs. These are produced with Resoft WindFarm software and are based on a terrain model with a 50m data grid (OS Panorama) with a more detailed area of terrain modelling (OS terrain 5) used for the coastal parts of the study area, which includes the majority of viewpoints used in the SLVIA. There are limitations in the accuracy of digital terrain model (DTM) data so that landform may not be picked up precisely and may result in WTGs being more or less visible than is shown, however, the use of OS Terrain 5 minimises these limitations. Where descriptions within the assessment identify the numbers of WTGs visible this refers to the illustrations generated and therefore the reality may differ to a degree from these impressions.
- 1.10.22 Daytime visualisations and wirelines show a WTG model which represents the maximum development scenario of the offshore elements of Rampion 2 in the array area and allow the potential proportions of the WTGs to be appreciated from the visualisations.
- 1.10.23 Fully rendered photomontages have been produced for the agreed viewpoints using Resoft WindFarm software, to provide a photorealistic image of the appearance of the offshore elements of Rampion 2. In the daytime photomontages modelled representations are combined with the baseline view photographs to create a photorealistic rendered photomontage image of the development.
- 1.10.24 'Panoramic photomontages' are produced in the SLVIA with a 53.5° HFoV, based on relevant guidance (SNH, 2017) and due to their suitability to encompass the horizontal spread of Rampion 2 and show the turbines at a representative scale and distance. In some views, two adjacent 53.5° photomontages will be required to capture the horizontal spread of Rampion 2.
- 1.10.25 'Single frame' 39.6° (50mm focal length) images have been provided in addition to the 53.5° HFoV images from a selection of viewpoints as requested by Natural England. It should be noted that the single frame 39.6° HFoV images do not always capture the full horizontal spread of Rampion 2, which is shown in the wider 53.5 HFoV images. A 39.6° HFoV single frame image is also an enlargement and is not representative of the apparent height of the turbines when viewed with the photomontage in the field (Highland Council, 2016).
- 1.10.26 The 53.5 degree field of view wirelines and photomontages are prepared using a planar projected image and should also be viewed flat at a comfortable arm's length. These images are each printed on paper 841 x 297mm (half A1) which provides for a relatively large scale image.
- 1.10.27 In the wirelines, the WTGs are shown with the central WTGs facing the viewer directly, with the full rotor diameter visible at its tallest extent. In the photomontages, the WTG rotors are shown with a random appearance with the central WTGs facing the viewer directly.
- 1.10.28 WTGs with jacket foundations and the offshore substations are shown in the photomontages within 15km of the array area, with all other photomontages beyond this 15km distance showing WTG with monopile foundations.
- 1.10.29 Rendering of the WTGs in the photomontages is as photorealistic as possible to the conditions shown in each viewpoint photograph. In order to address the

difficulty of representing wind farms clearly within the photos, and in line with guidance (SNH, 2017) some enhancement of the existing Rampion WTGs has been applied to ensure that they stand out in the finished photomontage, in order to improve the clarity of the illustration. As the Rampion 2 project involves an extension to the existing Rampion 1 wind farm, it is important that the existing wind farm appears clearly in the photographs relative to the rendered Rampion 2 WTGs. Where required, the existing Rampion 1 WTGs have been enhanced so that the images of both existing and proposed turbines match where the depiction of existing turbines at relatively long distances was not clear in the photographs (for example due to weather conditions and the position of the sun in southerly views).

- 1.10.30 There is some variation in the appearance and visibility of the WTGs between the viewpoints, as they are rendered to suit the conditions shown in each of the different viewpoint photographs, which have some unavoidable degree of variation in terms of lighting and weather conditions. The key requirement is that the WTGs need to be rendered with sufficient contrast against the skyline backdrop to illustrate their maximum visibility scenario in each image. Photomontages have been prepared to depict how the offshore elements of Rampion 2 will appear to illustrate the worst-case. The full suite of viewpoint photomontages should be viewed to gain an impression of the likely visual effects of the offshore elements of Rampion 2.

Night-time visualisations

- 1.10.31 Night-time visualisations have been produced from several key viewpoints, to visually represent aviation and marine navigation lighting at night.
- 1.10.32 The visual effect of the Rampion 2 Offshore Wind Farm at night has been assessed in **Appendix 16.5, Volume 4**, 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**).
- 1.10.33 A further night-time photomontage from Viewpoint 21 - Bignor Hill within the Dark Sky Core will also be provided in the ES in agreement with the ETG.
- 1.10.34 A worst-case approach is applied in the photomontages and assessment in **Appendix 16.5, Volume 4** that considers the potential effects of medium-intensity 2000cd lights in clear visibility, replicating the intensity of the Rampion 1 WTG aviation lights in the photomontages (which are understood to be 2000cd i.e. not dimmed in good visibility).
- 1.10.35 Night-time visualisations have been produced using a combination of using Resoft's WindFarm software's aviation module software for positioning of the lights, 3D modelling software that can simulate lighting conditions, referencing

existing lighting imagery/atmospheric conditions from the baseline photographs and professional judgement using photoshop.

- 1.10.36 The appearance of the lights in the night-time photomontages emulates how lights appear in the other parts of the baseline photographs. A light shown in a photograph tends to have a slight 'halo' (or bokeh) around it due to the way a camera lens renders out-of-focus points of light. This is not the way lights are seen in reality, as they tend to be much more defined as point sources. However, the proposed lighting has been shown in this way for consistency with the lights in the baseline photographs.

Information on limitations of visualisations

- 1.10.37 The photographs and other graphic material such as wirelines and photomontages used in this assessment are for illustrative purposes only and, whilst useful tools in the assessment, are not considered to be completely representative of what has been apparent to the human eye. The assessments are carried out from observations in the field and therefore may include elements that are not visible in the photographs. Limitations of photomontages are set out further below.
- 1.10.38 The photomontage visualisations of the offshore elements of Rampion 2 (and any wind farm proposal) have a number of limitations when using them to form a judgement on visual impact. These include the following:
- a visualisation can never show exactly what the offshore elements of Rampion 2 will look like in reality due to factors such as: different lighting, weather and seasonal conditions which vary through time and the resolution of the image;
 - the images provided give a reasonable impression of the scale of the WTGs and the distance to the WTGs but can never be 100% accurate;
 - a static image cannot convey turbine movement, or flicker or reflection from the sun on the turbine blades as they move;
 - the viewpoints illustrated are representative of views in the area, but cannot represent visibility at all locations;
 - to form the best impression of the impacts of the offshore elements of Rampion 2 proposal these images are best viewed at the viewpoint location shown;
 - the images must be printed and viewed at the correct size (260mm by 820mm);
 - images should be held flat at a comfortable arm's length. If viewing these images on a wall or board at an exhibition, stand at arm's length from the image presented to gain the best impression;
 - it is preferable to view printed images rather than view images on screen. Images on screen should be viewed using a normal PC screen with the image enlarged to the full screen height to give a realistic impression; and
 - there are practical limitations to shooting viewpoint photographs only in very good or excellent visibility and at particular times of day. The photographs shown in the visualisations show the most favourable weather conditions available during photographic survey work.

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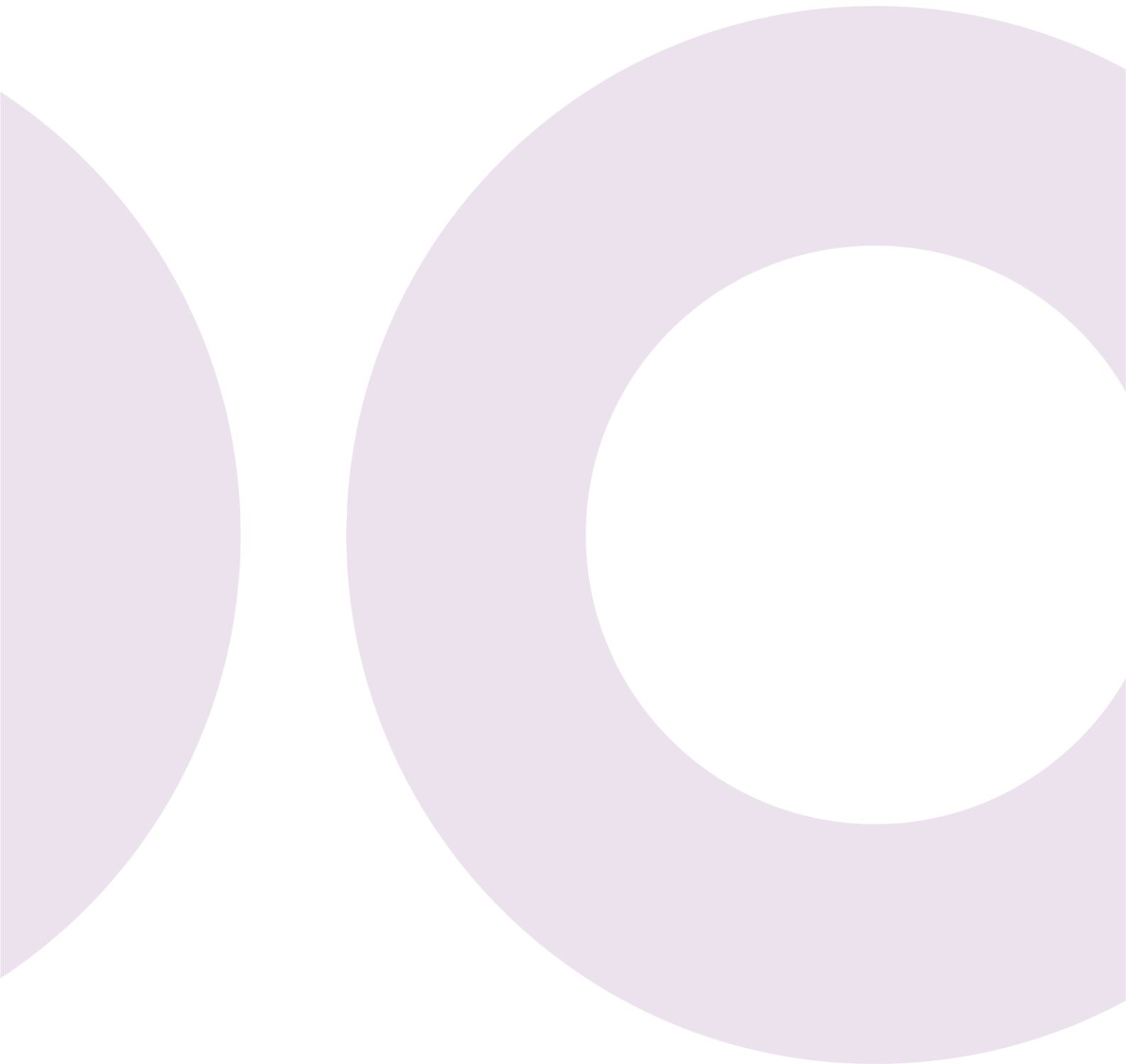
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Volume 4, Appendix 16.3

Simple Seascape, Landscape and Visual Impact Assessment (SLVIA)



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1. Introduction

1.1 Approach

- 1.1.1 A simple assessment of the seascape, landscape and visual receptors in the study area has been undertaken using zone of theoretical visibility (ZTV) analysis (**Figure 16.14 - Figure 16.24, Volume 3**) and site survey, to identify which of these receptors are likely to be affected by the construction and operation of the offshore elements of Rampion 2.
- 1.1.2 The 'simple assessment' approach for an environmental aspect / effect which may include secondary baseline data collection (for example desk-based information) and qualitative assessment methodologies. This 'simple assessment' is presented in **Table 2-1 to Table 7-2** below, which identifies the landscape character types (LCTs), landscape designations, settlements, transport routes, visitor destinations and recreational routes that have the potential to undergo significant effects as a result of the construction, operation and decommissioning of the offshore elements of Rampion 2 and require a 'detailed assessment'; and those that do not have potential to undergo potential significant effects that can be scoped out of further assessment. The assessments in **Table 2-1 to Table 7-2** are supported by desk-based ZTV information to identify - the theoretical visibility of Rampion 2 (visible or not visible); the area of each receptor with visibility (km²); the percentage area of the receptor with visibility (%); and the amount of Rampion 2 visible (expressed as 'high' to 'low' based on the number of WTGs visible, where low visibility would tend to be 1-15 WTGs for example and high 61-75 WTGs visible).
- 1.1.3 The simple assessment has been undertaken regionally within the SLVIA study area at county level i.e. for the South Downs National Park (SDNP) (**Section 2**), West Sussex (**Section 3**), East Sussex and the City of Brighton and Hove (**Section 4**), Hampshire (**Section 5**) and Isle of Wight (**Section 6**). Long distance routes which cross geographic boundaries are considered in **Section 7**.
- 1.1.4 A 'detailed assessment' approach is undertaken for seascape, landscape and visual receptors/effects that are identified in the simple assessment as requiring detailed assessment. This detailed assessment is undertaken within **Chapter 16, Volume 2** of the PEIR and the Viewpoint Assessment in **Appendix 16.4, Volume 4**. The detailed assessment is supported by primary baseline data collection (for example through site surveys), quantitative and qualitative assessment methodologies, and modelling such as ZTV analysis (**Figure 16.14 - Figure 16.24, Volume 3**) and wireline/photomontage visualisations (**Figure 16.26 - Figure 16.65, Volume 3**).

2. South Downs National Park (SDNP)

2.1 SDNP - Landscape Character Types

- 2.1.1 A simple assessment of the LCTs in the SDNP has been undertaken in **Table 2-1**.
- 2.1.2 Detailed assessment of LCTs that have the potential to undergo significant effects as a result of the construction, operation and decommissioning of the offshore elements of Rampion 2 is undertaken in **Chapter 16, Volume 3, Section 16.10**.

Table 2-1 Simple Assessment of SDNP LCTs

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Brighton to Rottingdean	S2	13.50	0.43	Yes	0.43	100.00%	Low to medium-low theoretical visibility from the entire LCT, on the study area boundary.	Potential for significant effects that require detailed assessment.
Adur to Ouse Open Downs	A2	13.61	115.91	Yes	67.97	58.64%	High, patchy theoretical visibility limited to high ground within the hinterland LCT.	Potential for significant effects that require detailed assessment.
Ouse Valley Sides	G2	15.22	14.22	Yes	1.18	8.30%	Low theoretical visibility from a very small proportion of the near coastal LCT due to valley mouth.	No potential for significant effects - scoped out of detailed assessment.
South Downs Upper Coastal Plain	R1	15.84	26.98	Yes	24.39	90.42%	Medium-high to high, patchy theoretical visibility from much of the LCT.	Potential for significant effects that require detailed assessment.
Ouse Floodplain	F2	15.95	17.33	Yes	1.88	10.86%	Low theoretical visibility from a	No potential for significant effects -

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
							negligible part of the inland LCT.	scoped out of detailed assessment.
Arun to Adur Open Downs	A3	16.49	69.96	Yes	52.51	75.06%	Medium-high to high, patchy theoretical visibility limited to high ground within the hinterland LCT.	Potential for significant effects that require detailed assessment.
Ouse to Eastbourne Open Downs	A1	16.70	73.53	Yes	50.97	69.32%	High, patchy theoretical visibility limited to high ground within the hinterland LCT.	Potential for significant effects that require detailed assessment.
Seaford to Beachy Head Shoreline	S1	16.98	1.76	Yes	1.59	90.22%	Low to medium-low theoretical visibility from much of the LCT, on the study area boundary.	Potential for significant effects that require detailed assessment.
Adur Floodplain	F3	17.11	3.61	Yes	3.02	83.62%	Low to high, patchy theoretical visibility from much of the small near coastal LCT due to valley mouth.	No potential for significant effects - scoped out of detailed assessment.

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Adur Valley Sides	G3	17.11	3.99	Yes	2.86	71.64%	Low to high, patchy theoretical visibility from much of the small near coastal LCT.	No potential for significant effects - scoped out of detailed assessment.
Angmering and Clapham Wooded Estate Downland	B4	17.63	11.95	Yes	11.73	98.16%	High theoretical visibility from much of the hinterland LCT.	Potential for significant effects that require detailed assessment.
Adur to Ouse Downs Scarp	I2	17.69	10.43	Yes	0.77	7.43%	Low theoretical visibility from a negligible area of the hinterland LCT.	No potential for significant effects - scoped out of detailed assessment.
Ouse to Eastbourne Downs Scarp	I1	18.55	10.22	Yes	1.65	16.14%	Low theoretical visibility from a very small part of the inland LCT.	No potential for significant effects - scoped out of detailed assessment.
Cuckmere Valley Sides	G1	18.64	5.95	Yes	1.05	17.68%	Low to high theoretical visibility from a relatively small proportion of the inland LCT, on the study area boundary.	No potential for significant effects - scoped out of detailed assessment.

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Cuckmere Floodplain	F1	18.93	3.73	Yes	0.15	4.09%	Low to high, patchy theoretical visibility from much of the small near coastal LCT due to valley mouth.	No potential for significant effects - scoped out of detailed assessment.
Ouse to Eastbourne Scarp Footslopes	J1	19.66	30.48	Yes	1.47	4.83%	Low theoretical visibility from a small proportion of the hinterland LCT.	No potential for significant effects - scoped out of detailed assessment.
Arun Valley Sides	G4	19.85	12.52	Yes	7.18	57.31%	Low theoretical visibility from a smaller part of the inland LCT.	No potential for significant effects - scoped out of detailed assessment.
Arun Floodplain	F4	20.23	6.98	Yes	3.39	48.58%	Low to medium-low, patchy theoretical visibility from much of the hinterland LCT.	No potential for significant effects - scoped out of detailed assessment.
Adur to Ouse Scarp Footslopes	J2	20.48	48.17	Yes	0.06	0.13%	Low theoretical visibility from a negligible area of the LCT.	No potential for significant effects - scoped out of detailed assessment.

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Arun to Adur Scarp Footslopes	J3	20.72	19.38	Yes	1.05	5.41%	Low theoretical visibility from a small proportion of the hinterland LCT.	No potential for significant effects - scoped out of detailed assessment.
Arun to Adur Downs Scarp	I3	21.31	5.73	Yes	0.24	4.26%	Low to high, patchy theoretical visibility from much of the small near coastal LCT.	No potential for significant effects - scoped out of detailed assessment.
Goodwood to Arundel Wooded Estate Downland	B1	21.73	64.52	Yes	49.35	76.49%	High, patchy theoretical visibility from much of the LCT limited to high ground within the hinterland LCT.	Potential for significant effects that require detailed assessment.
Mount Caburn	A4	21.91	7.60	Yes	3.13	41.16%	Low to medium, patchy theoretical visibility from much of the hinterland LCT.	No potential for significant effects - scoped out of detailed assessment.
East Meon to Bury Greensand Terrace	K2	26.56	45.21	Yes	2.21	4.89%	Low to high, patchy theoretical visibility from much of the	No potential for significant effects - scoped out of detailed assessment.

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
							small near coastal LCT.	
Buriton to Arun Scarp	I4	26.64	11.24	Yes	0.62	5.50%	Low theoretical visibility from a negligible area of the hinterland LCT.	No potential for significant effects - scoped out of detailed assessment.
Arun (Wealden) Floodplain	H2	26.88	12.52	Yes	2.16	17.25%	Low to medium, patchy theoretical visibility from a smaller part of the inland LCT.	No potential for significant effects - scoped out of detailed assessment.
Parham Farmland and Heath Mosaic	M1	27.09	8.48	Yes	0.13	1.48%	Low theoretical visibility from a negligible area of the LCT.	No potential for significant effects - scoped out of detailed assessment.
Lavant Valley	E1	27.10	29.33	Yes	7.05	24.03%	Low to high theoretical visibility from a smaller part of the inland LCT.	No potential for significant effects - scoped out of detailed assessment.
Rother Valley Mixed Farmland and Woodland	L1	27.64	58.90	Yes	2.21	3.75%	Low to high, patchy theoretical visibility from much of the	No potential for significant effects - scoped out of detailed assessment.

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
							small near coastal LCT.	
Stansted to West Dean Wooded Estate Downland	B3	28.29	65.07	Yes	30.76	47.27%	Low to high theoretical visibility from the western half of the inland LCT.	No potential for significant effects - scoped out of detailed assessment.
Rother Farmland and Heath Mosaic	M2	29.05	42.61	Yes	6.47	15.18%	Low, patchy theoretical visibility from higher ground forming a small proportion of the inland LCT.	No potential for significant effects - scoped out of detailed assessment.
Queen Elizabeth Forest to East Dean Wooded Estate Downland	B2	29.32	57.77	Yes	26.36	45.63%	Low to high, patchy theoretical visibility from much of the LCT with areas of high theoretical visibility limited to high ground within the inland LCT.	No potential for significant effects - scoped out of detailed assessment.
Rother Floodplain	H1	30.92	7.85	Yes	0.06	0.75%	Low to high, patchy theoretical visibility from much of the small near coastal	No potential for significant effects - scoped out of detailed assessment.

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km2)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
							LCT due to valley mouth.	
Rother Valley Farmland	N1	31.62	53.83	Yes	14.67	27.25%	Low theoretical visibility from much of the inland LCT.	No potential for significant effects - scoped out of detailed assessment.
Emms Valley	E2	31.64	14.69	Yes	2.03	13.84%	Low to medium-low theoretical visibility from a smaller part of the inland LCT.	No potential for significant effects - scoped out of detailed assessment.
Blackdown to Petworth Greensand Hills	O1	33.55	79.20	Yes	31.22	39.42%	Medium-low to medium theoretical visibility from most of the inland LCT	No potential for significant effects - scoped out of detailed assessment.
Northchapel Basin	P2	33.65	67.33	Yes	12.24	18.19%	Low theoretical visibility from small, intermittent areas of the LCT.	No potential for significant effects - scoped out of detailed assessment.
Hambledon to Clanfield Downland Mosaic	D2	36.80	71.98	Yes	33.50	46.54%	Medium theoretical visibility from the inland LCT near the study area boundary.	No potential for significant effects - scoped out of detailed assessment.

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Milland Basin	P1	39.78	34.61	Yes	2.13	6.14%	Low to high, patchy theoretical visibility from much of the small near coastal LCT due to valley mouth.	No potential for significant effects - scoped out of detailed assessment.
Saltdown to Butser Hill Scarp	I5	44.41	2.71	Yes	0.08	2.95%	Low theoretical visibility from a negligible area of the LCT.	No potential for significant effects - scoped out of detailed assessment.
Meon Valley	E3	45.31	15.17	Yes	0.30	2.01%	Low to high, patchy theoretical visibility from much of the small near coastal LCT due to valley mouth.	No potential for significant effects - scoped out of detailed assessment.
West Walk - Rookesbury Park	Q1	46.36	6.28	Yes	1.32	21.01%	Low to medium-low, patchy theoretical visibility from much of the hinterland LCT.	No potential for significant effects - scoped out of detailed assessment.
East Hampshire Greensand Terrace	K1	47.15	7.69	Yes	0.00	0.00%	Low theoretical visibility from a	No potential for significant effects -

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
							negligible area of the LCT.	scoped out of detailed assessment.
Woolmer Forest / Weaver's Down	M3	48.03	9.83	Yes	0.08	0.83%	Low theoretical visibility from a negligible area of the LCT.	No potential for significant effects - scoped out of detailed assessment.
Selborne Hangers to East Meon Scarp	I6	48.09	3.11	Yes	0.81	26.15%	Low to high, patchy theoretical visibility from much of the small near coastal LCT.	No potential for significant effects - scoped out of detailed assessment.
Bramdean and Cheriton Downland Mosaic	D3	48.29	3.46	Yes	0.23	6.50%	Low theoretical visibility from a negligible area of the inland LCT on the study area boundary.	No potential for significant effects - scoped out of detailed assessment.
Froxfield Clay Plateau	C1	48.51	4.12	Yes	2.10	51.02%	Low to medium theoretical visibility from a relatively small proportion of the inland LCT, on the study area boundary.	No potential for significant effects - scoped out of detailed assessment.

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
South Winchester Downland Mosaic	D1	49.26	0.53	Yes	0.36	67.25%	Medium theoretical visibility from the inland LCT on the study area boundary.	No potential for significant effects - scoped out of detailed assessment.

3. West Sussex South Coast Plain

3.1 West Sussex - Landscape Designations

- 3.1.1 A simple assessment of the landscape designations in West Sussex (outside the SDNP) has been undertaken in **Table 3-1**.
- 3.1.2 Detailed assessment of landscape designations that have the potential to undergo significant effects as a result of the construction, operation and decommissioning of the offshore elements of Rampion 2 is undertaken in **Chapter 16, Section 16.10, Volume 2**.

Table 3-1 Simple Assessment of Landscape Designations in West Sussex

Landscape designation	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Highdown Park and Garden	15.88	0.048	Yes	0.048	100%	High theoretical visibility from the entire very small coastal receptor.	Potential for significant effects that require detailed assessment.
Arundel Castle Park and Garden	21.23	4.870	Yes	3.979	81.71%	High theoretical visibility from most of the inland receptor, due to topography.	Potential for significant effects that require detailed assessment.
Chichester Harbour AONB	22.28	73.162	Yes	66.517	90.92%	High theoretical visibility from most of the coastal receptor.	Potential for significant effects that require detailed assessment.
Graylingwell Hospital Park and Garden	24.74	0.282	Yes	0.282	100%	High theoretical visibility from the entire small inland receptor.	No potential for significant effects - scoped out of detailed assessment.
Fishbourne Roman Palace Park and Garden	25.21	0.012	Yes	0.012	100%	High theoretical visibility from the entire very small inland receptor, just west of Chester.	No potential for significant effects - scoped out of

Landscape designation	Minimum distance to array area (km)	Area (km2)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
							detailed assessment.
Goodwood House Park and Garden	25.61	5.550	Yes	5.054	91.07%	High theoretical visibility from most of the inland receptor, due to topography.	Potential for significant effects that require detailed assessment.
Parham Park and Garden	26.29	1.719	No	0.000	0.00%	No theoretical visibility	No potential for significant effects - scoped out of detailed assessment.
Little Thakeham Park and Garden	27.16	0.088	No	0.000	0.00%	No theoretical visibility	No potential for significant effects - scoped out of detailed assessment.
Cooke's House Park and Garden	28.21	0.009	Yes	0.009	100%	Low theoretical visibility from the small inland receptor.	No potential for significant effects - scoped out of detailed assessment.

Landscape designation	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
West Dean Park and Garden	29.17	2.392	Yes	0.002	0.08%	Theoretical visibility from a small part of the receptor	No potential for significant effects - scoped out of detailed assessment.
Bignor Park and Garden	29.51	1.224	Yes	0.312	25.46%	Low theoretical visibility from a small proportion of the inland receptor.	No potential for significant effects - scoped out of detailed assessment.
Lavington Park and Garden	31.77	0.619	No	0.000	0.00%	No theoretical visibility	No potential for significant effects - scoped out of detailed assessment.
High Weald AONB	31.80	665.766	Yes	162.36	24.39%	Low to medium theoretical visibility limited to high ground and forming a smaller proportion of the receptor.	No potential for significant effects - scoped out of detailed assessment.
Burton Park and Garden	32.05	1.438	Yes	0.201	13.99%	Low theoretical visibility from the small inland receptor.	No potential for significant effects - scoped out of

Landscape designation	Minimum distance to array area (km)	Area (km2)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
							detailed assessment.
Heaselands Park and Garden	32.17	0.228	Yes	0.058	25.63%	Theoretical visibility from a small part of the receptor	No potential for significant effects - scoped out of detailed assessment.
Knepp Castle Park and Garden	32.34	1.417	Yes	1.091	77.03%	Low theoretical visibility	No potential for significant effects - scoped out of detailed assessment.
Stansted Park Park and Garden	33.49	6.022	Yes	5.422	90.04%	Medium theoretical visibility	No potential for significant effects - scoped out of detailed assessment.
Leonardslee Park and Garden	35.08	0.947	Yes	0.472	49.81%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.

Landscape designation	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Borde Hill Park and Garden	35.36	1.542	Yes	0.001	0.04%	Theoretical visibility from a small part of the receptor	No potential for significant effects - scoped out of detailed assessment.
Petworth House Park and Garden	36.25	2.970	Yes	1.613	54.29%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.
Sedgwick Park Park and Garden	36.81	1.032	Yes	0.882	85.42%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.
Slaugham Place Park and Garden	37.21	0.016	No	0.000	0.00%	No theoretical visibility	No potential for significant effects - scoped out of detailed assessment.
Pitshill And The Manor Of Dean	37.42	0.410	Yes	0.382	93.23%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of

Landscape designation	Minimum distance to array area (km)	Area (km2)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Park and Garden							detailed assessment.
Uppark Park and Garden	37.54	3.612	Yes	1.325	36.68%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.
Cowdray House Park and Garden	37.78	3.539	Yes	1.250	35.31%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.
Nymans Park and Garden	38.28	0.294	Yes	0.237	80.65%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.
The High Beeches Park and Garden	39.84	0.132	Yes	0.121	91.03%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.

Landscape designation	Minimum distance to array area (km)	Area (km2)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Wakehurst Place Park and Garden	40.81	0.522	Yes	0.265	50.81%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.
Stonehurst Park and Garden	41.17	0.780	Yes	0.190	24.42%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.
King Edward Vii Hospital Park and Garden	41.75	0.086	Yes	0.086	100%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.
Warnham Court Park and Garden	43.17	1.087	Yes	0.603	55.53%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.
Blackdown Park Park and Garden	43.70	0.568	Yes	0.507	89.28%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of

Landscape designation	Minimum distance to array area (km)	Area (km2)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
							detailed assessment.
Gravetye Manor Park and Garden	43.79	0.654	Yes	0.045	6.86%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.
Standen Park and Garden	46.28	0.080	No	0.000	0.00%	No theoretical visibility	No potential for significant effects - scoped out of detailed assessment.
Hollycombe House Park and Garden	46.40	1.019	Yes	0.315	30.91%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.
Brockhurst Park and Garden	48.48	0.098	No	0.000	0.00%	No theoretical visibility	No potential for significant effects - scoped out of detailed assessment.

3.2 West Sussex - Landscape Character Types

- 3.2.1 A simple assessment of the LCTs in West Sussex (outside the SDNP) has been undertaken in **Table 3-2**.
- 3.2.2 Detailed assessment of LCTs that have the potential to undergo significant effects as a result of the construction, operation and decommissioning of the offshore elements of Rampion 2 is undertaken in **Chapter 16, Volume 2, Section 16.10**.

Table 3-2 Simple Assessment of LCTs in West Sussex

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
South Coast Shoreline	SC1	13.35	12.362	Yes	12.292	99.44%	Medium-high theoretical visibility from entire coastline LCT.	Potential for significant effects that require detailed assessment.
Built up Area	-	13.53	161.030	Yes	88.941	55.23%	High theoretical visibility, but limited within the urban LCT.	No potential for significant effects - scoped out of detailed assessment.
Littlehampton & Worthing Fringes	SC11	13.73	9.996	Yes	9.891	98.95%	High theoretical visibility limited by intervening urban influence and screening.	No potential for significant effects - scoped out of detailed assessment.
Worthing & Adur Fringes	SC13	14.53	4.805	Yes	4.645	96.67%	High theoretical visibility from the coastal LCT limited by intervening urban influence and screening.	No potential for significant effects - scoped out of detailed assessment.

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km2)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Manhood Peninsula	SC2	15.18	25.358	Yes	25.270	99.65%	High theoretical visibility from most of coastal LCT.	No potential for significant effects - scoped out of detailed assessment.
Lower Arun Valley	SC10	15.25	9.913	Yes	9.343	94.25%	High theoretical visibility from the coastal LCT limited by intervening urban influence and screening.	Potential for significant effects that require detailed assessment.
Chichester to Yapton Coastal Plain	SC9	15.28	87.466	Yes	87.228	99.73%	High theoretical visibility from most of coastal LCT.	No potential for significant effects - scoped out of detailed assessment.
Pagham Harbour	SC4	15.44	7.137	Yes	6.775	94.92%	High theoretical visibility from most of coastal LCT.	Potential for significant effects that require detailed assessment.
Eastern Downs	SD6	16.11	0.191	Yes	0.151	79.26%	Theoretical visibility from a small part of the receptor.	No potential for significant effects - scoped out of detailed assessment.

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Angmering Upper Coastal Plain	SC12	16.14	4.866	Yes	4.828	99.23%	High theoretical visibility from the hinterland LCT limited by intervening urban influence and screening.	No potential for significant effects - scoped out of detailed assessment.
Central Downs	SD3	16.41	0.421	Yes	0.421	99.98%	Theoretical visibility from a small part of the receptor.	No potential for significant effects - scoped out of detailed assessment.
Downland Adur Valley	SD5	17.10	0.056	Yes	0.047	84.43%	Theoretical visibility from a small part of the receptor.	No potential for significant effects - scoped out of detailed assessment.
Angmering Park	SD4	17.63	0.004	Yes	0.004	100.00%	Theoretical visibility from a small part of the receptor.	No potential for significant effects - scoped out of detailed assessment.
Fontwell Upper Coastal Plain	SC8	19.68	9.930	Yes	9.909	99.79%	High theoretical visibility from the hinterland LCT limited by intervening urban	No potential for significant effects - scoped out of detailed assessment.

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
							influence and screening.	
Chichester Harbour	SC3	20.63	70.854	Yes	65.020	91.77%	High theoretical visibility from most of coastal LCT.	Potential for significant effects that require detailed assessment.
Central Scarp Footslopes	WG8	21.43	0.950	Yes	0.232	24.48%	Theoretical visibility from a small part of the receptor.	No potential for significant effects - scoped out of detailed assessment.
Upper Adur Valley	LW9	21.48	34.583	Yes	16.664	48.19%	Low theoretical visibility.	No potential for significant effects - scoped out of detailed assessment.
Eastern Scarp Footslopes	LW11	21.71	19.635	Yes	3.833	19.52%	Low theoretical visibility.	No potential for significant effects - scoped out of detailed assessment.
Halnaker Upper Coastal Plain	SC7	23.04	4.831	Yes	4.824	99.85%	High theoretical visibility from most of hinterland LCT.	No potential for significant effects - scoped out of detailed assessment.

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Wiston Low Weald	LW7	23.68	21.302	Yes	9.680	45.44%	Low to medium, patchy theoretical visibility from inland LCT	No potential for significant effects - scoped out of detailed assessment.
Southbourne Coastal Plain	SC5	24.47	15.745	Yes	15.706	99.75%	High theoretical visibility from the hinterland LCT limited by distance, intervening urban influence and screening.	No potential for significant effects - scoped out of detailed assessment.
Western Downs	SD1	24.58	0.104	Yes	0.103	99.74%	Theoretical visibility from a small part of the receptor.	No potential for significant effects - scoped out of detailed assessment.
Storrington Woods & Heaths	WG7	24.79	28.743	Yes	1.685	5.86%	Theoretical visibility from a small part of the receptor.	No potential for significant effects - scoped out of detailed assessment.
Ashlings Upper Coastal Plain	SC6	24.99	15.285	Yes	14.291	93.49%	High theoretical visibility from the hinterland LCT limited	No potential for significant effects -

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
							by distance, intervening urban influence and screening.	scoped out of detailed assessment.
Eastern Low Weald	LW10	25.42	60.315	Yes	25.178	41.74%	Low theoretical visibility.	No potential for significant effects - scoped out of detailed assessment.
Southern Low Weald	LW5	26.78	62.359	Yes	20.383	32.69%	Low theoretical visibility.	No potential for significant effects - scoped out of detailed assessment.
Arun Wildbrooks	WG6	30.40	0.459	Yes	0.021	4.49%	Theoretical visibility from a small part of the receptor.	No potential for significant effects - scoped out of detailed assessment.
High Weald Fringes	HW4	31.00	86.540	Yes	43.538	50.31%	Low theoretical visibility.	No potential for significant effects - scoped out of detailed assessment.
Central Low Weald	LW6	31.62	72.393	Yes	38.284	52.88%	Medium-low theoretical visibility.	No potential for significant effects -

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
								scoped out of detailed assessment.
Upper Arun Valley	LW3	33.60	20.672	Yes	2.036	9.85%	Theoretical visibility from a small part of the receptor.	No potential for significant effects - scoped out of detailed assessment.
Ouse Valley	HW3	33.90	36.259	Yes	0.784	2.16%	Theoretical visibility from a small part of the receptor.	No potential for significant effects - scoped out of detailed assessment.
North Western Low Weald	LW2	36.32	55.811	Yes	18.000	32.25%	Low to medium, patchy theoretical visibility from inland LCT.	No potential for significant effects - scoped out of detailed assessment.
High Weald	HW1	36.59	118.678	Yes	27.224	22.94%	Low to medium, patchy theoretical visibility from inland LCT.	No potential for significant effects - scoped out of detailed assessment.
High Weald Forests	HW2	37.49	56.385	Yes	16.462	29.20%	Limited theoretical visibility due to distance from array area.	No potential for significant effects - scoped out of detailed assessment.

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
North Western Valleys	LW1	40.61	0.017	Yes	0.014	83.61%	Limited theoretical visibility due to distance from array area.	No potential for significant effects - scoped out of detailed assessment.
Northern Vales	LW8	41.21	33.103	Yes	2.473	7.47%	Limited theoretical visibility due to distance from array area.	No potential for significant effects - scoped out of detailed assessment.
Low Weald Hills	LW4	43.15	53.948	Yes	22.585	41.87%	Limited theoretical visibility due to distance from array area.	No potential for significant effects - scoped out of detailed assessment.
North Western Ridges	WG4	47.07	0.792	Yes	0.002	0.20%	Limited theoretical visibility due to distance from array area.	No potential for significant effects - scoped out of detailed assessment.

3.3 West Sussex – Visual Receptors

- 3.3.1 A simple assessment of the visual receptors in West Sussex (outside the SDNP) has been undertaken in **Table 3-3** to **Table 3-6**.
- 3.3.2 Detailed assessment of visual receptors that have the potential to undergo significant effects as a result of the construction, operation and decommissioning of the offshore elements of Rampion 2 is undertaken in **Chapter 16, Volume 2, Section 16.10**.

Table 3-3 Simple Visual Assessment of Settlements in West Sussex

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Worthing	13.47	24.59	Yes	24.59	100.00%	Potential for significant effects that require detailed assessment.
Littlehampton	14.21	14.85	Yes	14.78	99.51%	Potential for significant effects that require detailed assessment.
Shoreham by Sea	14.49	0.96	Yes	0.94	98.13%	Potential for significant effects that require detailed assessment.
Selsey	14.72	3.79	Yes	3.78	99.91%	Potential for significant effects that require detailed assessment.
Lancing	14.77	5.82	Yes	5.81	99.80%	Potential for significant effects that require detailed assessment.
Bognor Regis	15.17	16.56	Yes	16.55	99.98%	Potential for significant effects that require detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Yapton	16.86	1.99	Yes	1.99	100.00%	No potential for significant effects - scoped out of detailed assessment.
Clapham	17.98	0.25	Yes	0.24	93.79%	No potential for significant effects - scoped out of detailed assessment.
Shripney	18.17	0.26	Yes	0.26	100.00%	No potential for significant effects - scoped out of detailed assessment.
Highleigh	18.30	2.07	Yes	2.07	100.00%	No potential for significant effects - scoped out of detailed assessment.
Westergate	19.30	5.50	Yes	5.48	99.52%	No potential for significant effects - scoped out of detailed assessment.
Findon	19.48	0.69	Yes	0.58	84.13%	No potential for significant effects - scoped out of detailed assessment.
Chichester	19.98	11.06	Yes	11.04	99.85%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
East Wittering	20.30	2.16	Yes	2.16	99.94%	No potential for significant effects - scoped out of detailed assessment.
Upper Beeding	20.56	0.90	Yes	0.63	70.32%	No potential for significant effects - scoped out of detailed assessment.
Arundel	20.60	1.07	Yes	1.05	97.72%	No potential for significant effects - scoped out of detailed assessment.
Almodington	20.63	0.77	Yes	0.77	100.00%	No potential for significant effects - scoped out of detailed assessment.
Hunston	21.35	0.31	Yes	0.31	100.00%	No potential for significant effects - scoped out of detailed assessment.
Steyning	21.38	2.05	Yes	0.89	43.28%	No potential for significant effects - scoped out of detailed assessment.
Birdham	21.77	1.14	Yes	1.13	99.13%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Norton	22.14	0.21	Yes	0.21	100.00%	No potential for significant effects - scoped out of detailed assessment.
Small Dole	22.20	0.57	Yes	0.14	24.60%	No potential for significant effects - scoped out of detailed assessment.
Tangmere	22.45	1.54	Yes	1.54	100.00%	No potential for significant effects - scoped out of detailed assessment.
West Itchenor	23.03	1.00	Yes	0.95	94.41%	No potential for significant effects - scoped out of detailed assessment.
Slindon	23.30	0.27	Yes	0.26	98.05%	No potential for significant effects - scoped out of detailed assessment.
Woodmancote	23.69	0.29	No	0.00	0.51%	No potential for significant effects - scoped out of detailed assessment.
West Wittering	24.08	0.63	Yes	0.63	99.99%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Westhampnett	24.15	0.29	Yes	0.29	99.97%	No potential for significant effects - scoped out of detailed assessment.
Bosham Hoe	24.46	0.21	Yes	0.21	98.75%	No potential for significant effects - scoped out of detailed assessment.
Hurstpierpoint	24.54	4.09	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Rock	25.22	0.22	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Henfield	25.32	1.44	Yes	0.60	41.82%	No potential for significant effects - scoped out of detailed assessment.
Albourne	25.33	0.25	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Storrington	25.54	4.16	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Bosham	26.18	1.37	Yes	1.37	99.86%	No potential for significant effects - scoped out of detailed assessment.
Amberley	26.60	0.20	Yes	0.02	7.79%	No potential for significant effects - scoped out of detailed assessment.
Ashington	26.63	0.98	Yes	0.17	16.93%	No potential for significant effects - scoped out of detailed assessment.
Mid Lavant	26.78	0.44	Yes	0.44	100.00%	No potential for significant effects - scoped out of detailed assessment.
Bury	26.91	0.43	Yes	0.32	74.46%	No potential for significant effects - scoped out of detailed assessment.
Burgess Hill	27.17	8.14	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Sayers Common	27.33	0.26	No	0.00	0.81%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Thorney Island	27.73	0.99	Yes	0.99	100.00%	No potential for significant effects - scoped out of detailed assessment.
Abingworth	28.21	0.37	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
West Chiltington Common	28.31	5.00	Yes	0.06	1.24%	No potential for significant effects - scoped out of detailed assessment.
Emsworth	28.36	6.16	Yes	6.09	98.86%	No potential for significant effects - scoped out of detailed assessment.
West Ashling	28.84	0.20	Yes	0.20	98.90%	No potential for significant effects - scoped out of detailed assessment.
Partridge Green	29.10	0.84	Yes	0.81	96.66%	No potential for significant effects - scoped out of detailed assessment.
Watersfield	29.34	0.30	Yes	0.16	54.60%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Sutton	29.79	0.22	Yes	0.11	51.05%	No potential for significant effects - scoped out of detailed assessment.
Coldwaltham	29.85	0.29	Yes	0.23	80.74%	No potential for significant effects - scoped out of detailed assessment.
Funtington	30.17	0.25	Yes	0.25	100.00%	No potential for significant effects - scoped out of detailed assessment.
Singleton	30.60	0.22	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Haywards Heath	31.83	9.36	Yes	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Bolney	31.99	0.43	Yes	0.41	96.58%	No potential for significant effects - scoped out of detailed assessment.
Cowfold	32.00	0.45	Yes	0.43	94.66%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Ansty	32.34	0.23	Yes	0.23	100.00%	No potential for significant effects - scoped out of detailed assessment.
Fittleworth	32.36	0.52	Yes	0.20	39.10%	No potential for significant effects - scoped out of detailed assessment.
Graffham	32.97	0.50	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Cuckfield	33.06	1.42	Yes	1.19	84.19%	No potential for significant effects - scoped out of detailed assessment.
Scayne's Hill	33.49	0.51	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Cocking	34.57	0.23	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Warninglid	34.68	0.56	Yes	0.28	50.30%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Billingshurst	35.05	2.14	Yes	0.49	22.75%	No potential for significant effects - scoped out of detailed assessment.
Petworth	35.67	0.78	Yes	0.51	65.15%	No potential for significant effects - scoped out of detailed assessment.
Southwater	36.35	2.39	Yes	1.77	74.23%	No potential for significant effects - scoped out of detailed assessment.
Midhurst	37.19	2.20	Yes	0.07	3.11%	No potential for significant effects - scoped out of detailed assessment.
Barns Green	37.62	0.41	Yes	0.05	11.54%	No potential for significant effects - scoped out of detailed assessment.
Wisborough Green	38.08	0.54	Yes	0.33	60.52%	No potential for significant effects - scoped out of detailed assessment.
Mannings Heath	38.25	0.61	Yes	0.05	8.27%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Lodsworth	38.37	0.36	Yes	0.35	95.25%	No potential for significant effects - scoped out of detailed assessment.
Horsted Keynes	38.40	0.56	No	0.10	18.14%	No potential for significant effects - scoped out of detailed assessment.
Handcross	38.55	0.35	Yes	0.35	99.97%	No potential for significant effects - scoped out of detailed assessment.
Ardingly	39.00	0.58	Yes	0.49	84.67%	No potential for significant effects - scoped out of detailed assessment.
Balcombe	39.50	0.57	Yes	0.23	40.52%	No potential for significant effects - scoped out of detailed assessment.
Christ's Hospital	39.50	0.39	Yes	0.26	66.63%	No potential for significant effects - scoped out of detailed assessment.
Stedham	39.74	0.27	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Horsham	39.76	12.61	Yes	1.57	12.46%	No potential for significant effects - scoped out of detailed assessment.
Kirdford	39.96	0.25	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Itchingfield	40.43	0.40	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Crawley	41.64	41.00	Yes	0.27	0.66%	No potential for significant effects - scoped out of detailed assessment.
Colgate	41.78	0.24	Yes	0.23	98.84%	No potential for significant effects - scoped out of detailed assessment.
Slinfold	41.93	0.58	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
West Hoathly	42.60	0.34	Yes	0.23	68.69%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km ²) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Simple assessment
Sharpthorne	42.72	0.43	Yes	0.19	45.44%	No potential for significant effects - scoped out of detailed assessment.
Ifold	43.43	0.99	Yes	0.33	33.76%	No potential for significant effects - scoped out of detailed assessment.
Terwick Common	43.47	0.23	Yes	0.02	7.19%	No potential for significant effects - scoped out of detailed assessment.
Loxwood	43.86	0.43	Yes	0.09	21.83%	No potential for significant effects - scoped out of detailed assessment.
Plaistow	43.97	0.27	Yes	0.23	86.58%	No potential for significant effects - scoped out of detailed assessment.
Northchapel	44.01	0.29	Yes	0.06	20.50%	No potential for significant effects - scoped out of detailed assessment.
Warnham	44.28	0.47	Yes	0.06	13.69%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Rudgwick	44.47	1.36	Yes	1.04	76.51%	No potential for significant effects - scoped out of detailed assessment.
Fernhurst	44.51	1.42	Yes	0.89	63.08%	No potential for significant effects - scoped out of detailed assessment.
Milland	44.75	0.20	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Turners Hill	44.77	0.36	Yes	0.11	29.72%	No potential for significant effects - scoped out of detailed assessment.
Durfold Wood	46.13	0.31	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Rusper	46.57	0.34	Yes	0.33	97.51%	No potential for significant effects - scoped out of detailed assessment.
Wheatsheaf Common	47.48	0.30	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
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All settlements will be subject to restricted views from some and often most publicly accessible areas because of intervening houses and urban development blocking views (which are not factored into the above 'bare terrain' ZTV calculations).

Table 3-4 Simple Visual Assessment of Visitor Destinations in West Sussex

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Shoreham Gap and Southwick	16.69	0.499	Yes	0.299	59.83%	Potential for significant effects that require detailed assessment.
Cissbury Ring	18.92	0.470	Yes	0.293	62.31%	Potential for significant effects that require detailed assessment.
Fulking Escarpment	19.54	1.155	Yes	0.444	38.43%	No potential for significant effects - scoped out of detailed assessment.
Devil's Dyke and Saddlescombe	20.14	0.843	Yes	0.152	18.08%	Potential for significant effects that require detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Newtimber and Pangdean	20.94	1.235	Yes	0.410	33.24%	No potential for significant effects - scoped out of detailed assessment.
Bramber Castle	21.82	0.042	Yes	0.038	89.34%	No potential for significant effects - scoped out of detailed assessment.
Slindon Estate	22.47	3.149	Yes	2.187	69.46%	Potential for significant effects that require detailed assessment.
Wolstonbury Hill	22.84	0.846	Yes	0.119	14.04%	Potential for significant effects that require detailed assessment.
Boxgrove Priory	24.46	-	Yes	- ¹	-	No potential for significant effects - scoped out of detailed assessment.
Warren Hill	25.14	0.295	No	0.000	0.00%	No potential for significant effects - scoped out of detailed assessment.

¹ Site boundaries for English Heritage sites, were not available therefore it was not possible to calculate areas with visibility

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
East Head West Wittering	25.75	0.325	Yes	0.222	68.38%	No potential for significant effects - scoped out of detailed assessment.
Sullington Warren	26.02	0.249	No	0.000	0.00%	No potential for significant effects - scoped out of detailed assessment.
Bosham: Quay Meadow	26.85	0.005	Yes	0.005	100.00%	No potential for significant effects - scoped out of detailed assessment.
Ditchling Common	28.07	0.750	No	0.000	0.00%	No potential for significant effects - scoped out of detailed assessment.
Goodwood Estate, The	28.08	0.722	Yes	0.584	80.83%	Potential for significant effects that require detailed assessment.
West Dean Estate	30.37	0.164	No	0.000	0.00%	No potential for significant effects - scoped out of detailed assessment.
Drovers Estate	31.81	0.660	Yes	0.005	0.71%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km ²) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Simple assessment
Lavington	33.89	0.653	Yes	0.037	5.67%	No potential for significant effects - scoped out of detailed assessment.
Petworth House and Park	36.31	2.908	Yes	1.559	53.60%	No potential for significant effects - scoped out of detailed assessment.
Southwater	36.71	0.313	Yes	0.047	15.03%	No potential for significant effects - scoped out of detailed assessment.
Harting Down and Beacon Hill	37.60	2.040	Yes	0.916	44.89%	Potential for significant effects that require detailed assessment.
Nymans Estate	38.25	1.018	Yes	0.392	38.50%	No potential for significant effects - scoped out of detailed assessment.
Uppark House and Garden	39.05	0.188	Yes	0.087	46.32%	No potential for significant effects - scoped out of detailed assessment.
Woolbeding Gardens	39.80	0.091	No	0.000	0.00%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Wakehurst Place	40.78	0.595	Yes	0.191	32.10%	No potential for significant effects - scoped out of detailed assessment.
Woolbeding Countryside	41.12	1.906	Yes	0.846	44.39%	No potential for significant effects - scoped out of detailed assessment.
Kirdford and Plaistow	41.43	0.153	No	0.000	0.00%	No potential for significant effects - scoped out of detailed assessment.
Buchan	43.06	0.730	No	0.000	0.00%	No potential for significant effects - scoped out of detailed assessment.
Tilgate Park	43.11	1.003	No	0.000	0.00%	No potential for significant effects - scoped out of detailed assessment.
Black Down	44.26	2.412	Yes	1.210	50.16%	No potential for significant effects - scoped out of detailed assessment.
Selsfield Common	44.32	0.022	Yes	0.022	100.00%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Durford Heath	45.54	0.258	No	0.000	0.00%	No potential for significant effects - scoped out of detailed assessment.
Standen House and Garden	46.02	0.211	No	0.000	0.00%	No potential for significant effects - scoped out of detailed assessment.
Worth Way	46.25	0.205	No	0.000	0.00%	No potential for significant effects - scoped out of detailed assessment.
Marley and Shottermill	46.55	0.675	Yes	0.125	18.58%	No potential for significant effects - scoped out of detailed assessment.
Forest Way	46.95	0.256	No	0.000	0.00%	No potential for significant effects - scoped out of detailed assessment.

Table 3-5 Simple Assessment of Transport Routes in West Sussex

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
A259	13.70	130.19	Yes	90.85	69.78%	Potential for significant effects that require detailed assessment.
B2223	14.13	2.95	Yes	2.95	100.00%	No potential for significant effects - scoped out of detailed assessment
A2031	14.53	3.70	Yes	3.70	100.00%	No potential for significant effects - scoped out of detailed assessment
B2167	14.76	1.97	Yes	1.74	88.03%	No potential for significant effects - scoped out of detailed assessment
B2140	14.96	8.01	Yes	8.01	100.00%	No potential for significant effects - scoped out of detailed assessment
A2025	15.21	1.86	Yes	1.86	100.00%	No potential for significant effects - scoped out of detailed assessment
B2145	15.47	13.92	Yes	13.92	100.00%	No potential for significant effects - scoped out of detailed assessment
B2166	15.48	9.81	Yes	9.81	100.00%	No potential for significant effects - scoped out of detailed assessment

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
A2032	15.76	4.64	Yes	4.64	100.00%	No potential for significant effects - scoped out of detailed assessment
B2259	15.77	6.80	Yes	6.80	100.00%	No potential for significant effects - scoped out of detailed assessment
B2132	15.88	10.08	Yes	10.08	100.00%	No potential for significant effects - scoped out of detailed assessment
A280	15.98	9.23	Yes	5.26	56.95%	No potential for significant effects - scoped out of detailed assessment
B2187	16.24	5.54	Yes	5.54	100.00%	No potential for significant effects - scoped out of detailed assessment
A284	16.37	8.27	Yes	8.18	98.90%	No potential for significant effects - scoped out of detailed assessment
B2233	16.55	9.15	Yes	8.99	98.30%	No potential for significant effects - scoped out of detailed assessment
A2037	20.66	7.75	Yes	2.15	27.78%	No potential for significant effects - scoped out of detailed assessment
B2201	20.80	3.97	Yes	3.97	100.00%	No potential for significant effects - scoped out of detailed assessment

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
A273	21.10	16.26	Yes	1.59	9.79%	No potential for significant effects - scoped out of detailed assessment.
B2198	21.51	3.58	Yes	3.58	100.00%	No potential for significant effects - scoped out of detailed assessment
B2144	21.53	3.55	Yes	3.55	100.00%	No potential for significant effects - scoped out of detailed assessment
B2179	21.62	7.92	Yes	7.92	100.00%	No potential for significant effects - scoped out of detailed assessment
B2117	23.67	3.80	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2135	23.78	11.46	Yes	7.23	63.09%	No potential for significant effects - scoped out of detailed assessment
A285	23.85	20.50	Yes	10.16	49.58%	No potential for significant effects - scoped out of detailed assessment
B2178	24.04	6.49	Yes	6.01	92.55%	No potential for significant effects - scoped out of detailed assessment
B2118	24.29	4.56	No	0.32	7.04%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
B2139	25.24	19.30	Yes	5.01	25.96%	No potential for significant effects - scoped out of detailed assessment
B2036	27.67	24.34	Yes	5.32	21.84%	No potential for significant effects - scoped out of detailed assessment
B2141	28.83	12.46	Yes	5.41	43.43%	No potential for significant effects - scoped out of detailed assessment
A2300	29.38	3.74	Yes	1.60	42.91%	No potential for significant effects - scoped out of detailed assessment
B2138	29.51	4.51	Yes	2.23	49.45%	No potential for significant effects - scoped out of detailed assessment
B2272	33.24	2.99	Yes	0.33	10.99%	No potential for significant effects - scoped out of detailed assessment
B2184	33.86	1.25	Yes	0.69	55.70%	No potential for significant effects - scoped out of detailed assessment
B2111	34.20	2.23	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2114	35.11	10.29	Yes	6.78	65.88%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
B2115	35.30	7.32	Yes	3.76	51.32%	No potential for significant effects - scoped out of detailed assessment.
B2237	39.51	4.83	Yes	0.70	14.43%	No potential for significant effects - scoped out of detailed assessment.
B2180	40.76	1.97	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2195	41.22	4.34	Yes	0.88	20.38%	No potential for significant effects - scoped out of detailed assessment.
M23	42.60	13.59	Yes	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
A2220	44.21	10.72	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
A2004	44.51	4.41	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
A2219	44.53	3.56	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
A2011	47.12	4.84	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.

Table 3-6 Simple Assessment of Recreational Routes in West Sussex

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
Arun Way	15.26	36.19	Yes	19.39	53.57%	Potential for significant effects that require detailed assessment.
Regional Cycle Network 88	17.93	13.08	Yes	12.51	95.68%	No potential for significant effects - scoped out of detailed assessment.
National Cycle Network 288	44.91	5.62	Yes	0.41	7.22%	No potential for significant effects - scoped out of detailed assessment.

4. East Sussex and City of Brighton and Hove

4.1 East Sussex - Landscape Designations

- 4.1.1 A simple assessment of the landscape designations in East Sussex (outside the SDNP) has been undertaken in **Table 4-1**.
- 4.1.2 Detailed assessment of landscape designations that have the potential to undergo significant effects as a result of the construction, operation and decommissioning of the offshore elements of Rampion 2 is undertaken in **Chapter 16, Volume 2, Section 16.10**.

Table 4-1 Simple Assessment of Landscape Designations in East Sussex

Landscape designation	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Sussex Heritage Coast	15.62	42.126	Yes	35.130	83.39%	High theoretical visibility from most of the coastal receptor.	Potential for significant effects that require detailed assessment.
Charleston Manor Park and Garden	20.88	0.064	Yes	0.001	2.18%	Theoretical visibility from a small part of the receptor	No potential for significant effects - scoped out of detailed assessment.
Firle Place Park and Garden	22.11	1.087	No	0.000	0.00%	No theoretical visibility	No potential for significant effects - scoped out of detailed assessment.
Glynde Place Park and Garden	23.23	0.335	Yes	0.049	14.57%	Low to medium-low theoretical visibility from a small proportion of the receptor.	No potential for significant effects - scoped out of detailed assessment.
Plumpton Place Park and Garden	24.21	0.066	No	0.000	0.00%	No theoretical visibility	No potential for significant effects - scoped out of detailed assessment.

Landscape designation	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Wootton Manor Park and Garden	26.81	0.289	No	0.000	0.00%	No theoretical visibility	No potential for significant effects - scoped out of detailed assessment.
Compton Place Park and Garden	27.20	0.101	No	0.000	0.00%	No theoretical visibility	No potential for significant effects - scoped out of detailed assessment.
The Hoo Park and Garden	27.74	0.004	No	0.000	0.00%	No theoretical visibility	No potential for significant effects - scoped out of detailed assessment.
Newick Park Park and Garden	30.83	0.827	No	0.000	0.00%	No theoretical visibility	No potential for significant effects - scoped out of detailed assessment.
Horsted Place Park and Garden	31.99	0.090	No	0.000	0.00%	No theoretical visibility	No potential for significant effects - scoped out of detailed assessment.
Sheffield Park Park and Garden	34.81	2.081	No	0.000	0.00%	No theoretical visibility	No potential for significant effects -

Landscape designation	Minimum distance to array area (km)	Area (km2)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
							scoped out of detailed assessment.
Buxted Park Park and Garden	36.14	1.730	Yes	0.207	11.94%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.
Herstmonceux Castle And Place Park and Garden	36.62	1.483	Yes	0.831	56.02%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.
Heathfield Park Park and Garden	39.84	1.440	Yes	0.976	67.81%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.
Ashburnham Place Park and Garden	42.11	4.086	Yes	1.835	44.90%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.
Wych Cross Place Park and Garden	42.77	0.476	Yes	0.349	73.34%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.

Landscape designation	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Rotherfield Hall Park and Garden	44.58	0.272	Yes	0.055	20.38%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.
Brightling Park Park and Garden	44.64	2.340	Yes	0.373	15.96%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.
Kidbrooke Park Park and Garden	45.28	0.657	No	0.000	0.00%	No theoretical visibility	No potential for significant effects - scoped out of detailed assessment.
Buckhurst Park Park and Garden	47.44	2.153	No	0.000	0.00%	No theoretical visibility	No potential for significant effects - scoped out of detailed assessment.
Battle Abbey Park and Garden	47.49	0.616	Yes	0.151	24.56%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.
Batemans Park and Garden	47.70	0.016	No	0.000	0.00%	No theoretical visibility	No potential for significant effects -

Landscape designation	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
							scoped out of detailed assessment.
Penns In The Rocks Park and Garden	48.85	0.261	No	0.000	0.00%	No theoretical visibility	No potential for significant effects - scoped out of detailed assessment.
St Leonard's Gardens Park and Garden	49.44	0.026	No	0.000	0.00%	No theoretical visibility	No potential for significant effects - scoped out of detailed assessment.
Eridge Park Park and Garden	49.70	0.140	Yes	0.075	53.63%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.
Hammerwood Park Park and Garden	49.95	0.003	No	0.000	0.00%	No theoretical visibility	No potential for significant effects - scoped out of detailed assessment.

4.2 The City of Brighton and Hove - Landscape Designations

Table 4-2 Simple Assessment of Landscape Designations in the City of Brighton and Hove

Landscape designation	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Kemp Town Enclosures Park and Garden	13.84	0.092	Yes	0.092	100.00%	High theoretical visibility from the entire very small coastal receptor.	Potential for significant effects that require detailed assessment.
The Royal Pavilion, Brighton Park and Garden	14.09	0.025	Yes	0.025	100.00%	High theoretical visibility from the entire very small coastal receptor, however views to the sea are screened by intervening urban areas of Brighton	No potential for significant effects - scoped out of detailed assessment.
Queen's Park, Brighton Park and Garden	14.46	0.064	Yes	0.064	100.00%	High theoretical visibility from the entire very small coastal receptor, however views to the sea are screened by intervening urban areas of Brighton.	No potential for significant effects - scoped out of detailed assessment.

Landscape designation	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Preston Manor and Preston Park Park and Garden	15.56	0.277	Yes	0.053	19.23%	Low to medium-low theoretical visibility from a small proportion of the receptor, due to valley landform.	No potential for significant effects - scoped out of detailed assessment.
Woodvale Cemetery Park and Garden	15.85	0.087	Yes	0.029	33.09%	Medium-low to medium theoretical visibility from within urban setting of Brighton.	No potential for significant effects - scoped out of detailed assessment.
Stanmer Park Park and Garden	18.60	4.768	Yes	2.595	54.42%	High theoretical visibility limited to a relatively small proportion of the inland receptor on higher ground to the northern boundary.	No potential for significant effects - scoped out of detailed assessment.

4.3 East Sussex - Landscape Character Types

- 4.3.1 A simple assessment of the LCTs in East Sussex (outside the SDNP) has been undertaken in **Table 4-3**.
- 4.3.2 Detailed assessment of LCTs that have the potential to undergo significant effects as a result of the construction, operation and decommissioning of the offshore elements of Rampion 2 is undertaken in **Chapter 16, Volume 2, Section 16.10**.

Table 4-3 Simple Assessment of LCTs in East Sussex

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Saltdean - Peacehaven	28	13.42	5.840	Yes	5.473	93.72%	High theoretical visibility limited within the urban LCT.	No potential for significant effects - scoped out of detailed assessment. LCA is an urban area, fundamental urban character will not be significantly affected by Rampion 2. Visual effects from Saltdean and Peacehaven assessed in Viewpoint 5 and 6.
Falmer - Telscombe Downs	18	14.08	1.816	Yes	1.464	80.61%	High theoretical visibility from most of the coastal part of the LCT.	No potential for significant effects - scoped out of detailed assessment. Majority of LCA falls within and is assessed as part of the Adur to Ouse Open Downs (A2) of the SDNP.

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Newhaven	34	14.74	4.336	Yes	0.960	22.15%	Low to medium theoretical visibility from a small part of the coastal LCT due to valley mouth.	No potential for significant effects - scoped out of detailed assessment.
Firle Bishopstone Downs	21	15.52	0.894	Yes	0.683	76.43%	Low to medium theoretical visibility from a narrow edge of the coastal part of the LCT due to valley mouth.	No potential for significant effects - scoped out of detailed assessment. Majority of LCA falls within Ouse to Eastbourne Open Downs (A1) of SDNP, with remaining coastal edge of LCA forming narrow urban edge to Seaford, where fundamental urban character will not be significantly affected by Rampion 2. Visual effects from Seaford assessed in Viewpoint 4.
Lower Ouse Valley	19	16.14	0.415	No	0.000	0.00%	No theoretical visibility.	No potential for significant effects -

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
								scoped out of detailed assessment.
Seaford	32	16.37	6.823	Yes	6.439	94.38%	High theoretical visibility limited within the urban LCT.	No potential for significant effects - scoped out of detailed assessment.
Wilmington Heritage Downs	23	19.49	0.079	Yes	0.016	19.69%	High theoretical visibility from a very small proportion of the very small coastline LCT.	No potential for significant effects - scoped out of detailed assessment.
Ditchling - Mount Harry Downs	17	19.60	0.176	Yes	0.176	99.73%	Low to medium theoretical visibility from most of the very small inland LCT.	No potential for significant effects - scoped out of detailed assessment.
Eastern Low Weald	15	22.67	120.079	Yes	27.898	23.23%	Low theoretical visibility from a large part of the inland urban LCT.	No potential for significant effects - scoped out of detailed assessment.
Western Low Weald	14	24.36	100.239	Yes	3.587	3.58%	Low theoretical visibility from a relatively small part of the inland urban LCT.	No potential for significant effects - scoped out of detailed assessment.

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km2)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Eastbourne	29	25.90	27.072	No	0.000	0.00%	No theoretical visibility.	No potential for significant effects - scoped out of detailed assessment.
Eastbourne Levels	24	28.07	6.250	No	0.000	0.00%	No theoretical visibility.	No potential for significant effects - scoped out of detailed assessment.
Pevensey Levels	25	29.27	77.843	No	6.233	8.01%	No theoretical visibility.	No potential for significant effects - scoped out of detailed assessment.
Hailsham	35	30.51	5.189	Yes	1.406	27.09%	Low theoretical visibility from a large part of the inland LCT.	No potential for significant effects - scoped out of detailed assessment.
Upper Ouse Valley	3	32.61	89.535	Yes	23.628	26.39%	Low to medium-low, patchy theoretical visibility from a large part of the inland LCT.	No potential for significant effects - scoped out of detailed assessment.
South Slopes of High Weald	5	33.16	162.715	Yes	62.972	38.70%	Low to medium-low, patchy theoretical	No potential for significant effects -

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km2)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
							visibility from a large part of the inland LCT.	scoped out of detailed assessment.
Uckfield	36	33.37	3.957	Yes	0.966	24.42%	Low, patchy theoretical visibility from a relatively small part of the inland LCT.	No potential for significant effects - scoped out of detailed assessment.
Central High Weald	4	38.15	79.749	Yes	22.597	28.33%	Low to medium-high, patchy theoretical visibility from much of the inland LCT on the study area boundary.	No potential for significant effects - scoped out of detailed assessment.
Heathfield	38	39.24	2.162	Yes	1.633	75.54%	Low to medium theoretical visibility from most of the inland urban LCT relatively near the study area boundary.	No potential for significant effects - scoped out of detailed assessment.
Ashdown Forest	2	39.29	60.969	No	19.502	31.99%	No theoretical visibility.	No potential for significant effects - scoped out of detailed assessment.

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Upper Rother Valley	6	39.64	78.220	Yes	2.867	3.67%	Low to medium-high, patchy theoretical visibility from very small areas of the inland LCT on the study area boundary.	No potential for significant effects - scoped out of detailed assessment.
Bexhill	30	40.19	13.666	No	0.000	0.00%	No theoretical visibility.	No potential for significant effects - scoped out of detailed assessment.
Dudwell Valley	8	41.25	27.829	Yes	4.955	17.80%	Low to medium-high, patchy theoretical visibility from small areas of the inland LCT on the study area boundary.	No potential for significant effects - scoped out of detailed assessment.
Coombe Haven Valley	10	42.84	41.501	Yes	3.342	8.05%	Low theoretical visibility from a small area of the coastal LCT on the study area boundary.	No potential for significant effects - scoped out of detailed assessment.
Upper Medway	1	43.32	36.319	Yes	0.015	0.04%	Low theoretical visibility from a	No potential for significant effects -

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km2)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
							negligible area of the inland LCT on the study area boundary.	scoped out of detailed assessment.
Crowborough	37	43.66	7.956	Yes	2.752	34.59%	Medium theoretical visibility from most of area of the inland urban LCT just within the study area boundary.	No potential for significant effects - scoped out of detailed assessment.
Darwell	9	44.32	19.480	Yes	1.366	7.01%	Low to medium-high theoretical visibility from a very small area of the inland LCT on the study area boundary.	No potential for significant effects - scoped out of detailed assessment.
Brede Valley	11	46.39	15.738	Yes	1.655	10.52%	Low to medium theoretical visibility from much of the inland LCT on the study area boundary.	No potential for significant effects - scoped out of detailed assessment.
Battle	40	47.03	2.310	Yes	0.738	31.95%	Low theoretical visibility from most of the inland urban LCT	No potential for significant effects -

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km2)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
							on the study area boundary.	scoped out of detailed assessment.
Hastings	31	47.36	5.959	Yes	0.000	0.00%	Low, intermittent theoretical visibility from a very small part of the coastal LCT on the study area boundary.	No potential for significant effects - scoped out of detailed assessment.

4.4 East Sussex - Visual Receptors

- 4.4.1 A simple assessment of the visual receptors in East Sussex (outside the SDNP) has been undertaken in **Table 4-4** to **Table 4-6**.
- 4.4.2 Detailed assessment of visual receptors that have the potential to undergo significant effects as a result of the construction, operation and decommissioning of the offshore elements of Rampion 2 is undertaken in **Chapter 16, Volume 2, Section 16.10**.

Table 4-4 Simple Visual Assessment of Settlements in East Sussex

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Brighton and Hove	13.35	43.23	Yes	36.98	85.56%	Potential for significant effects that require detailed assessment.
Peacehaven	13.56	4.17	Yes	3.92	94.04%	Potential for significant effects that require detailed assessment.
Rottingdean	13.60	1.38	Yes	0.83	59.98%	Potential for significant effects that require detailed assessment.
Saltdean	13.63	2.34	Yes	2.14	91.43%	Potential for significant effects that require detailed assessment.
Newhaven	14.65	3.78	Yes	0.80	21.18%	No potential for significant effects - scoped out of detailed assessment.
Woodingdean	15.66	2.14	Yes	2.02	94.05%	Potential for significant effects that require detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Seaford	16.31	6.33	Yes	5.98	94.47%	Potential for significant effects that require detailed assessment.
Rookery Hill	16.59	0.39	Yes	0.39	100.00%	Potential for significant effects that require detailed assessment.
Rodmell	18.27	0.28	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Kingston near Lewes	19.80	0.57	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Lewes	21.42	3.73	Yes	0.05	1.36%	No potential for significant effects - scoped out of detailed assessment.
Alfriston	22.13	0.41	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Friston	22.41	1.26	Yes	0.39	30.65%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Plumpton	23.96	0.28	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Ditchling	24.51	0.81	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Ringmer	24.88	1.04	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Eastbourne	25.88	25.13	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Ripe	26.63	0.24	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Broyle Side	26.65	0.36	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Plumpton Green	26.88	0.36	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Barcombe Cross	27.86	0.26	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
South Chailey	28.49	0.35	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Upper Dicker	28.90	0.29	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Deanland Wood Park	28.94	0.21	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Wivelsfield Green	30.01	0.57	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Hailsham	30.50	4.83	Yes	1.30	26.95%	No potential for significant effects - scoped out of detailed assessment.
Lower Dicker	30.80	0.40	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Halland	31.38	0.35	Yes	0.14	40.18%	No potential for significant effects - scoped out of detailed assessment.
Newick	31.88	2.45	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
East Hoathly	32.20	0.23	Yes	0.21	92.89%	No potential for significant effects - scoped out of detailed assessment due to long distance and small area within visibility.
Westham	32.33	0.75	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Uckfield	33.26	7.20	Yes	3.32	46.15%	No potential for significant effects - scoped out of detailed assessment.
Pevensey Bay	33.45	1.02	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Hellingly	33.70	0.23	Yes	0.20	83.60%	No potential for significant effects - scoped out of detailed assessment.
Magham Down	34.35	0.24	Yes	0.17	69.85%	No potential for significant effects - scoped out of detailed assessment.
Framfield	34.79	0.43	Yes	0.32	73.76%	No potential for significant effects - scoped out of detailed assessment.
Piltdown	35.27	0.22	Yes	0.18	84.01%	No potential for significant effects - scoped out of detailed assessment.
Horam	35.31	2.03	Yes	0.86	42.38%	No potential for significant effects - scoped out of detailed assessment.
Fletching	35.54	0.21	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Blackboys	35.77	0.28	Yes	0.24	84.74%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Herstmonceux	36.71	0.34	Yes	0.30	87.30%	No potential for significant effects - scoped out of detailed assessment.
Heathfield	37.15	4.09	Yes	3.22	78.69%	No potential for significant effects - scoped out of detailed assessment.
Buxted	37.52	1.22	Yes	0.83	68.12%	No potential for significant effects - scoped out of detailed assessment.
Windmill Hill	37.76	0.54	Yes	0.29	53.47%	No potential for significant effects - scoped out of detailed assessment.
Danehill	38.59	0.36	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Hadlow Down	39.62	0.34	Yes	0.26	77.01%	No potential for significant effects - scoped out of detailed assessment.
High Hurstwood	39.67	0.31	Yes	0.16	50.64%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Hastings	39.82	17.43	Yes	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Chelwood Gate	39.92	1.02	Yes	0.84	82.67%	No potential for significant effects - scoped out of detailed assessment.
Cade Street	40.99	0.28	Yes	0.23	83.48%	No potential for significant effects - scoped out of detailed assessment.
Five Ashes	41.32	0.35	Yes	0.15	42.15%	No potential for significant effects - scoped out of detailed assessment.
Broad Oak	41.59	0.43	Yes	0.13	29.70%	No potential for significant effects - scoped out of detailed assessment.
Punnett's Town	41.69	0.40	Yes	0.39	96.01%	No potential for significant effects - scoped out of detailed assessment.
Ninfield	42.24	0.65	Yes	0.38	58.38%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
The Thorne	43.05	0.29	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Plaw Hatch Lane	43.13	0.20	Yes	0.19	94.67%	No potential for significant effects - scoped out of detailed assessment.
Crowborough	43.13	8.21	Yes	3.05	37.16%	No potential for significant effects - scoped out of detailed assessment.
Mayfield	43.28	1.44	Yes	0.18	12.38%	No potential for significant effects - scoped out of detailed assessment.
Catsfield	44.60	0.46	Yes	0.03	6.95%	No potential for significant effects - scoped out of detailed assessment.
Burwash Common	44.89	0.67	Yes	0.09	13.14%	No potential for significant effects - scoped out of detailed assessment.
Town Row	45.45	1.48	Yes	0.09	5.95%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Marsh Green	45.80	0.24	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Battle	46.41	2.77	Yes	1.07	38.49%	No potential for significant effects - scoped out of detailed assessment.
Upper Hartfield	46.72	1.17	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Crowhurst	47.00	0.67	Yes	0.08	11.64%	No potential for significant effects - scoped out of detailed assessment.
Burwash	47.60	0.69	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Wadhurst	49.76	0.05	Yes	0.05	100.00%	No potential for significant effects - scoped out of detailed assessment.
All settlements will be subject to restricted views from some and often most publicly accessible areas because of intervening houses and urban development blocking views (which are not factored into the above 'bare terrain' ZTV calculations).						

Table 4.5 Simple Visual Assessment of Visitor Destinations in East Sussex

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Monk's House, Rodmell	19.14	0.008	No	0.000	0.00%	No potential for significant effects - scoped out of detailed assessment.
Seven Sisters	19.20	2.795	Yes	1.594	57.04%	Potential for significant effects that require detailed assessment.
Birling Gap and Seven Sisters	21.92	0.226	Yes	0.194	85.74%	No potential for significant effects - scoped out of detailed assessment.
Alfriston Clergy House	22.37	0.009	No	0.000	0.00%	No potential for significant effects - scoped out of detailed assessment.
Ditchling Beacon	23.12	0.019	Yes	0.011	55.15%	Potential for significant effects that require detailed assessment.
Shinewater Park	29.77	0.702	No	0.000	0.00%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Pevensey Castle	34.08		No	- ²	-	No potential for significant effects - scoped out of detailed assessment.
Sheffield Park and Garden	35.52	0.753	No	0.000	0.00%	No potential for significant effects - scoped out of detailed assessment.
Wych Cross: The Warren	43.81	0.062	Yes	0.014	22.96%	No potential for significant effects - scoped out of detailed assessment.
Crowborough	44.98	0.073	Yes	0.000	0.00%	No potential for significant effects - scoped out of detailed assessment.
Bateman's	47.61	0.018	No	0.000	0.00%	No potential for significant effects - scoped out of detailed assessment.
Battle of Hastings, Abbey and Battlefield	48.45	-	No	-	-	No potential for significant effects - scoped out of detailed assessment.

² Boundaries of Historic England sites were not available and therefore area with visibility is unable to be calculated

Visual Receptor	Minimum distance to array area (km)	Area (km ²) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Simple assessment
Nap Wood	49.95	0.000	Yes	0.000	99.90%	No potential for significant effects - scoped out of detailed assessment.

Table 4-6 Simple Assessment of Transport Routes in East Sussex

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
B2109	16.16	1.78	Yes	0.02	1.01%	No potential for significant effects - scoped out of detailed assessment.
A26	16.55	35.42	Yes	9.04	25.52%	No potential for significant effects - scoped out of detailed assessment.
A277	21.24	3.22	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2193	21.85	1.51	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
A275	22.29	23.76	Yes	3.31	13.94%	No potential for significant effects - scoped out of detailed assessment
A2029	22.57	2.54	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2192	24.00	15.05	Yes	5.01	33.31%	No potential for significant effects - scoped out of detailed assessment
B2103	24.98	5.35	Yes	1.16	21.72%	No potential for significant effects - scoped out of detailed assessment
B2124	26.75	7.87	Yes	4.17	52.98%	No potential for significant effects - scoped out of detailed assessment
A2270	27.50	6.54	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
A2021	27.84	4.34	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
A2280	28.07	2.27	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
A2040	28.08	1.05	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
B2106	28.40	2.54	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2247	28.55	4.10	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
A2290	29.78	1.74	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2191	30.20	4.65	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2104	30.38	12.61	Yes	1.34	10.64%	No potential for significant effects - scoped out of detailed assessment
A295	30.48	3.95	Yes	1.42	36.08%	No potential for significant effects - scoped out of detailed assessment
A267	31.82	26.09	Yes	12.90	49.46%	No potential for significant effects - scoped out of detailed assessment
A271	31.84	20.95	Yes	10.69	51.02%	No potential for significant effects - scoped out of detailed assessment
B2183	31.86	1.42	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
B2102	34.34	12.66	Yes	8.32	65.73%	No potential for significant effects - scoped out of detailed assessment
B2203	36.81	4.79	Yes	3.50	73.00%	No potential for significant effects - scoped out of detailed assessment.
B2095	37.99	9.28	Yes	0.01	0.16%	No potential for significant effects - scoped out of detailed assessment.
B2026	38.45	12.34	Yes	6.35	51.48%	No potential for significant effects - scoped out of detailed assessment.
A265	39.78	12.16	Yes	3.90	32.10%	No potential for significant effects - scoped out of detailed assessment.
B2182	40.45	7.16	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
A269	40.60	11.58	Yes	2.72	23.49%	No potential for significant effects - scoped out of detailed assessment.
B2096	41.21	15.81	Yes	10.82	68.42%	No potential for significant effects - scoped out of detailed assessment.
B2098	42.77	1.53	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
B2204	43.19	4.69	Yes	1.32	28.11%	No potential for significant effects - scoped out of detailed assessment.
B2188	43.41	7.25	Yes	0.76	10.47%	No potential for significant effects - scoped out of detailed assessment.
A2691	43.64	3.37	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
A2690	43.67	6.31	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
A2036	44.51	2.44	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2100	45.22	9.45	Yes	2.23	23.57%	No potential for significant effects - scoped out of detailed assessment.
B2157	45.40	2.23	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2101	45.43	2.51	Yes	1.14	45.49%	No potential for significant effects - scoped out of detailed assessment.
B2092	47.64	2.82	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
A2100	48.43	2.95	Yes	1.57	53.22%	No potential for significant effects - scoped out of detailed assessment.

5. Hampshire and the Solent

5.1 Hampshire - Landscape Designations

- 5.1.1 A simple assessment of the landscape designations in Hampshire (outside the SDNP) has been undertaken in **Table 5-1**.
- 5.1.2 Detailed assessment of landscape designations that have the potential to undergo significant effects as a result of the construction, operation and decommissioning of the offshore elements of Rampion 2 is undertaken in **Chapter 16, Volume 2, Section 16.10**.

Table 5-1 Simple Assessment of Landscape Designations in Hampshire

Landscape designation	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Chichester Harbour AONB	22.28	73.162	Yes	66.517	90.92%	High theoretical visibility from most of the coastal receptor.	Potential for significant effects that require detailed assessment.
Clayhall Royal Naval Cemetery Park and Garden	38.14	0.055	Yes	0.055	100%	Theoretical visibility from a small part of the receptor	No potential for significant effects - scoped out of detailed assessment.
Leigh Park (Staunton Country Park) Park and Garden	35.90	0.945	Yes	0.247	26.14%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.
Little Boarhunt Park and Garden	48.59	0.025	No	0.000	0.00%	No theoretical visibility	No potential for significant effects - scoped out of detailed assessment.
The Royal Hospital,	37.39	0.228	Yes	0.218	95.66%	Limited theoretical visibility due to	No potential for significant effects - scoped out of detailed assessment.

Landscape designation	Minimum distance to array area (km)	Area (km2)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Haslar Park and Garden						distance from array area	

5.2 Hampshire - Landscape Character Types

- 5.2.1 A simple assessment of the LCTs in Hampshire (outside the SDNP) has been undertaken in **Table 5-2**.
- 5.2.2 Detailed assessment of landscape designations that have the potential to undergo significant effects as a result of the construction, operation and decommissioning of the offshore elements of Rampion 2 is undertaken in **Chapter 16, Volume 2, Section 16.10**.



Table 5-2 Simple Assessment of LCTs in Hampshire

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Eastern Solent	11c	24.71	124.245	Yes	121.524	97.81%	High theoretical visibility from much of the estuarine LCT.	Potential for significant effects that require detailed assessment.
Langstone and Chichester Harbours	10b	26.30	28.161	Yes	23.541	83.60%	Medium theoretical visibility from most of the harbour LCT limited by distance, intervening urban influence and screening.	No potential for significant effects - scoped out of detailed assessment.
Hayling Island Coastal Plain	9h	26.38	17.609	Yes	17.505	99.41%	High theoretical visibility from most of the coastal LCT limited by distance, intervening urban influence and screening.	No potential for significant effects - scoped out of detailed assessment.
Havant and Emsworth Coastal Plain	9g	31.59	16.778	Yes	16.210	96.62%	High theoretical visibility from much of the inland urban LCT limited by	No potential for significant effects - scoped out of



Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km2)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
							distance, intervening urban influence and screening.	detailed assessment.
Settlement	Portsmouth	32.26	36.074	Yes	34.441	95.47%	High theoretical visibility from most of the urban LCT limited by distance, intervening urban influence and screening.	No potential for significant effects - scoped out of detailed assessment.
Forest of Bere East	2f	33.27	75.759	Yes	32.589	43.02%	Low to high, patchy theoretical visibility from the inland LCT on the study area boundary.	No potential for significant effects - scoped out of detailed assessment.
South East Hampshire Downs	7h	36.24	13.704	Yes	8.419	61.43%	Low to medium theoretical visibility from much of the inland LCT on the study area boundary.	No potential for significant effects - scoped out of detailed assessment.



Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km2)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Portsdown Hill Open Downs	8i	36.34	21.705	Yes	7.595	34.99%	High theoretical visibility from a small proportion of the LCT within urban areas on the northern boundary of Portsmouth.	No potential for significant effects - scoped out of detailed assessment.
Harbours	10a	36.86	17.201	Yes	10.423	60.59%	Low to medium theoretical visibility from most of the harbour LCT.	No potential for significant effects - scoped out of detailed assessment.
Gosport and Fareham Coastal Plain	9f	37.14	50.569	Yes	47.524	93.98%	Medium-high to high theoretical visibility from most of the urban LCT limited by distance, intervening urban influence and screening.	No potential for significant effects - scoped out of detailed assessment.
Meon Valley	3e	46.12	15.414	Yes	4.152	26.94%	Low to medium theoretical visibility from the very small inland LCT on the	No potential for significant effects - scoped out of



Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km2)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
							study area boundary.	detailed assessment.
Western Solent	11a	47.14	9.471	Yes	7.737	81.70%	Medium theoretical visibility from the estuarine LCT on the study area boundary.	No potential for significant effects - scoped out of detailed assessment.
Chilling Brownwich and Locks Heath Coastal Plain	9e	47.28	7.138	Yes	6.127	85.83%	Medium to high theoretical visibility from most of the coastal LCT on the study area boundary.	No potential for significant effects - scoped out of detailed assessment.
Western Weald Forest and Farmland Heath*	1d	48.15	3.929	Yes	0.000	0.01%	Low theoretical visibility from a negligible area of the inland LCT on the study area boundary.	No potential for significant effects - scoped out of detailed assessment.
Forest of Bere West	2e	48.31	5.890	Yes	2.777	47.15%	High theoretical visibility from a small proportion of the LCT within	No potential for significant effects - scoped out of



Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km2)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
							urban areas set back from the coastline and on the study area boundary.	detailed assessment.

5.3 Hampshire – Visual Receptors

- 5.3.1 A simple assessment of the visual receptors in Hampshire (outside the SDNP) has been undertaken in **Table 5-3** to **Table 5-6**.
- 5.3.2 Detailed assessment of visual receptors that have the potential to undergo significant effects as a result of the construction, operation and decommissioning of the offshore elements of Rampion 2 is undertaken in **Chapter 16, Volume 2, Section 16.10**.

Table 5-3 Simple Visual Assessment of Settlements in Hampshire

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
South Hayling	26.79	4.74	Yes	4.71	99.36%	Potential for significant effects that require detailed assessment.
Stoke	30.76	0.59	Yes	0.59	100.00%	No potential for significant effects - scoped out of detailed assessment.
North Hayling	31.15	0.31	Yes	0.31	100.00%	No potential for significant effects - scoped out of detailed assessment.
Portsmouth	32.29	33.95	Yes	32.97	97.11%	Potential for significant effects that require detailed assessment.
Havant	33.21	12.42	Yes	11.68	94.00%	No potential for significant effects - scoped out of detailed assessment.
Gosport	37.11	15.32	Yes	15.00	97.88%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Horndean	37.18	16.77	Yes	8.13	48.47%	No potential for significant effects - scoped out of detailed assessment.
Stubbington	41.42	6.61	Yes	6.35	95.99%	No potential for significant effects - scoped out of detailed assessment.
Denmead	41.98	2.09	Yes	1.98	94.37%	No potential for significant effects - scoped out of detailed assessment.
Catherington	41.98	0.34	Yes	0.10	30.28%	No potential for significant effects - scoped out of detailed assessment.
Southwick	42.09	0.47	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Buriton	43.38	0.27	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Fareham	43.97	14.98	Yes	12.54	83.74%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Petersfield	44.58	4.67	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Liss	45.20	4.12	Yes	0.16	3.95%	No potential for significant effects - scoped out of detailed assessment.
Hambledon	45.45	0.74	Yes	0.00	0.39%	No potential for significant effects - scoped out of detailed assessment.
North Boarhunt	45.49	0.76	Yes	0.22	28.30%	No potential for significant effects - scoped out of detailed assessment.
Steep	47.39	0.52	Yes	0.00	0.16%	No potential for significant effects - scoped out of detailed assessment.
Knowle	48.06	0.31	Yes	0.14	46.72%	No potential for significant effects - scoped out of detailed assessment.
Liphook	48.12	1.82	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Soberton Heath	48.15	0.25	Yes	0.14	55.62%	No potential for significant effects - scoped out of detailed assessment.
Wickham	48.21	1.13	Yes	0.12	10.18%	No potential for significant effects - scoped out of detailed assessment.
East Meon	48.32	0.32	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Soberton	48.51	0.22	Yes	0.02	8.45%	No potential for significant effects - scoped out of detailed assessment.
Waltham Chase	49.68	0.07	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
All settlements will be subject to restricted views from some and often most publicly accessible areas because of intervening houses and urban development blocking views (which are not factored into the above 'bare terrain' ZTV calculations).						

Table 5-4 Simple Visual Assessment of Visitor Destinations in Hampshire

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Staunton	35.89	1.937	Yes	1.076	55.55%	No potential for significant effects - scoped out of detailed assessment.
The Alver Valley	40.74	1.555	Yes	1.342	86.27%	No potential for significant effects - scoped out of detailed assessment.
Queen Elizabeth	41.76	5.714	Yes	2.268	39.70%	No potential for significant effects - scoped out of detailed assessment.
Speltham Down, Hambledon	45.63	0.068	No	0.000	0.00%	No potential for significant effects - scoped out of detailed assessment.

Table 5-5 Simple Assessment of Transport Routes in Hampshire

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
A3023	29.86	8.31	Yes	8.09	97.40%	No potential for significant effects - scoped out of detailed assessment
B2148	32.17	4.75	Yes	3.33	69.97%	No potential for significant effects - scoped out of detailed assessment
B2149	34.50	11.69	Yes	10.87	92.99%	No potential for significant effects - scoped out of detailed assessment
A3(M)	35.72	13.53	Yes	10.00	73.94%	No potential for significant effects - scoped out of detailed assessment
B2150	35.99	16.52	Yes	8.46	51.23%	No potential for significant effects - scoped out of detailed assessment
B3333	37.82	7.81	Yes	7.59	97.20%	No potential for significant effects - scoped out of detailed assessment
A32	37.82	21.76	Yes	10.30	47.34%	No potential for significant effects - scoped out of detailed assessment
B3334	41.25	8.23	Yes	7.36	89.53%	No potential for significant effects - scoped out of detailed assessment

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
B3385	41.48	8.20	Yes	7.50	91.42%	No potential for significant effects - scoped out of detailed assessment
B2199	44.65	1.87	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B3006	46.51	3.72	Yes	0.09	2.44%	No potential for significant effects - scoped out of detailed assessment.
A334	48.27	1.66	Yes	0.35	21.17%	No potential for significant effects - scoped out of detailed assessment.
B3004	49.53	0.21	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.

Table 5-6 Simple Assessment of Recreational Routes in Hampshire

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
Solent Way	17.54	40.89	Yes	34.84	85.22%	Potential for significant effects that require detailed assessment.
National Cycle Network 222	32.84	31.67	Yes	20.43	64.50%	No potential for significant effects - scoped out of detailed assessment.
National Cycle Network 222	32.84	31.67	Yes	20.43	64.50%	No potential for significant effects - scoped out of detailed assessment.
National Cycle Network 236	38.27	13.70	Yes	12.23	89.24%	No potential for significant effects - scoped out of detailed assessment.

5.4 The City of Portsmouth - Landscape Designations

Table 5-7 Simple Assessment of Landscape Designations in the City of Portsmouth

Landscape designation	Minimum distance to array area (km)	Area (km2)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Southsea Common Park and Garden	33.91	0.669	Yes	0.640	95.69%	High theoretical visibility from most of the coastal receptor.	Potential for significant effects that require detailed assessment.
Kingston Cemetery Park and Garden	35.40	0.054	Yes	0.054	100.00%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.
Victoria Park Park and Garden	36.54	0.038	Yes	0.038	100.00%	NA	No potential for significant effects - scoped out of detailed assessment.

6. Isle of Wight

6.1 Isle of Wight - Landscape Designations

- 6.1.1 A simple assessment of the landscape designations in Isle of Wight (IW) landscape designations has been undertaken in **Table 6-1**.
- 6.1.2 Detailed assessment of landscape designations that have the potential to undergo significant effects as a result of the construction, operation and decommissioning of the offshore elements of Rampion 2 is undertaken in **Chapter 16, Volume 2, Section 16.10**.

Table 6-1 Simple Assessment of Landscape Designations in Isle of Wight

Landscape designation	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Isle Of Wight AONB	29.59	128.424	Yes	32.279	25.13%	High theoretical visibility	Potential for significant effects that require detailed assessment.
Woodlands Vale Estate Park and Garden	34.57	0.293	Yes	0.102	34.80%	Theoretical visibility from a small part of the receptor	No potential for significant effects - scoped out of detailed assessment.
Nunwell Park and Garden	35.00	0.753	Yes	0.557	73.98%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.
Tennyson Heritage Coast	38.81	22.816	Yes	10.433	45.73%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.
Ventnor Botanic Garden Park and Garden	39.38	0.097	Yes	0.041	42.32%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.

Landscape designation	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Appuldurcombe Park and Garden	39.50	1.714	Yes	0.153	8.92%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.
Osborne Norris Castle Park and Garden	43.61	2.405	Yes	2.131	88.62%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.
Park and Garden	45.43	0.583	Yes	0.556	95.37%	Limited theoretical visibility due to distance from array area	No potential for significant effects - scoped out of detailed assessment.
Northcourt Park and Garden	48.21	0.180	No	0.000	0.00%	No theoretical visibility	No potential for significant effects - scoped out of detailed assessment.
Hamstead Heritage Coast	49.40	0.565	No	0.000	0.00%	No theoretical visibility	No potential for significant effects - scoped out of detailed assessment.

6.2 Isle of Wight - Landscape Character Types

- 6.2.1 A simple assessment of the Isle of Wight LCTs has been undertaken in **Table 6-2**.
- 6.2.2 Detailed assessment of landscape designations that have the potential to undergo significant effects as a result of the construction, operation and decommissioning of the offshore elements of Rampion 2 is undertaken in **Chapter 16, Volume 2, Section 16.10**.

Table 6-2 Simple Assessment of Isle of Wight LCTs

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Settlement	9	29.57	37.837	Yes	13.121	34.68%	High theoretical visibility from coastal settlements on eastern coastline.	No potential for significant effects - scoped out of detailed assessment.
Landscape Improvement Area	4	29.86	16.720	Yes	6.560	39.24%	High theoretical visibility from areas on eastern coastline.	No potential for significant effects - scoped out of detailed assessment.
Chalk Downs	1	30.78	48.097	Yes	15.191	31.58%	Theoretical visibility from a small part of the receptor	Potential for significant effects that require detailed assessment.
Harbours & Creeks	2	30.98	9.031	Yes	0.347	3.84%	Limited theoretical visibility due to distance from array area.	No potential for significant effects - scoped out of detailed assessment.
Southern Coastal Farmland	10	31.69	2.172	Yes	0.230	10.59%	Theoretical visibility from a small part of the receptor.	No potential for significant effects - scoped out of detailed assessment.

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km ²)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
Traditional Enclosed Pasture Land	12	32.66	87.251	Yes	15.850	18.17%	Theoretical visibility from a small part of the receptor.	No potential for significant effects - scoped out of detailed assessment.
Northern Woodlands	6	34.78	11.817	Yes	2.648	22.41%	Limited theoretical visibility due to distance from array area.	No potential for significant effects - scoped out of detailed assessment.
The Undercliff	11	35.72	6.181	Yes	4.085	66.09%	Limited theoretical visibility due to distance from array area.	Potential for significant effects that require detailed assessment.
Intensive Agricultural Land	3	36.53	54.066	Yes	7.986	14.77%	Limited theoretical visibility due to distance from array area.	No potential for significant effects - scoped out of detailed assessment.
Sandstone Hills & Gravel Ridges	8	37.12	8.201	Yes	2.336	28.48%	Limited theoretical visibility due to distance from array area.	No potential for significant effects - scoped out of detailed assessment.
Osborne Coast	7	43.58	3.495	Yes	2.820	80.67%	Limited theoretical visibility due to	No potential for significant effects -

Landscape Character Type (LCT) / Area (LCA)	ID	Minimum distance to array area (km)	Area (km2)	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Amount of Rampion 2 visible	Simple assessment
							distance from array area.	scoped out of detailed assessment.
Northern Coastal Cliffs	5	49.78	0.032	No	0.000	0.00%	No theoretical visibility.	No potential for significant effects - scoped out of detailed assessment.

6.3 Isle of Wight – Visual Receptors

- 6.3.1 A simple assessment of the visual receptors on the Isle of Wight has been undertaken in **Table 6-3** to **Table 6-6**.
- 6.3.2 Detailed assessment of visual receptors that have the potential to undergo significant effects as a result of the construction, operation and decommissioning of the offshore elements of Rampion 2 is undertaken in **Chapter 16, Volume 2, Section 16.10**.

Table 6-3 Simple Visual Assessment of Isle of Wight Settlements

Visual Receptor	Minimum distance to array area (km)	Area (km ²) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Simple assessment
Bembridge	29.61	2.77	Yes	1.94	70.15%	Potential for significant effects that require detailed assessment.
St Helens	32.29	0.59	Yes	0.49	82.81%	Potential for significant effects that require detailed assessment.
Ryde	32.76	7.64	Yes	3.47	45.42%	No potential for significant effects - scoped out of detailed assessment.
Shanklin	33.08	2.35	Yes	1.24	52.66%	Potential for significant effects that require detailed assessment.
Brading	33.97	0.70	Yes	0.23	32.82%	No potential for significant effects - scoped out of detailed assessment.
Sandown	35.08	3.70	Yes	1.90	51.34%	Potential for significant effects that require detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km ²) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Simple assessment
Ventnor	36.34	2.64	Yes	1.98	75.13%	No potential for significant effects - scoped out of detailed assessment.
Winford	37.20	0.71	Yes	0.32	45.04%	No potential for significant effects - scoped out of detailed assessment.
Newchurch	38.49	0.31	Yes	0.20	63.81%	No potential for significant effects - scoped out of detailed assessment.
Wroxall	38.98	0.59	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Hale Common	39.17	0.52	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Havenstreet	39.34	0.25	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Wootton	40.51	2.41	Yes	0.78	32.57%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km ²) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Simple assessment
Godshill	41.07	0.39	Yes	0.02	5.47%	No potential for significant effects - scoped out of detailed assessment.
Merstone	41.70	0.24	Yes	0.00	0.11%	No potential for significant effects - scoped out of detailed assessment.
Whitwell	42.02	0.40	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Niton	43.14	0.83	Yes	0.23	27.93%	No potential for significant effects - scoped out of detailed assessment.
Rookley	43.15	0.33	Yes	0.18	54.61%	No potential for significant effects - scoped out of detailed assessment.
Newport	43.50	6.75	Yes	0.25	3.64%	No potential for significant effects - scoped out of detailed assessment.
Cowes	45.24	6.50	Yes	1.71	26.30%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km ²) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km ²)	% of area with ZTV visibility	Simple assessment
Chale Green	45.68	0.32	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
Shorwell	48.44	0.28	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
All settlements will be subject to restricted views from some and often most publicly accessible areas because of intervening houses and urban development blocking views (which are not factored into the above 'bare terrain' ZTV calculations).						

Table 6-4 Simple Visual Assessment of Isle of Wight Visitor Destinations

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Bembridge and Culver Downs	30.90	0.351	Yes	0.278	79.05%	No potential for significant effects - scoped out of detailed assessment.
St Helen's Duver & Priory Wood	31.83	0.168	Yes	0.164	97.50%	Potential for significant effects that require detailed assessment.
Ventnor Downs and Luccombe	35.73	2.002	Yes	0.974	48.67%	Potential for significant effects that require detailed assessment.
Borthwood Copse	37.43	0.238	Yes	0.228	95.74%	No potential for significant effects - scoped out of detailed assessment.
Robin Hill	41.14	0.241	Yes	0.110	45.45%	No potential for significant effects - scoped out of detailed assessment.
St Catherine's and Wydcombe	44.75	0.295	Yes	0.035	12.05%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Area (km2) within study area	Theoretical visibility of Rampion 2	Area with ZTV visibility (km2)	% of area with ZTV visibility	Simple assessment
Chillerton Down and Gatcombe	46.17	0.259	Yes	0.224	86.48%	No potential for significant effects - scoped out of detailed assessment.

Table 6-5 Simple Assessment of Isle of Wight Transport Routes

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
B3395	30.57	11.45	Yes	4.24	37.02%	No potential for significant effects - scoped out of detailed assessment
B3330	32.60	9.30	Yes	4.67	50.14%	No potential for significant effects - scoped out of detailed assessment
B3340	33.63	1.22	Yes	0.28	22.89%	No potential for significant effects - scoped out of detailed assessment
A3055	34.36	36.42	Yes	16.38	44.97%	No potential for significant effects - scoped out of detailed assessment

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
B3329	34.51	2.27	Yes	2.27	100.00%	No potential for significant effects - scoped out of detailed assessment
A3056	35.66	10.65	Yes	4.12	38.73%	No potential for significant effects - scoped out of detailed assessment.
B3328	35.96	0.96	Yes	0.78	81.07%	No potential for significant effects - scoped out of detailed assessment.
A3020	36.27	22.90	Yes	6.13	26.78%	No potential for significant effects - scoped out of detailed assessment.
B3326	36.57	0.93	Yes	0.75	80.65%	No potential for significant effects - scoped out of detailed assessment.
A3054	37.42	16.61	Yes	1.75	10.56%	No potential for significant effects - scoped out of detailed assessment.
B3327	37.51	5.83	Yes	1.51	25.89%	No potential for significant effects - scoped out of detailed assessment.
B3331	40.69	0.81	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
A3021	44.00	4.94	Yes	1.70	34.34%	No potential for significant effects - scoped out of detailed assessment.
B3401	44.74	5.60	Yes	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B3341	44.95	2.52	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B3323	45.08	8.57	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B3321	45.82	1.50	No	0.01	0.53%	No potential for significant effects - scoped out of detailed assessment.
B3399	45.84	8.73	Yes	0.53	6.07%	No potential for significant effects - scoped out of detailed assessment.
B3320	47.17	0.35	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B3325	47.45	3.52	Yes	1.85	52.65%	No potential for significant effects - scoped out of detailed assessment.

Table 6-6 Simple Assessment of Isle of Wight Recreational Routes

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
Isle of Wight Coastal Path	29.75	63.54	Yes	35.93	56.56%	Potential for significant effects that require detailed assessment.
Regional Cycle Network 67	30.70	68.91	Yes	14.61	21.20%	No potential for significant effects - scoped out of detailed assessment
National Cycle Network 23	34.47	32.79	Yes	7.56	23.07%	No potential for significant effects - scoped out of detailed assessment.

7. Long Distance Routes

7.1 Transport Routes

- 7.1.1 A simple assessment of the transport routes that cross county boundaries has been undertaken in **Table 7-1**.
- 7.1.2 Detailed assessment of visual receptors that have the potential to undergo significant effects as a result of the construction, operation and decommissioning of the offshore elements of Rampion 2 is undertaken in **Chapter 16, Volume 2, Section 16.10**.

Table 7-1 Simple Assessment of Transport Routes

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
A259	13.70	130.19	Yes	90.85	69.78%	Potential for significant effects that require detailed assessment.
B2123	13.74	7.68	Yes	4.50	58.63%	No potential for significant effects - scoped out of detailed assessment.
A2010	13.82	2.35	Yes	2.35	100.00%	No potential for significant effects - scoped out of detailed assessment.
B2122	13.84	1.51	Yes	1.12	74.29%	No potential for significant effects - scoped out of detailed assessment.
Narrow Gauge Railway	13.85	14.84	Yes	9.44	63.58%	No potential for significant effects - scoped out of detailed assessment.
B2185	13.88	1.51	Yes	1.51	100.00%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
A23	13.88	55.48	Yes	16.78	30.25%	No potential for significant effects - scoped out of detailed assessment.
B2137	13.91	0.34	Yes	0.34	100.00%	No potential for significant effects - scoped out of detailed assessment.
A2023	13.92	2.90	Yes	2.84	98.18%	No potential for significant effects - scoped out of detailed assessment.
B2066	14.00	9.25	Yes	9.25	100.00%	No potential for significant effects - scoped out of detailed assessment.
B2223	14.13	2.95	Yes	2.95	100.00%	No potential for significant effects - scoped out of detailed assessment.
B2121	14.22	0.68	Yes	0.68	100.00%	No potential for significant effects - scoped out of detailed assessment.
B2194	14.32	1.76	Yes	1.75	99.74%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
A24	14.38	44.54	Yes	24.24	54.43%	No potential for significant effects - scoped out of detailed assessment.
A293	14.46	3.08	Yes	3.06	99.27%	No potential for significant effects - scoped out of detailed assessment.
A2031	14.53	3.70	Yes	3.70	100.00%	No potential for significant effects - scoped out of detailed assessment.
Multi Track Railway	14.71	328.39	Yes	119.26	36.32%	No potential for significant effects - scoped out of detailed assessment.
Single Track Railway	14.72	69.91	Yes	12.89	18.44%	No potential for significant effects - scoped out of detailed assessment.
B2119	14.75	0.45	Yes	0.45	100.00%	No potential for significant effects - scoped out of detailed assessment.
B2167	14.76	1.97	Yes	1.74	88.03%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
B2120	14.78	1.83	Yes	1.83	100.00%	No potential for significant effects - scoped out of detailed assessment.
A270	14.90	14.84	Yes	12.73	85.79%	No potential for significant effects - scoped out of detailed assessment.
B2140	14.96	8.01	Yes	8.01	100.00%	No potential for significant effects - scoped out of detailed assessment.
Tunnel	15.00	8.97	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
A2025	15.21	1.86	Yes	1.86	100.00%	No potential for significant effects - scoped out of detailed assessment.
A2038	15.25	3.34	Yes	3.20	95.72%	No potential for significant effects - scoped out of detailed assessment.
B2145	15.47	13.92	Yes	13.92	100.00%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
B2166	15.48	9.81	Yes	9.81	100.00%	No potential for significant effects - scoped out of detailed assessment.
A283	15.71	50.25	Yes	18.07	35.97%	No potential for significant effects - scoped out of detailed assessment.
A2032	15.76	4.64	Yes	4.64	100.00%	No potential for significant effects - scoped out of detailed assessment.
B2259	15.77	6.80	Yes	6.80	100.00%	No potential for significant effects - scoped out of detailed assessment.
B2132	15.88	10.08	Yes	10.08	100.00%	No potential for significant effects - scoped out of detailed assessment.
A280	15.98	9.23	Yes	5.26	56.95%	No potential for significant effects - scoped out of detailed assessment.
A27	16.03	162.31	Yes	108.36	66.76%	Potential for significant effects that require detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
B2109	16.16	1.78	Yes	0.02	1.01%	No potential for significant effects - scoped out of detailed assessment.
B2187	16.24	5.54	Yes	5.54	100.00%	No potential for significant effects - scoped out of detailed assessment.
A284	16.37	8.27	Yes	8.18	98.90%	No potential for significant effects - scoped out of detailed assessment.
A29	16.51	49.41	Yes	22.16	44.85%	No potential for significant effects - scoped out of detailed assessment.
B2233	16.55	9.15	Yes	8.99	98.30%	No potential for significant effects - scoped out of detailed assessment.
A26	16.55	35.42	Yes	9.04	25.52%	No potential for significant effects - scoped out of detailed assessment.
A2037	20.66	7.75	Yes	2.15	27.78%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
B2201	20.80	3.97	Yes	3.97	100.00%	No potential for significant effects - scoped out of detailed assessment.
A273	21.10	16.26	Yes	1.59	9.79%	No potential for significant effects - scoped out of detailed assessment.
A277	21.24	3.22	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2198	21.51	3.58	Yes	3.58	100.00%	No potential for significant effects - scoped out of detailed assessment.
B2144	21.53	3.55	Yes	3.55	100.00%	No potential for significant effects - scoped out of detailed assessment.
B2179	21.62	7.92	Yes	7.92	100.00%	No potential for significant effects - scoped out of detailed assessment.
B2193	21.85	1.51	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
A281	22.22	44.85	Yes	13.56	30.23%	No potential for significant effects - scoped out of detailed assessment.
A286	22.28	43.74	Yes	20.82	47.60%	No potential for significant effects - scoped out of detailed assessment.
A275	22.29	23.76	Yes	3.31	13.94%	No potential for significant effects - scoped out of detailed assessment.
A2029	22.57	2.54	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2112	23.63	13.33	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2117	23.67	3.80	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2135	23.78	11.46	Yes	7.23	63.09%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
A285	23.85	20.50	Yes	10.16	49.58%	No potential for significant effects - scoped out of detailed assessment.
B2116	23.93	22.89	Yes	2.50	10.91%	No potential for significant effects - scoped out of detailed assessment.
B2192	24.00	15.05	Yes	5.01	33.31%	No potential for significant effects - scoped out of detailed assessment.
B2178	24.04	6.49	Yes	6.01	92.55%	No potential for significant effects - scoped out of detailed assessment.
B2118	24.29	4.56	No	0.32	7.04%	No potential for significant effects - scoped out of detailed assessment.
B2103	24.98	5.35	Yes	1.16	21.72%	No potential for significant effects - scoped out of detailed assessment.
B2139	25.24	19.30	Yes	5.01	25.96%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
B2124	26.75	7.87	Yes	4.17	52.98%	No potential for significant effects - scoped out of detailed assessment.
B2146	27.43	25.50	Yes	6.89	27.00%	No potential for significant effects - scoped out of detailed assessment.
A2270	27.50	6.54	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2036	27.67	24.34	Yes	5.32	21.84%	No potential for significant effects - scoped out of detailed assessment.
A2021	27.84	4.34	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2113	27.94	3.07	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2133	28.01	23.04	Yes	11.67	50.66%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
A2280	28.07	2.27	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
A2040	28.08	1.05	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2106	28.40	2.54	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2247	28.55	4.10	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
A22	28.65	52.27	Yes	12.71	24.32%	No potential for significant effects - scoped out of detailed assessment.
B2141	28.83	12.46	Yes	5.41	43.43%	No potential for significant effects - scoped out of detailed assessment.
A2300	29.38	3.74	Yes	1.60	42.91%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
B2138	29.51	4.51	Yes	2.23	49.45%	No potential for significant effects - scoped out of detailed assessment.
A2290	29.78	1.74	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
A3023	29.86	8.31	Yes	8.09	97.40%	No potential for significant effects - scoped out of detailed assessment.
B2191	30.20	4.65	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2104	30.38	12.61	Yes	1.34	10.64%	No potential for significant effects - scoped out of detailed assessment.
A295	30.48	3.95	Yes	1.42	36.08%	No potential for significant effects - scoped out of detailed assessment.
B3395	30.57	11.45	Yes	4.24	37.02%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
A272	31.80	99.33	Yes	36.67	36.92%	No potential for significant effects - scoped out of detailed assessment.
A267	31.82	26.09	Yes	12.90	49.46%	No potential for significant effects - scoped out of detailed assessment.
A271	31.84	20.95	Yes	10.69	51.02%	No potential for significant effects - scoped out of detailed assessment.
B2183	31.86	1.42	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2147	32.16	5.24	Yes	3.58	68.39%	No potential for significant effects - scoped out of detailed assessment.
B2148	32.17	4.75	Yes	3.33	69.97%	No potential for significant effects - scoped out of detailed assessment.
B3330	32.60	9.30	Yes	4.67	50.14%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
B2272	33.24	2.99	Yes	0.33	10.99%	No potential for significant effects - scoped out of detailed assessment.
B3340	33.63	1.22	Yes	0.28	22.89%	No potential for significant effects - scoped out of detailed assessment.
A288	33.64	11.10	Yes	11.10	100.00%	No potential for significant effects - scoped out of detailed assessment.
B2154	33.74	4.09	Yes	4.09	100.00%	No potential for significant effects - scoped out of detailed assessment.
B2184	33.86	1.25	Yes	0.69	55.70%	No potential for significant effects - scoped out of detailed assessment.
B2028	33.87	19.28	Yes	6.45	33.48%	No potential for significant effects - scoped out of detailed assessment.
B2153	34.08	0.86	Yes	0.86	100.00%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
B2111	34.20	2.23	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2102	34.34	12.66	Yes	8.32	65.73%	No potential for significant effects - scoped out of detailed assessment.
A3055	34.36	36.42	Yes	16.38	44.97%	No potential for significant effects - scoped out of detailed assessment.
A2030	34.38	14.42	Yes	14.17	98.29%	No potential for significant effects - scoped out of detailed assessment.
B2155	34.48	0.97	Yes	0.97	100.00%	No potential for significant effects - scoped out of detailed assessment.
B2149	34.50	11.69	Yes	10.87	92.99%	No potential for significant effects - scoped out of detailed assessment.
B3329	34.51	2.27	Yes	2.27	100.00%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
B2114	35.11	10.29	Yes	6.78	65.88%	No potential for significant effects - scoped out of detailed assessment.
B2151	35.19	1.47	Yes	1.47	100.00%	No potential for significant effects - scoped out of detailed assessment.
B2115	35.30	7.32	Yes	3.76	51.32%	No potential for significant effects - scoped out of detailed assessment.
A2047	35.48	5.27	Yes	5.27	100.00%	No potential for significant effects - scoped out of detailed assessment.
A3056	35.66	10.65	Yes	4.12	38.73%	No potential for significant effects - scoped out of detailed assessment.
A3(M)	35.72	13.53	Yes	10.00	73.94%	No potential for significant effects - scoped out of detailed assessment.
B3328	35.96	0.96	Yes	0.78	81.07%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
B2177	35.97	17.57	Yes	8.88	50.52%	No potential for significant effects - scoped out of detailed assessment.
B2150	35.99	16.52	Yes	8.46	51.23%	No potential for significant effects - scoped out of detailed assessment.
B2110	36.08	33.45	Yes	14.09	42.11%	No potential for significant effects - scoped out of detailed assessment.
B2152	36.09	0.52	Yes	0.52	100.00%	No potential for significant effects - scoped out of detailed assessment.
A3020	36.27	22.90	Yes	6.13	26.78%	No potential for significant effects - scoped out of detailed assessment.
A3	36.46	47.92	Yes	19.34	40.36%	No potential for significant effects - scoped out of detailed assessment.
B3326	36.57	0.93	Yes	0.75	80.65%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
B2203	36.81	4.79	Yes	3.50	73.00%	No potential for significant effects - scoped out of detailed assessment.
M275	36.87	9.23	Yes	8.20	88.84%	No potential for significant effects - scoped out of detailed assessment.
A3054	37.42	16.61	Yes	1.75	10.56%	No potential for significant effects - scoped out of detailed assessment.
B3327	37.51	5.83	Yes	1.51	25.89%	No potential for significant effects - scoped out of detailed assessment.
M27	37.55	22.05	Yes	11.95	54.21%	No potential for significant effects - scoped out of detailed assessment.
B3333	37.82	7.81	Yes	7.59	97.20%	No potential for significant effects - scoped out of detailed assessment.
A32	37.82	21.76	Yes	10.30	47.34%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
B2095	37.99	9.28	Yes	0.01	0.16%	No potential for significant effects - scoped out of detailed assessment.
A397	38.09	1.26	Yes	1.26	100.00%	No potential for significant effects - scoped out of detailed assessment.
B2026	38.45	12.34	Yes	6.35	51.48%	No potential for significant effects - scoped out of detailed assessment.
B2237	39.51	4.83	Yes	0.70	14.43%	No potential for significant effects - scoped out of detailed assessment.
A265	39.78	12.16	Yes	3.90	32.10%	No potential for significant effects - scoped out of detailed assessment.
A264	40.14	26.47	Yes	1.71	6.47%	No potential for significant effects - scoped out of detailed assessment.
B2182	40.45	7.16	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
A269	40.60	11.58	Yes	2.72	23.49%	No potential for significant effects - scoped out of detailed assessment.
B3331	40.69	0.81	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2180	40.76	1.97	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2096	41.21	15.81	Yes	10.82	68.42%	No potential for significant effects - scoped out of detailed assessment.
B2195	41.22	4.34	Yes	0.88	20.38%	No potential for significant effects - scoped out of detailed assessment.
B3334	41.25	8.23	Yes	7.36	89.53%	No potential for significant effects - scoped out of detailed assessment.
B3385	41.48	8.20	Yes	7.50	91.42%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
M23	42.60	13.59	Yes	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2098	42.77	1.53	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2204	43.19	4.69	Yes	1.32	28.11%	No potential for significant effects - scoped out of detailed assessment.
B2188	43.41	7.25	Yes	0.76	10.47%	No potential for significant effects - scoped out of detailed assessment.
A2691	43.64	3.37	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
A2690	43.67	6.31	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
A3021	44.00	4.94	Yes	1.70	34.34%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
A2220	44.21	10.72	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
A2004	44.51	4.41	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
A2036	44.51	2.44	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
A2219	44.53	3.56	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2199	44.65	1.87	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B3401	44.74	5.60	Yes	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2070	44.83	15.85	Yes	1.17	7.39%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
B2128	44.84	6.22	Yes	1.95	31.33%	No potential for significant effects - scoped out of detailed assessment.
B3341	44.95	2.52	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B3323	45.08	8.57	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2100	45.22	9.45	Yes	2.23	23.57%	No potential for significant effects - scoped out of detailed assessment.
B2157	45.40	2.23	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2101	45.43	2.51	Yes	1.14	45.49%	No potential for significant effects - scoped out of detailed assessment.
B3321	45.82	1.50	No	0.01	0.53%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
B3399	45.84	8.73	Yes	0.53	6.07%	No potential for significant effects - scoped out of detailed assessment.
B3006	46.51	3.72	Yes	0.09	2.44%	No potential for significant effects - scoped out of detailed assessment.
A2011	47.12	4.84	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B3320	47.17	0.35	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B3325	47.45	3.52	Yes	1.85	52.65%	No potential for significant effects - scoped out of detailed assessment.
B2131	47.56	13.43	Yes	2.26	16.83%	No potential for significant effects - scoped out of detailed assessment.
B2092	47.64	2.82	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
A334	48.27	1.66	Yes	0.35	21.17%	No potential for significant effects - scoped out of detailed assessment.
A287	48.31	1.97	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
A2100	48.43	2.95	Yes	1.57	53.22%	No potential for significant effects - scoped out of detailed assessment.
B3004	49.53	0.21	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.
B2037	49.73	0.85	No	0.00	0.00%	No potential for significant effects - scoped out of detailed assessment.

7.2 Recreational Routes

- 7.2.1 Simple assessment of long distance routes that cross county boundaries has been undertaken in **Table 7-2**.
- 7.2.2 Detailed assessment of visual receptors that have the potential to undergo significant effects as a result of the construction, operation and decommissioning of the offshore elements of Rampion 2 is undertaken in **Chapter 16, Volume 2, Section 16.10**.

Table 7-2 Simple Assessment of Long Distance Recreational Routes

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
National Cycle Network 2	13.51	169.71	Yes	120.18	70.82%	Potential for significant effects that require detailed assessment.
Vanguard Way	13.58	53.78	Yes	6.52	12.12%	No potential for significant effects - scoped out of detailed assessment.
Monarch's Way	13.78	112.79	Yes	77.44	68.66%	Potential for significant effects that require detailed assessment.
National Cycle Network 20	13.80	42.98	Yes	12.94	30.10%	No potential for significant effects - scoped out of detailed assessment.
Regional Cycle Network 82	13.88	11.12	Yes	10.68	96.06%	No potential for significant effects - scoped out of detailed assessment.
Regional Cycle Network 90	14.94	22.79	Yes	11.07	48.55%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
National Cycle Network Link	15.13	49.74	Yes	19.92	40.04%	No potential for significant effects - scoped out of detailed assessment.
Arun Way	15.26	36.19	Yes	19.39	53.57%	Potential for significant effects that require detailed assessment.
National Cycle Network 223	16.65	41.85	Yes	22.77	54.41%	No potential for significant effects - scoped out of detailed assessment.
Solent Way	17.54	40.89	Yes	34.84	85.22%	Potential for significant effects that require detailed assessment.
South Downs Way	17.54	155.76	Yes	94.18	60.46%	Potential for significant effects that require detailed assessment.
Regional Cycle Network 88	17.93	13.08	Yes	12.51	95.68%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
New Lipchis Way	21.80	55.26	Yes	26.19	47.40%	Potential for significant effects that require detailed assessment.
Sussex Border Path	27.42	125.61	Yes	53.81	42.83%	No potential for significant effects - scoped out of detailed assessment.
National Cycle Network 21	28.51	78.92	Yes	6.80	8.61%	No potential for significant effects - scoped out of detailed assessment.
Isle of Wight Coastal Path	29.75	63.54	Yes	35.93	56.56%	Potential for significant effects that require detailed assessment.
Regional Cycle Network 67	30.70	68.91	Yes	14.61	21.20%	No potential for significant effects - scoped out of detailed assessment.
Serpent Trail	31.16	101.15	Yes	22.47	22.21%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
Sussex Diamond Way	32.59	91.91	Yes	38.75	42.15%	No potential for significant effects - scoped out of detailed assessment.
National Cycle Network 222	32.84	31.67	Yes	20.43	64.50%	No potential for significant effects - scoped out of detailed assessment.
National Cycle Network 23	34.47	32.79	Yes	7.56	23.07%	No potential for significant effects - scoped out of detailed assessment.
National Cycle Network 22	34.55	73.11	Yes	22.80	31.19%	No potential for significant effects - scoped out of detailed assessment.
National Cycle Network 236	38.27	13.70	Yes	12.23	89.24%	No potential for significant effects - scoped out of detailed assessment.
National Cycle Network 224	38.87	15.23	Yes	9.51	62.41%	No potential for significant effects - scoped out of detailed assessment.

Visual Receptor	Minimum distance to array area (km)	Total length of route within study area (km)	Theoretical visibility of Rampion 2	Length of route with ZTV visibility within study area (km)	% of route with ZTV visibility within study area (km)	Simple assessment
National Cycle Network 228	44.91	5.62	Yes	0.41	7.22%	No potential for significant effects - scoped out of detailed assessment.



Volume 4, Appendix 16.4

Viewpoint assessment



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1. Viewpoint assessment

- 1.1.1 This appendix to **Chapter 16: Seascape, landscape and visual amenity, Volume 2** provides a more detailed viewpoint assessment of the visual effects arising from the operation and maintenance of the offshore elements of Rampion 2, which is summarised in **Table 16.28**.

Table 1-1 Assessment of residual effects on viewpoints

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
1	Beachy Head (Figure 16.26) SDNP	<p>Sensitivity: 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, based on the following assessment.</p> <p>Value: High</p> <ul style="list-style-type: none"> Beachy Head is a specific and well-known viewpoint at the highest chalk sea cliff in Britain, which is identified in tourist information and signage, with a Compass Rose and OS marked viewpoint. There are visitor centre facilities provided to aid enjoyment of the view. View from the chalk cliffs of the SDNP looking out to sea, representing the <i>'breathhtaking views'</i> and <i>'stunning panoramic views to the sea'</i> identified in 	<p>Magnitude of 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, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 25.1km from the viewpoint, with the offshore elements of Rampion 2 at relative distance and appearing in the background/mid-ground, to the fore of the existing Rampion 1 wind farm but beyond the immediate maritime seascape context of the SDNP. Clear separation between the coast and the offshore elements of Rampion 2 will be retained in the view, such that it is clearly viewed 'offshore' in its open seascape. Rampion 2 will be viewed in the context of a vast seascape where the turbines will be located at distances of at least 25.1km, without interrupting the intervening seascape off the immediate coastline in the view. Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending 	<p>Significant (Major/moderate), direct, long-term and reversible.</p> <p>Likelihood of effect: Very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 42.8% visibility frequency of the offshore elements of Rampion 2 at 25.1km.</p>

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

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>SDNP special quality 1, which are afforded planning policy protection.</p> <ul style="list-style-type: none"> View is within the SDNP and Sussex Heritage Coast and overlooks this designated landscape, which implies a higher value to the visible landscape. The view has high scenic qualities relating to the content and composition of the visible landscape, particularly the chalk cliff faced coastline and downland. View has national recognition as having particular scenic qualities and interest for visitors. Beachy Head is well recognised through cultural references in film, literature, music and television. <p>Susceptibility: High</p> <ul style="list-style-type: none"> Representative of view experienced by people using the South Downs Way at its culmination at the coast, as well 	<p>the WTG developed skyline eastwards, approximately doubling the extent of the WTG array and occupying approximately 21.1° of the field of view. Viewed from this direction, this is considered a relatively narrow portion of the wider 180° sea view available to the observer. The open sea skyline remains unaffected across the majority of view out to sea, such that the panoramic views to the sea are retained. The wider view extending inland across the downs is unaffected.</p> <ul style="list-style-type: none"> Size/amount visible: All of the proposed WTGs will be visible on the skyline alongside Rampion 1, with the proposed WTGs to the west of the windfarm Area of Search appearing more prominent than those which recede with distance to the east and south. Scale: The vertical height/apparent scale of the proposed WTGs will be relatively moderate, forming medium-scale elements in the view, due to their long distance offshore and the large scale of the seascape in the view. Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs, however the height of the Rampion 2 WTGs will appear notably larger in apparent scale due to 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>as visitors to Beachy Head specifically to experience the view, whose main attention and interest are on their surroundings.</p> <ul style="list-style-type: none"> • Viewpoint is visited by a large number of people, with a visitor centre, bus services and car parking access. • Direct view out to sea from the coastal edge, in which viewers are more liable to be influenced by the offshore elements of Rampion 2. • The view is focused on a specific directional vista offshore and along the white chalk cliffs, which form notable features of interest in the view. The Belle Tout lighthouse forms a notable landmark. • Viewers are focused on the experience of a high level of visual amenity at the location, although extensive urban development is visible along the coastal strip beyond the heritage coast and the existing Rampion 1 	<p>their taller height, larger rotor diameter and position closer to the viewpoint.</p> <ul style="list-style-type: none"> • Skyline/background: Due to the elevation of the viewpoint, the offshore elements of Rampion 2 will be seen 'within' its seascape (rather than beyond the horizon), albeit the seascape is large scale and open with a relatively simple coastal context. The offshore elements of Rampion 2 will be located within views along the white cliffs of the coastline, but clearly offshore and oblique to the view along the chalk cliffs coastline. • Contrast/context: The WTGs will add further offshore elements to the relatively simply composed view of chalk downland, sea and sky. The appearance of the WTGs may contrast with the perceived natural qualities of the visible coastline however, their appearance will relate rationally to Rampion 1, the visual exposure and large scale of the seascape. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape. 	

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		<p>windfarm forms a visible element in the offshore view to the south west at long range.</p> <ul style="list-style-type: none"> The visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs as visible elements experienced in the view of the sea, which moderates susceptibility to change as WTGs are a characteristic feature in the sea view. 		
2	Birling Gap (Figure 16.27) SDNP	<p>Sensitivity: High</p> <p>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, based on the following assessment.</p> <p>Value: High</p> <ul style="list-style-type: none"> Birling Gap is a specific and well-known viewpoint at a popular National Trust coastal hub, where the South Downs meet the sea, 	<p>Magnitude of change: Medium</p> <p>The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 21.9km from the viewpoint, with the offshore elements of Rampion 2 at relative distance and appearing in the background/mid-ground, to the fore of Rampion 1 Wind Farm but beyond the immediate maritime seascape context of the SDNP. Clear separation between the coast and the offshore elements of 	<p>Significant (Major/moderate), direct, long-term and reversible.</p> <p>Likelihood of effect: Very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>which is identified in tourist information and signage.</p> <ul style="list-style-type: none"> There is a visitor centre, café and beach access, with the platform at the top of the cliff top steps providing a specific viewing point and access to the beach. View from the chalk cliffs of the SDNP looking out to sea, representing the '<i>breathhtaking views</i>' and '<i>stunning panoramic views to the sea</i>' identified in SDNP special quality 1, which are afforded planning policy protection. View is within the SDNP and Sussex Heritage Coast and overlooks the chalk cliff coastline of the designated landscape, which implies a higher value to the visible landscape. The view has high scenic qualities relating to the content and composition of the visible landscape, particularly the chalk cliff faced coastline. 	<p>Rampion 2 will be retained in the view, such that it is clearly viewed 'offshore' in its open seascape. Rampion 2 will be viewed in the context of a vast seascape where the turbines will be located at distances of at least 21.9km, without interrupting the intervening seascape off the immediate coastline in the view.</p> <ul style="list-style-type: none"> Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending the WTG developed skyline eastwards, approximately doubling the extent of the WTG array and occupying approximately 24.5° of the field of view. Viewed from this direction, this is considered a relatively narrow portion of the wider 180° sea view available to the observer. The open sea skyline remains unaffected across the majority of view out to sea, such that the panoramic views to the sea are retained. The wider view extending along the white chalk cliffs to both the west and east is unaffected. Size/amount visible: All of the proposed WTGs will be visible on the skyline alongside Rampion 1, with the proposed WTGs to the west of the windfarm Area of Search appearing more prominent than those which recede with distance to the east and south. 	<p>indicates 51.8% visibility frequency of the offshore elements of Rampion 2 at 21.9km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<ul style="list-style-type: none"> View has recognition as having particular scenic qualities and interest for visitors. Birling Gap is well recognised through cultural references in art, film and literature. <p>Susceptibility: High</p> <ul style="list-style-type: none"> Representative of view experienced by people using the South Downs Way at its culmination at the coast, as well as visitors to Birling Gap National Trust site, specifically to experience the cliff top views and beach access, whose main attention and interest are on their surroundings. Viewpoint is visited by a large number of people, with a visitor centre, bus services and busy car parking access. Direct view out to sea from the coastal edge, in which viewers are more liable to be influenced by the offshore elements of Rampion 2. The view is offshore and along the white chalk cliffs in either 	<ul style="list-style-type: none"> Scale: The vertical height/apparent scale of the proposed WTGs will be relatively moderate, forming medium-scale elements in the view, due to their long distance offshore and the large scale of the seascape in the view. Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs, however the height of the Rampion 2 WTGs will appear notably larger in apparent scale due to their taller height, larger rotor diameter and position closer to the viewpoint. Skyline/background: Due to the elevation of the viewpoint, the offshore elements of Rampion 2 will be seen 'within' its seascape (rather than beyond the horizon), albeit the seascape is large scale and open with a relatively simple coastal context. The offshore elements of Rampion 2 will appear to be clearly offshore from the chalk cliffs coastline and visually separated by open sea skyline. Contrast/context: The WTGs will add further offshore elements to the relatively simply composed view of shingle beach, sea and sky. The appearance of the WTGs may contrast with the perceived natural qualities of the visible coastline however, their appearance will relate rationally to Rampion 1, the visual exposure and 	

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		<p>direction but longer distance to the west. The scale, form, colour and contrast of the chalk cliffs form dramatic features of interest in the view.</p> <ul style="list-style-type: none"> • Viewers are focused on the experience of a high level of visual amenity at the location, however there are some detracting elements locally within the busy adjacent car parking/visitor centre area. • Rampion 1 windfarm forms a visible element in the offshore view to the south west at long range. The visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs as visible elements experienced in the view of the sea, which moderates susceptibility to change as WTGs are a characteristic feature in the sea view. 	<p>large scale of the seascape. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape.</p>	
3	Seven Sisters Country Park (Figure 16.28)	<p>Sensitivity: High</p> <p>The sensitivity of the viewpoint is considered to be high, reflecting that</p>	<p>Magnitude of change: Medium-high</p> <p>The magnitude of change to the view resulting from the operation and maintenance of the offshore</p>	<p>Significant (Major), direct,</p>

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
SDNP	<p>the view has high value and the receptors experiencing the view have a high susceptibility to change, based on the following assessment.</p> <p>Value: High</p> <ul style="list-style-type: none"> The viewpoint is not a specific viewpoint but is a representative viewpoint from the cliff top section of the South Downs Way within the Seven Sisters Country Park, which is a well-known and popular country park made up of both chalk cliffs and the meandering Cuckmere River Valley and Beach, which is identified in tourist information and signage. There are no particular facilities at the viewpoint to aid enjoyment of the view, however there is a visitor centre and car parking facilities within the Country Park from which people can walk along the Cuckmere Valley to access the cliff top views. View from the chalk cliffs of the SDNP looking out to sea, 	<p>the view has high value and the receptors experiencing the view have a high susceptibility to change, based on the following assessment.</p> <p>Value: High</p> <ul style="list-style-type: none"> The viewpoint is not a specific viewpoint but is a representative viewpoint from the cliff top section of the South Downs Way within the Seven Sisters Country Park, which is a well-known and popular country park made up of both chalk cliffs and the meandering Cuckmere River Valley and Beach, which is identified in tourist information and signage. There are no particular facilities at the viewpoint to aid enjoyment of the view, however there is a visitor centre and car parking facilities within the Country Park from which people can walk along the Cuckmere Valley to access the cliff top views. View from the chalk cliffs of the SDNP looking out to sea, 	<p>elements of Rampion 2 is assessed as medium-high, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 19.7km from the viewpoint, with the offshore elements of Rampion 2 at relative distance and appearing in the background/mid-ground, to the fore of Rampion 1 Wind Farm but beyond the immediate maritime seascape context of the SDNP. Clear separation between the coast and the offshore elements of Rampion 2 will be retained in the view, such that it is clearly viewed 'offshore' in its open seascape. Rampion 2 will be viewed in the context of a vast seascape where the turbines will be located at distances of at least 19.7km, without interrupting the intervening seascape off the immediate coastline in the view. Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending the WTG developed skyline eastwards, more than doubling the extent of the WTG array and occupying approximately 28.6° of the field of view. Viewed from this direction, this is considered a relatively narrow portion of the wider 180° sea view available to the observer. The open sea skyline remains unaffected across the majority of view out to sea, such that the 	<p>long-term and reversible.</p> <p>Likelihood of effect: Good, very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 56.8% visibility frequency of the offshore elements of Rampion 2 at 19.7km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>representing the <i>'breathtaking views'</i> and <i>'stunning panoramic views to the sea'</i> identified in SDNP special quality 1, which are afforded planning policy protection.</p> <ul style="list-style-type: none"> • View is within the SDNP and Sussex Heritage Coast and overlooks the chalk cliff coastline of the designated landscape, which implies a higher value to the visible landscape. • The view has high scenic qualities relating to the content and composition of the visible landscape, particularly the chalk cliff faced coastline and meandering Cuckmere Valley. • View has recognition as having particular scenic qualities and interest for visitors. • The Seven Sisters chalk cliffs are famous as one of Britain's finest coastlines and is well recognised through cultural references in art, film and literature. <p>Susceptibility: High</p>	<p>panoramic views to the sea are retained. The main focus of the view eastwards along the Seven Sisters chalk cliffs is unaffected, as are the wider views extending inland across the downs and over the Cuckmere valley.</p> <ul style="list-style-type: none"> • Size/amount visible: All of the proposed WTGs will be visible on the skyline alongside Rampion 1, with the proposed WTGs to the west of the windfarm Area of Search appearing more prominent than those which recede with distance to the east and south. • Scale: The vertical height/apparent scale of the proposed WTGs will be relatively moderate, forming medium-scale elements in the view, due to their long distance offshore and the large scale of the seascape in the view. • Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs, however the height of the Rampion 2 WTGs will appear notably larger in apparent scale due to their taller height, larger rotor diameter and position closer to the viewpoint. • Skyline/background: Due to the elevation of the viewpoint, the offshore elements of Rampion 2 will be seen 'within' its seascape (rather than beyond the horizon), albeit the seascape is large scale and open with a relatively simple coastal 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<ul style="list-style-type: none"> Representative of view experienced by people using the South Downs Way at the coast as part of the walk along the South Downs Way over the Seven Sisters from Birling Gap/Beachy Head, as well as visitors to Seven Sisters Country Park specifically to experience the cliff top views, whose main attention and interest are on their surroundings. Viewpoint is visited by a large number of people, using the South Downs Way and accessing locally from the visitor centre/car park within the Cuckmere Valley. Direct view out to sea from the coastal edge, in which viewers are more liable to be influenced by the offshore elements of Rampion 2. The view is offshore to the south, over Cuckmere Haven to the west and most dramatic along the white chalk cliffs of the Seven Sisters to the east to Beachy Head. The scale, form, colour 	<p>context. The offshore elements of Rampion 2 will appear within views of the white cliffs enclosing Cuckmere Haven appearing to be clearly offshore from the chalk cliffs and visually separated by open sea skyline.</p> <ul style="list-style-type: none"> Contrast/context: The WTGs will add further offshore elements to the relatively simply composed view of chalk downland, sea and sky. The appearance of the WTGs may contrast with the perceived natural qualities of the visible coastline however, their appearance will relate rationally to Rampion 1, the visual exposure and large scale of the seascape. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape. 	

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		<p>and contrast of the chalk cliffs form dramatic features of interest in the view.</p> <ul style="list-style-type: none"> • Viewers are focused on the experience of a high level of visual amenity at the location, although extensive urban development is visible along the coastal strip beyond the heritage coast and the existing Rampion 1 windfarm forms a visible element in the offshore view to the south west at long range. • The visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs as visible elements experienced in the view of the sea, which moderates susceptibility to change as WTGs are a characteristic feature in the sea view. 		
4	Seaford Head (Figure 16.29) SDNP	Sensitivity: High The sensitivity of the viewpoint is considered to be high, reflecting that the view has high value and the	Magnitude of change: Medium-high The magnitude of change to the view resulting from the operation and maintenance of the offshore	Significant (Major) , direct, long-term and reversible.

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>receptors experiencing the view have a high susceptibility to change.</p> <p>Value: High</p> <ul style="list-style-type: none"> The viewpoint is a representative viewpoint located on the approach to the cliff top at Seaford Head, on the Vanguard Way, where there are benches provided to aid the enjoyment of the view. There are car parking facilities at the sea front in Seaford nearby, from which people can easily walk along the Vanguard Way to access the cliff top views. Seaford Head itself is a popular spot to enjoy the views of the Seven Sisters cliffs. View from the chalk cliffs of the SDNP looking out to sea, representing the <i>'breathhtaking views'</i> and <i>'stunning panoramic views to the sea'</i> identified in SDNP special quality 1, which are afforded planning policy protection. 	<p>elements of Rampion 2 is assessed as medium-high, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 17.4km from the viewpoint, with the offshore elements of Rampion 2 at relative distance and appearing in the background/mid-ground, to the fore of Rampion 1 Wind Farm but beyond the immediate maritime seascape context of the SDNP. Clear separation between the coast and the offshore elements of Rampion 2 will be retained in the view, such that it is clearly viewed 'offshore' in its open seascape. Rampion 2 will be viewed in the context of a vast seascape where the turbines will be located at distances of at least 17.4km, without interrupting the intervening seascape off the immediate coastline in the view. Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending the WTG developed skyline mainly eastwards, more than doubling the extent of the WTG array and occupying approximately 34° of the field of view. Viewed from this direction, this is considered a relatively moderate horizontal field of view as a portion of the wider 180° sea view available to the observer. The open sea skyline remains unaffected across the majority of view 	<p>Likelihood of effect:</p> <p>Good, very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 62.1% visibility frequency of the offshore elements of Rampion 2 at 17.1km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<ul style="list-style-type: none"> View is within the SDNP and at the closest edge of the Sussex Heritage Coast, overlooking the open downlands of the SDNP to the north-west and the coastal chalk cliffs extending to Seaford Head to the east, which implies a higher value to the visible landscape. The view has some scenic qualities relating to the content and composition of the visible landscape, however there is a notable transition in this view compared to further east in the Sussex Heritage Coast, due to the inclusion of extensive urbanised coastal edge development at the towns of Seaford and Newhaven. <p>Susceptibility: High</p> <ul style="list-style-type: none"> Representative of view experienced by residents of Seaford, beach users and people using the Vanguard Way at the coast, as part of the coastal walk past Seaford and over Seaford 	<p>out to sea, such that the panoramic views to the sea are retained. The main focus of the view eastwards along the Seven Sisters chalk cliffs is unaffected, as are the wider views extending inland across Seaford to the downs.</p> <ul style="list-style-type: none"> Size/amount visible: All of the proposed WTGs will be visible on the skyline alongside Rampion 1, with the proposed WTGs to the west of the windfarm Area of Search appearing more prominent than those which recede with distance to the east and south. Scale: The vertical height/apparent scale of the proposed WTGs will increase in this view, to medium-large scale, due to their proximity at this closest point of the Sussex Heritage Coast. Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs, however the height of the Rampion 2 WTGs will appear notably larger in apparent scale due to their taller height, larger rotor diameter and position closer to the viewpoint. Skyline/background: Due to the elevation of the viewpoint, the offshore elements of Rampion 2 will be seen 'within' its seascape (rather than beyond the horizon), albeit the seascape is large scale and open with a relatively simple coastal context. The offshore elements of Rampion 2 will 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>Head to the Cuckmere Valley, specifically to experience the cliff top views, whose main attention and interest are on their surroundings.</p> <ul style="list-style-type: none"> • Viewpoint is visited by a large number of people, using the Vanguard Way and accessing locally from the car parking at Seaford sea front. • Direct view out to sea from the coastal edge, in which viewers are more liable to be influenced by the offshore elements of Rampion 2. • The view is open and offshore to the south and south-west, with few specific points of interest offshore, and extends across the urbanised coastline of Seaford and Peacehaven to the west which draw focus. • Viewers are focused on the experience of a high level of visual amenity at the location, however the existing Rampion 1 windfarm forms a visible element 	<p>appear to be clearly offshore from the chalk cliffs and visually separated from the coast by open sea skyline.</p> <ul style="list-style-type: none"> • Contrast/context: The WTGs will add further offshore elements to the relatively simply composed view of chalk downland, sea and sky. The appearance of the WTGs will relate rationally to Rampion 1, the visual exposure and large scale of the seascape. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape. 	

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		<p>in the offshore view to the south west at long range.</p> <ul style="list-style-type: none"> • Viewers are focused on the experience of a high level of visual amenity at the location, although extensive urban development is prevalent in the foreground view at Seaford and extending along the coastal strip. • The visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs as visible elements experienced in the view of the sea, which moderates susceptibility to change as WTGs are a characteristic feature in the sea view. 		
5	<p>Newhaven (Castle Hill) (Figure 16.30)</p> <p>East Sussex</p>	<p>Sensitivity: Medium</p> <p>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, based on the following assessment.</p>	<p>Magnitude of change: Medium-high</p> <p>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, based on the following assessment.</p> <ul style="list-style-type: none"> • Distance: The closest part of the wind farm Area of Search will be located 15.1km from the viewpoint, with the offshore elements of Rampion 	<p>Significant (Moderate), direct, long-term and reversible.</p> <p>Likelihood of effect: Good, very good or excellent</p>

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>Value: Medium</p> <ul style="list-style-type: none">• The viewpoint is a specific viewpoint located on Castle Hill, Newhaven Fort, sited at the telescope within the lunette battery next to the Coastguard lookout tower.• There are car parking facilities nearby, from which people can easily walk to access the hill-top views and appreciate the scheduled Newhaven Fort.• The viewpoint is not within the SDNP and the view is not afforded planning policy protection, however parts of the visible landscape to the west at Seaford Head and its open downland are within the SDNP/Sussex Heritage Coast, which implies a higher value to parts of the view.• The view has some scenic qualities relating to the content and composition of the visible landscape, however there are notable built development influences which reduces scenic		<p>2 appearing in the mid-ground, to the fore of Rampion 1 Wind Farm but beyond the immediate seascape context. Clear separation between the coast and the offshore elements of Rampion 2 will be retained in the view, such that it is clearly viewed 'offshore' in its open seascape. Rampion 2 will be viewed in the context of a vast seascape where the turbines will be located at distances of at least 15.1km, without interrupting the intervening seascape off the immediate coastline in the view.</p> <ul style="list-style-type: none">• Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending the WTG developed skyline mainly eastwards, but also slightly eastwards, more than doubling the extent of the WTG array and occupying approximately 42.6° of the field of view. Viewed from this direction, this is considered a relatively moderate horizontal field of view as a portion of the wider 180° sea view available to the observer. The open sea skyline remains unaffected across the majority of view out to sea, such that the panoramic views to the sea are retained. The main focus of the view eastwards to Seaford Head (SDNP/Sussex Heritage Coast) is unaffected, as are the wider views extending inland across Seaford Bay to the downs.	<p>visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 67.6% visibility frequency of the offshore elements of Rampion 2 at 15.1km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>qualities, due to the extensive urbanised coastal edge development at Newhaven as well as the breakwaters of Newhaven Harbour, which include a drilling platform, the shipping lanes of the English Channel and features of Newhaven's industrial and historical heritage.</p> <ul style="list-style-type: none"> Newhaven Fort has recognised historic value as a fortification and is well recognised through cultural references, particularly in film, through TV programmes, documentaries and adverts. <p>Susceptibility: Medium</p> <ul style="list-style-type: none"> Specific view experienced by visitors to Newhaven Fort, whose main attention and interest are on their surroundings, as well passengers on the Newhaven Ferry to France, whose attention is less likely to be on the surrounding view. Viewpoint is visited by a moderate number of people 	<ul style="list-style-type: none"> Size/amount visible: All of the proposed WTGs will be visible on the skyline alongside Rampion 1, with the proposed WTGs to the west of the windfarm Area of Search appearing more prominent than those which recede with distance to the east and south. Scale: The vertical height/apparent scale of the proposed WTGs will increase in this view, to medium-large scale, due to their increased proximity to the viewpoint compared to locations further east within the SDNP/Sussex Heritage Coast. Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs, however the height of the Rampion 2 WTGs will appear notably larger in apparent scale due to their taller height, larger rotor diameter and position closer to the viewpoint. Skyline/background: Due to the elevation of the viewpoint, the offshore elements of Rampion 2 will be seen 'within' its seascape (rather than beyond the horizon), albeit the seascape is large scale and open with a relatively simple coastal context. The offshore elements of Rampion 2 will appear to be clearly offshore from the chalk cliffs and visually separated from the coast by open sea skyline. 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>visiting Newhaven Fort and the paths over Castle Hill.</p> <ul style="list-style-type: none"> • Direct view out to sea from the coastal edge, in which viewers are more liable to be influenced by the offshore elements of Rampion 2. • The view is open and offshore to the south, with few specific points of interest offshore, with a specific directional vista to the east/south-east across Newhaven and Seaford Bay to the white cliffs of Seaford Head. • Viewers are somewhat focused on the experience of visual amenity at the location, however there are a number of elements associated with the urbanised coast at Newhaven and its Harbour that detract from the existing visual amenity. • The visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs as visible elements experienced in the view of the sea, which 	<ul style="list-style-type: none"> • Contrast/context: The WTGs will add further offshore elements to the relatively simply composed view of chalk downland, sea and sky. The appearance of the WTGs will relate rationally to Rampion 1, the visual exposure and large scale of the seascape. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape. 	

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		moderates susceptibility to change as WTGs are a characteristic feature in the sea view.		
6	Peacehaven (Figure 16.31) East Sussex	<p>Sensitivity: 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, based on the following assessment.</p> <p>Value: Medium</p> <ul style="list-style-type: none"> The viewpoint is a representative viewpoint from the coastal clifftop edge of the settlement of Peacehaven, on a footpath that traverses the top of the cliffs adjacent to the residential areas of Peacehaven. The informal path and a number of benches within the nearby greenspace are the main facilities which aid enjoyment of the view of the sea. 	<p>Magnitude of 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.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 13.6km from the viewpoint, with the offshore elements of Rampion 2 appearing in the mid-ground, partially to the fore of Rampion 1 Wind Farm but beyond the immediate seascape context. Clear separation between the coast and the offshore elements of Rampion 2 will be retained in the view, such that it is clearly viewed 'offshore' in its open seascape. Rampion 2 will be viewed in the context of a vast seascape where the turbines will be located at distances of at least 13.6km, without interrupting the intervening seascape off the immediate coastline in the view. Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending the WTG developed skyline mainly eastwards, 	<p>Significant (Major), direct, long-term and reversible.</p> <p>Likelihood of effect: Good, very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 73.4% visibility frequency of the offshore elements of Rampion 2 at 13.6km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<ul style="list-style-type: none"> The viewpoint is not within the SDNP and the view is not afforded planning policy protection, however parts of the visible landscape to the west at Seaford Head are within the SDNP/Sussex Heritage Coast, which implies a higher value to parts of the view. The view has some scenic qualities relating to the content and composition of the visible landscape, however there are notable built development influences which reduces scenic qualities, due to the extensive urbanised coastal edge development at Peacehaven and along the coast to the west to Brighton. Neither the view nor viewpoint location is well recognised through references in art or literature. <p>Susceptibility: Medium-high</p> <ul style="list-style-type: none"> Representative of view experienced by residents of 	<p>but also westwards, more than doubling the extent of the WTG array. Viewed from this direction, the offshore elements of Rampion 2 will occupy approximately 51.2° of the field of view, which is considered to be relatively moderate HFoV as a portion of the wider 180° sea view available to the observer. The open sea skyline remains unaffected across the majority of view out to sea, such that the panoramic views to the sea are retained. The main focus of the view eastwards to Seaford Head (SDNP/Sussex Heritage Coast) and westwards to Brighton are unaffected.</p> <ul style="list-style-type: none"> Size/amount visible: All of the proposed WTGs will be visible on the skyline alongside Rampion 1, with the proposed WTGs to the west of the windfarm Area of Search appearing more prominent than those which recede with distance to the east and south. Scale: The vertical height/apparent scale of the proposed WTGs will increase in this view, to medium-large scale, due to their increased proximity to the viewpoint compared to locations further east within the SDNP/Sussex Heritage Coast. Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs, 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>Peacehaven and cliff top path, who are exposed to long duration views from their primary place of residence, and whose attention and interest are on their surroundings.</p> <ul style="list-style-type: none"> • Viewpoint is not a visitor location as such, so is likely to be experienced by relatively low numbers of people limited to the local population of Peacehaven. • Direct view out to sea from the coastal edge, in which viewers are more liable to be influenced by the offshore elements of Rampion 2. • The view is open and offshore to the south, with few specific points of interest offshore, with a specific directional vista to the west along the chalk cliffs to Brighton and east to the white cliffs of Seaford Head. • Viewers are somewhat focused on the experience of visual amenity at the location, however there are a number of elements associated with the urbanised 	<p>however the height of the Rampion 2 WTGs will appear notably larger in apparent scale due to their taller height, larger rotor diameter and position closer to the viewpoint.</p> <ul style="list-style-type: none"> • Skyline/background: Due to the elevation of the viewpoint, the offshore elements of Rampion 2 will be seen 'within' its seascape (rather than beyond the horizon), albeit the seascape is large scale and open with a relatively simple coastal context. The offshore elements of Rampion 2 will appear to be clearly offshore from the chalk cliffs and visually separated from the coast by open sea skyline. • Contrast/context: The WTGs will add further offshore elements to the relatively simply composed view of chalk downland, sea and sky. The appearance of the WTGs will relate rationally to Rampion 1, the visual exposure and large scale of the seascape. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape. 	

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		<p>coast that detract from the existing visual amenity.</p> <ul style="list-style-type: none"> The visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs as visible elements experienced in the view of the sea, which moderates susceptibility to change as WTGs are a characteristic feature in the sea view. 		
7	Beacon Hill, Rottingdean (Figure 16.32) SDNP	<p>Sensitivity: 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, based on the following assessment.</p> <p>Value: Medium-high</p> <ul style="list-style-type: none"> The viewpoint is a representative viewpoint located at Beacon Hill (within Local Nature Reserve), within which there are picnic areas and paths provided from 	<p>Magnitude of 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, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 14.0km from the viewpoint, with the offshore elements of Rampion 2 appearing in the mid-ground, partially to the fore of Rampion 1 Wind Farm but beyond the immediate seascape context. Clear separation between the coast and the offshore elements of Rampion 2 will be retained in the view, such that it is clearly viewed 'offshore' in its open seascape. Rampion 2 will be viewed in the 	<p>Significant (Major), direct, long-term and reversible.</p> <p>Likelihood of effect: Good, very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 70.5%</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>Rottingdean Village to aid the enjoyment of the view.</p> <ul style="list-style-type: none"> View is within the SDNP but outside the Sussex Heritage Coast, representative of views from the closest section of the SDNP to the windfarm area of Search, where there is a 1.7km section of open downland coastline between Brighton and Rottingdean which falls within the SDNP. View from the chalk cliffs of the SDNP looking out to sea, representing the '<i>breathhtaking views</i>' and '<i>stunning panoramic views to the sea</i>' identified in SDNP special quality 1, which are afforded planning policy protection. The view has some scenic qualities relating to the content and composition of the visible landscape, overlooking the open downlands on the coastal edge of the SDNP, however there are notable built development influences which reduces scenic 	<p>context of a vast seascape where the turbines will be located at distances of at least 14.0km, without interrupting the intervening seascape off the immediate coastline in the view.</p> <ul style="list-style-type: none"> Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending the WTG developed skyline both westwards and eastwards, more than doubling the extent of the WTG array. Viewed from this direction, the offshore elements of Rampion 2 will occupy approximately 58.5° of the field of view, which is considered a relatively wide HFoV, as a portion of the 180° sea view available to the observer. The open sea skyline does remain unaffected across the majority of view out to sea, such that the panoramic views to the sea are retained. The main focus of the view eastwards to Rottingdean and westwards to Brighton are unaffected. Size/amount visible: All of the proposed WTGs will be visible on the skyline alongside Rampion 1, with the proposed WTGs to the west of the windfarm Area of Search appearing more prominent than those which recede with distance to the east and south. Scale: The vertical height/apparent scale of the proposed WTGs will increase in this view, to medium-large scale, due to their increased 	<p>visibility frequency of the offshore elements of Rampion 2 at 14.0km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>qualities, due to the extensive urbanised coastal edge development at Rottingdean to the west and Brighton to the east.</p> <p>Susceptibility: Medium-high</p> <ul style="list-style-type: none"> Representative of view experienced by residents of Rottingdean, people visiting Rottingdean windmill and walking at Beacon Hill Nature Reserve, via paths from Rottingdean Village, whose main attention and interest are on their surroundings. Viewpoint is visited by a moderate number of people, using the local footpaths from Rottingdean Village but is not a particularly popular visitor/tourist destination compared to other coastal destinations with the SDNP/Sussex Heritage Coast to the east. Direct view out to sea from the coastal edge, in which viewers are more liable to be influenced 	<p>proximity to the viewpoint compared to locations further east within the SDNP/Sussex Heritage Coast.</p> <ul style="list-style-type: none"> Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs, however the height of the Rampion 2 WTGs will appear notably larger in apparent scale due to their taller height, larger rotor diameter and position closer to the viewpoint. Skyline/background: Due to the elevation of the viewpoint, the offshore elements of Rampion 2 will be seen 'within' its seascape (rather than beyond the horizon), albeit the seascape is large scale and open with a relatively simple coastal context. The offshore elements of Rampion 2 will appear to be clearly offshore from the chalk downland and visually separated from the coast by open sea skyline. Contrast/context: The WTGs will add further offshore elements to the relatively simply composed view of chalk downland, sea and sky. The appearance of the WTGs will relate rationally to Rampion 1, the visual exposure and large scale of the seascape. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape. 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>by the offshore elements of Rampion 2.</p> <ul style="list-style-type: none"> • The view is open and offshore to the south, with few specific points of interest offshore, other than Rampion 1, and extends across the urbanised coastline of Rottingdean and Brighton in either direction along the coast. Rottindean Windmill is a specific landmark, which draws focus to that part of the view, as are the tall buildings and i360 tower in Brighton to the east. • Viewers are somewhat focused on the experience of visual amenity at the location, however there are a number of elements associated with the urbanised coast that detract from the existing visual amenity. • The visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs as visible elements experienced in the view of the sea, which moderates susceptibility to 		

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		change as WTGs are a characteristic feature in the sea view.		
8	Brighton sea front promenade (Figure 16.33) City of Brighton & Hove	<p>Sensitivity: 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, based on the following assessment.</p> <p>Value: Medium-high</p> <ul style="list-style-type: none"> The viewpoint is not a specific viewpoint but is a representative viewpoint from Brighton sea-front, situated on the promenade near Brighton Pier. The promenade provides access for walkers and cyclists to appreciate the sea views, along with other sea front visitor facilities and attractions, including the pier and Brighton Beach itself, forming the focus of activity and interest that are highly valued by residents and tourists visitors. 	<p>Magnitude of 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, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 13.8km from the viewpoint, with the offshore elements of Rampion 2 appearing in the mid-ground, adjacent to Rampion 1 Wind Farm but beyond the immediate seascape context. Clear separation between the coast and the offshore elements of Rampion 2 will be retained in the view, such that it is clearly viewed 'offshore' in its open seascape. Rampion 2 will be viewed in the context of a vast seascape where the turbines will be located at distances of at least 13.8km, without interrupting the intervening seascape off the immediate coastline in the view. Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending the WTG developed skyline both westwards and eastwards, more than doubling the extent of the 	<p>Significant (Major), direct, long-term and reversible.</p> <p>Likelihood of effect: Good, very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 73.4% visibility frequency of the offshore elements of Rampion 2 at 13.8km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<ul style="list-style-type: none"> The viewpoint is not within the SDNP and the view is not afforded planning policy protection, however the viewpoint is located within the Old Town conservation area therefore parts of the visible townscape in the view are afforded planning policy protection. The view has some scenic qualities relating to the content and composition of the visible landscape, however there are extensive urban development influences and tourism influences/paraphernalia and activities which reduce scenic qualities at Brighton sea front. Brighton Beach is well recognised through cultural references and popular culture, particularly in film, music and literature. <p>Susceptibility: High</p> <ul style="list-style-type: none"> Representative of view experienced by residents of Brighton and Hove, as well as 	<p>WTG array. Viewed from this direction, the offshore elements of Rampion 2 will occupy approximately 71.7° of the field of view, which is considered a relatively wide HFoV, as a portion of the 180° sea view available to the observer. The open sea skyline does remain unaffected across the majority of view out to sea, such that the panoramic views to the sea are retained. The main focus of the view eastwards to Rottingdean and westwards to Brighton are unaffected.</p> <ul style="list-style-type: none"> Size/amount visible: All of the proposed WTGs will be visible on the skyline alongside Rampion 1, with the proposed WTGs to the west of the windfarm Area of Search appearing more prominent than those which recede with distance to the east and south. Scale: The vertical height/apparent scale of the proposed WTGs will increase in this view, to medium-large scale, due to their increased proximity to the viewpoint compared to locations further east within the SDNP/Sussex Heritage Coast. Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs, however the height of the Rampion 2 WTGs will appear notably larger in apparent scale due to 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>people visiting Brighton sea front/beach for recreation and walking/cycling on the promenade (which coincides with the Vanguard Way), whose main attention and interest are partially on the sea views, as well as the other attractions and interests of their immediate surroundings.</p> <ul style="list-style-type: none"> Viewpoint is visited by a large number of people accessing Brighton Beach and sea front. On a busy summer's day there is capacity for the character of view to be fundamentally changed by intensity of public use at the seafront and beach activity. Direct view out to sea from the coastal edge, in which viewers are more liable to be influenced by the offshore elements of Rampion 2. The view is open and offshore to the south, with few specific points of interest offshore, other than Rampion 1, and extends across the urbanised coastline of Brighton in either direction along 	<p>their taller height, larger rotor diameter and position closer to the viewpoint.</p> <ul style="list-style-type: none"> Skyline/background: Due to the relatively low elevation of the viewpoint, the offshore elements of Rampion 2 will be seen on the sea skyline (rather than 'within' its seascape), albeit the seascape is large scale and open with a relatively simple coastal context. The offshore elements of Rampion 2 will appear to be clearly offshore from Brighton Beach and visually separated from the coast by open sea. Contrast/context: The WTGs will add further offshore elements to the relatively simply composed view of sand/shingle beach, sea and sky. The appearance of the WTGs will relate rationally to Rampion 1, the visual exposure and large scale of the seascape. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape and sea front. 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>the coast. Brighton Pier and the remnant structure of Brighton west pier are specific landmarks, which draws focus to that part of the view, as is the i360 tower immediate to the west of the viewpoint.</p> <ul style="list-style-type: none"> • Viewers are partially focused on the experience of visual amenity gained from sea view at the location, however visual amenity is also only partially incidental to many of the activities taking place. • There are a number of elements associated with the urbanised coast that detract from the existing visual amenity. • The visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs as visible elements experienced in the view of the sea, which moderates susceptibility to change as WTGs are a characteristic feature in the sea view. 		

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
9	<p>Shoreham Harbour / A259 (Figure 16.34)</p> <p>West Sussex</p>	<p>Sensitivity: Medium-low</p> <p>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, based on the following assessment.</p> <p>Value: Low</p> <ul style="list-style-type: none"> The viewpoint is not a specific viewpoint, but is representative of views experienced from Shoreham Harbour. There are car parking facilities, a number of benches and a shingle beach which provide the main facilities which aid enjoyment of the view of the harbour and sea. The viewpoint is not located within, nor does it overlook, a designated landscape and the view is not afforded planning policy protection. The view has some scenic qualities relating to the content and composition of the visible landscape, however there are 	<p>Magnitude of change: Medium</p> <p>The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 14.9km from the viewpoint, with the offshore elements of Rampion 2 appearing to be viewed immediately behind the harbour breakwaters due to the lack of sea view, adjacent to Rampion 1 Wind Farm. Due the limited amount of sea view, there is not always a clear separation between the harbour and the offshore elements of Rampion 2, such that parts of the array are not clearly viewed 'offshore' but seen in the context of the harbour breakwaters, while other parts of the array are viewed more clearly at distance offshore beyond the nearshore waters. Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending the WTG developed skyline both westwards and eastwards, more than doubling the extent of the WTG array. Viewed from this direction, the offshore elements of Rampion 2 will theoretically occupy 83.2° of the field of view, however much of the eastern part of the array will be screened 	<p>Not significant (Moderate/minor), direct, long-term and reversible.</p> <p>Likelihood of effect: Good, very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 70.5% visibility frequency of the offshore elements of Rampion 2 at 14.9km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>notable built development influences associated with the commercial harbour which reduce scenic qualities, including large warehouses, cargo handling, storage and Shoreham combined cycle gas-fired power station.</p> <ul style="list-style-type: none"> Neither the view nor viewpoint location is well recognised through references in art or literature. <p>Susceptibility: Medium</p> <ul style="list-style-type: none"> Representative of view experienced by people working at Shoreham Harbour, residents of nearby Brighton Road area of Shoreham, who are exposed to long duration views from their primary place of residence, people swimming in the harbour and users of the Monarch Way. Viewpoint is not a visitor location as such, so is likely to be experienced by relatively low numbers of people generally 	<p>by intervening landform and foreground development within the harbour. The lateral extension of WTGs extending from Rampion 1 on the sea skyline will contributing to a greater degree of enclosure of the seascape context.</p> <ul style="list-style-type: none"> Size/amount visible: All of the proposed WTGs are theoretically visible on the skyline alongside Rampion 1, however much of the eastern part of the array will be screened by intervening landform and foreground development, with the proposed WTGs to the west of the windfarm Area of Search appearing more visible and prominent in the view. Scale: The vertical height/apparent scale of the proposed WTGs will increase in this view, to medium-large scale, due to their increased proximity to the viewpoint compared to locations further east within the SDNP/Sussex Heritage Coast. Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs and Shoreham Port's two wind turbines. The height of the Rampion 2 WTGs will appear notably larger in apparent scale than Rampion 1 due to their taller height, larger rotor diameter and position closer to the viewpoint, however 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>limited to the local population of Shoreham-by-Sea.</p> <ul style="list-style-type: none"> The harbour breakwaters and warehouse buildings form intervening features which channel the view to a narrow section of sea and limit direct views out to sea, such that viewers are less liable to be influenced by the offshore elements of Rampion 2. The view has a number of specific points of interest and activity in the nearby foreground around the harbour, which draw focus and interest away from the small section of open sea to the activities within the harbour area. Viewers are somewhat focused on the experience of visual amenity at the location, however there are a number of elements that influence or detract from the existing experience of visual amenity, including the power station, Shoreham Port's two wind turbines, large warehouses 	<p>they will appear notably smaller in scale than Shoreham Port's two wind turbines.</p> <ul style="list-style-type: none"> Skyline/background: Due to the relatively low elevation of the viewpoint, the offshore elements of Rampion 2 will be seen on the sea skyline (rather than 'within' its seascape), and as the backdrop to a relatively complex foreground context. Due the limited amount of sea view, there is not always a clear seascape separation between the harbour and the offshore elements of Rampion 2. Contrast/context: The WTGs will add further offshore elements to the relatively complex view of the busy commercial harbour, viewed in the context of many other development influences including large warehouses, Shoreham power station and the existing Shoreham Port WTGs. The appearance of the WTGs will relate rationally to Rampion 1 and the Shoreham Port WTGs. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape and harbour. 	

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		<p>and the visible harbour activities of this busy commercial port.</p> <ul style="list-style-type: none"> The visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs as visible elements experienced in the view of the sea, which moderates susceptibility to change as WTGs are a characteristic feature in the sea view. 		
10	<p>Worthing sea front promenade (Figure 16.35)</p> <p>West Sussex</p>	<p>Sensitivity: Medium-high</p> <p>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, based on the following assessment.</p> <p>Value: Medium</p> <ul style="list-style-type: none"> The viewpoint is not a specific viewpoint but is a representative viewpoint from Worthing sea-front, situated on the promenade near Worthing Pier. 	<p>Magnitude of change: High</p> <p>The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as high, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 13.6km from the viewpoint, with the offshore elements of Rampion 2 appearing in the mid-ground, adjacent to Rampion 1 Wind Farm but beyond the immediate seascape context. Clear separation between the coast and the offshore elements of Rampion 2 will be retained in the view, such that it is clearly viewed 'offshore' in its open seascape. Rampion 2 will be viewed in the context of a vast seascape 	<p>Significant (Major), direct, long-term and reversible.</p> <p>Likelihood of effect:</p> <p>Good, very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 73.4%</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<ul style="list-style-type: none"> The promenade provides access for walkers and cyclists to appreciate the sea views, along with other sea front visitor facilities and attractions, including the pier and Worthing Beach itself, forming the focus of activity and interest that are highly valued by residents and tourist visitors. The viewpoint is not within a designated landscape or conservation area, and the view is not afforded planning policy protection. The open sea views from Worthing sea front are informally recognised through the seaward alignment of the urban sea front and the popularity of Worthing beach and sea front to visitors. The view has 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 	<p>where the turbines will be located at distances of at least 13.6km, without interrupting the intervening seascape off the immediate coastline in the view.</p> <ul style="list-style-type: none"> Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending the WTG developed skyline both westwards and eastwards, more than doubling the extent of the WTG array. Viewed from this direction, the offshore elements of Rampion 2 will occupy approximately 97.1° of the field of view, which is considered a relatively wide HFoV as a portion of the 180° sea view available to the observer. The open sea skyline is retained on either side of the array, and the WTGs are sufficiently distant, that the panoramic views to the sea are retained, albeit with an increased windfarm developed skyline, which reduces the sense of openness in the sea view and contributes to a greater degree of enclosure. The views along the shoreline eastwards and westwards are unaffected. Size/amount visible: All of the proposed WTGs will be visible on the skyline alongside Rampion 1, with the proposed WTGs to the east of the windfarm Area of Search appearing more prominent than those which recede with distance to the west and south. 	<p>visibility frequency of the offshore elements of Rampion 2 at 13.6km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>extensive urban development influences and tourism influences and activities which influence the scenic qualities at the sea front.</p> <ul style="list-style-type: none"> The view is not well recognised through references in art or literature. <p>Susceptibility: High</p> <ul style="list-style-type: none"> Representative of view experienced by residents of Worthing (sea front areas), as well as people visiting Worthing sea front/beach for recreation and walking/cycling on the promenade (which coincides with NCNR2), whose main attention and interest are partially on the sea views, as well as the other attractions and interests of their immediate surroundings. Viewpoint is visited by a large number of people accessing Worthing beach and sea front. On a busy summer's day there is capacity for the character of view to be fundamentally changed by 	<ul style="list-style-type: none"> Scale: The vertical height/apparent scale of the proposed WTGs will increase in this view, to medium-large scale, due to their increased proximity to the viewpoint, however they are viewed within the context of a large-scale seascape. Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs, however the height of the Rampion 2 WTGs will appear notably larger in apparent scale due to their taller height, larger rotor diameter and position closer to the viewpoint. Skyline/background: Due to the relatively low elevation of the viewpoint, the offshore elements of Rampion 2 will be seen on the sea skyline (rather than 'within' its seascape). The seascape is large scale and open with a relatively simple coastal context. The offshore elements of Rampion 2 will appear to be clearly offshore from Worthing beach and visually separated from the coast by open sea. Contrast/context: The WTGs will add further offshore elements to the relatively simply composed view of shingle beach, sea and sky. The appearance of the WTGs will relate rationally to Rampion 1, the visual exposure and large scale of the seascape. The movement of rotor 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>intensity of public use at the seafront and beach activity.</p> <ul style="list-style-type: none"> • Direct view out to sea from the coastal edge, from low coastline over open and exposed sea, in which viewers are more liable to be influenced by the offshore elements of Rampion 2. • The view is open and offshore to the south, with few specific points of interest offshore, other than Rampion 1 and the transitional influence of shipping, vessels and recreational boats closer to shore. • The view extends along the urbanised coastline of Worthing in either direction along the coast. Worthing Pier and observation wheel are specific landmarks, which draws focus to that part of the view. • Viewers are partially focused on the experience of visual amenity gained from sea view at the location, however visual amenity is also only partially incidental to 	<p>blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape and sea front.</p>	

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		<p>many of the activities taking place.</p> <ul style="list-style-type: none"> There are a number of elements associated with the urbanised coast that detract from the existing visual amenity. The visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs as visible elements experienced in the view of the sea, which moderates susceptibility to change as WTGs are a characteristic feature in the sea view. 		
11	<p>Littlehampton sea front promenade (Figure 16.36)</p> <p>West Sussex</p>	<p>Sensitivity: Medium-high</p> <p>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, based on the following assessment.</p> <p>Value: Medium</p> <ul style="list-style-type: none"> The viewpoint is not a specific viewpoint but is a representative 	<p>Magnitude of change: High</p> <p>The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as high, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 15.4km from the viewpoint, with the offshore elements of Rampion 2 appearing in the mid-ground, adjacent to Rampion 1 Wind Farm but beyond the immediate seascape context. Clear separation between the 	<p>Significant (Major), direct, long-term and reversible.</p> <p>Likelihood of effect: Good, very good or excellent visibility required for the offshore elements of</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>viewpoint from Littlehampton sea-front, situated at the western end of the sea front promenade, at the harbour park and near the East Pier.</p> <ul style="list-style-type: none"> The promenade provides access for walkers and cyclists to appreciate the sea views, along with other sea front visitor facilities and attractions, including the pier and Littlehampton Beach itself, forming the focus of activity and interest that are highly valued by residents and tourist visitors. The viewpoint is not within a designated landscape or conservation area, and the view is not afforded planning policy protection. The open sea views from Littlehampton sea front are informally recognised through the seaward alignment of the front and the popularity of Littlehampton beach and sea front to visitors. The view has some scenic qualities relating to the content 	<p>coast and the offshore elements of Rampion 2 will be retained in the view, such that it is clearly viewed 'offshore' in its open seascape. Rampion 2 will be viewed in the context of a vast seascape where the turbines will be located at distances of at least 15.4km, without interrupting the intervening seascape off the immediate coastline in the view.</p> <ul style="list-style-type: none"> Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending the WTG developed skyline both westwards and eastwards, more than doubling the extent of the WTG array. Viewed from this direction, the offshore elements of Rampion 2 will occupy approximately 88.2° of the field of view, which is considered a relatively wide HFoV as a portion of the 180° sea view available to the observer. The open sea skyline is retained on either side of the array, and the WTGs are sufficiently distant, that the panoramic views to the sea are retained, albeit with an increased windfarm developed skyline, which reduces the sense of openness in the sea view and contributes to a greater degree of enclosure. The views along the shoreline eastwards and westwards are unaffected. Size/amount visible: All of the proposed WTGs will be visible on the skyline alongside Rampion 1, with the proposed WTGs to the east of the 	<p>Rampion 2 to be visible. Met Office visibility data indicates 67.6% visibility frequency of the offshore elements of Rampion 2 at 15.4km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>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.</p> <ul style="list-style-type: none"> The view is not well recognised through references in art or literature. <p>Susceptibility: High</p> <ul style="list-style-type: none"> Representative of view experienced by residents of Littlehampton (sea front areas), as well as people visiting Littlehampton sea front/beach for recreation and walking/cycling on the promenade, whose main attention and interest are partially on the sea views, as well as the other attractions and interests of their immediate surroundings. Viewpoint is visited by a large number of people accessing Littlehampton beach and sea 	<p>windfarm Area of Search appearing more prominent than those which recede with distance to the west and south.</p> <ul style="list-style-type: none"> Scale: The vertical height/apparent scale of the proposed WTGs will increase in this view, to medium-large scale, due to their increased proximity to the viewpoint, however they are viewed within the context of a large-scale seascape. Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs, however the height of the Rampion 2 WTGs will appear notably larger in apparent scale due to their taller height, larger rotor diameter and position closer to the viewpoint. Skyline/background: Due to the relatively low elevation of the viewpoint, the offshore elements of Rampion 2 will be seen on the sea skyline (rather than 'within' its seascape). The seascape is large scale and open with a relatively simple coastal context. The offshore elements of Rampion 2 will appear to be clearly offshore from Littlehampton sea front and visually separated from the coast by open sea. Contrast/context: The WTGs will add further offshore elements to the relatively simply composed view of shingle beach, sea and sky. 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>front. On a busy summer's day there is capacity for the character of view to be fundamentally changed by intensity of public use at the seafront and beach activity.</p> <ul style="list-style-type: none"> • Direct view out to sea from the coastal edge, from low coastline over open and exposed sea, in which viewers are more liable to be influenced by the offshore elements of Rampion 2. • The view is open and offshore to the south, with few specific points of interest offshore, other than Rampion 1 and the transitional influence of shipping, vessels and recreational boats closer to shore. • The view extends along the urbanised coastline of Littlehampton to the east and is curtailed to the west, where the River Arun joins the English Channel. The pier, observation wheel and numerous timber groynes extending down the 	<p>The appearance of the WTGs will relate rationally to Rampion 1, the visual exposure and large scale of the seascape. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape and sea front.</p>	

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		<p>beach are specific landmarks or draws focus in the view.</p> <ul style="list-style-type: none"> • Viewers are partially focused on the experience of visual amenity gained from sea view at the location, however visual amenity is also only partially incidental to many of the activities taking place. • There are a number of elements associated with the urbanised coast that detract from the existing visual amenity. • The visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs as visible elements experienced in the view of the sea, which moderates susceptibility to change as WTGs are a characteristic feature in the sea view. 		
12	Bognor Regis sea front promenade (Figure 16.37)	<p>Sensitivity: Medium-high</p> <p>The sensitivity of the viewpoint is considered to be medium-high, reflecting that the view has medium value and the receptors experiencing</p>	<p>Magnitude of change: Medium-high</p> <p>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, based on the following assessment.</p>	<p>Significant (Major/moderate), direct, long-term and reversible.</p>

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	West Sussex	<p>the view have a high susceptibility to change, based on the following assessment.</p> <p>Value: Medium</p> <ul style="list-style-type: none"> The viewpoint is not a specific viewpoint but is a representative viewpoint from Bognor sea-front, situated on the sea front promenade to the east of the pier. The promenade provides access for walkers and cyclists to appreciate the sea views, along with other sea front visitor facilities and attractions, including the pier and Bognor Regis beach itself, forming the focus of activity and interest that are highly valued by residents and tourist visitors. The viewpoint is not within a designated landscape and the view is not afforded planning policy protection. The open sea views from Bognor sea front are informally recognised through the seaward alignment of the front 	<ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 15.4km from the viewpoint, with the offshore elements of Rampion 2 appearing in the mid-ground, adjacent to Rampion 1 Wind Farm but beyond the immediate seascape context. Clear separation between the coast and the offshore elements of Rampion 2 will be retained in the view, such that it is clearly viewed 'offshore' in its open seascape. Rampion 2 will be viewed in the context of a vast seascape where the turbines will be located at distances of at least 15.4km, without interrupting the intervening seascape off the immediate coastline in the view. Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending the WTG developed skyline both westwards, more than doubling the extent of the WTG array. Viewed from this direction, the offshore elements of Rampion 2 will occupy approximately 73.5° of the field of view, which is considered a relatively wide HFoV as a portion of the 180° sea view available to the observer. The open sea skyline is retained on either side of the array, and the WTGs are sufficiently distant, that the panoramic views to the sea are retained, albeit with an increased windfarm developed skyline, which 	<p>Likelihood of effect:</p> <p>Good, very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 67.6% visibility frequency of the offshore elements of Rampion 2 at 15.4km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>and the popularity of Bognor Regis beach and sea front to visitors.</p> <ul style="list-style-type: none"> The view has 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. Bognor Regis is well recognised through cultural references, particularly in film and literature, as a seaside resort and the venue for Butlin's holiday camps. <p>Susceptibility: High</p> <ul style="list-style-type: none"> Representative of view experienced by residents of Bognor Regis (sea front areas), as well as people visiting Bognor sea front/beach for recreation, people walking/cycling on the promenade, and visiting the 	<p>reduces the sense of openness in the sea view and contributes to a greater degree of enclosure. The views along the shoreline eastwards and westwards are unaffected.</p> <ul style="list-style-type: none"> Size/amount visible: All of the proposed WTGs will be visible on the skyline alongside Rampion 1, with the proposed WTGs to the east of the windfarm Area of Search appearing more prominent than those which recede with distance to the west and south. Scale: The vertical height/apparent scale of the proposed WTGs will increase in this view, to medium-large scale, due to their increased proximity to the viewpoint, however they are viewed within the context of a large-scale seascape. Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs, however the height of the Rampion 2 WTGs will appear notably larger in apparent scale due to their taller height, larger rotor diameter and position closer to the viewpoint. Skyline/background: Due to the relatively low elevation of the viewpoint, the offshore elements of Rampion 2 will be seen on the sea skyline (rather than 'within' its seascape). The seascape is large scale and open with a relatively simple 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>adjacent Butlins resort, whose main attention and interest are partially on the sea views, as well as the other attractions and interests of their immediate surroundings.</p> <ul style="list-style-type: none"> • Viewpoint is visited by a large number of people accessing Bognor beach and sea front. On a busy summer's day there is capacity for the character of view to be fundamentally changed by intensity of public use at the seafront and beach activity. • Direct view out to sea from the coastal edge, from low coastline over open and exposed sea, in which viewers are more liable to be influenced by the offshore elements of Rampion 2. • The view is open and offshore to the south, with few specific points of interest offshore, other than Rampion 1 and the transitional influence of shipping, vessels and recreational boats closer to shore. 	<p>coastal context. The offshore elements of Rampion 2 will appear to be clearly offshore from Bognor sea front and visually separated from the coast by open sea.</p> <ul style="list-style-type: none"> • Contrast/context: The WTGs will add further offshore elements to the relatively simply composed view of shingle beach, sea and sky. The appearance of the WTGs will relate rationally to Rampion 1, the visual exposure and large scale of the seascape. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape and sea front. 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<ul style="list-style-type: none"> • The view extends along the urbanised coastline of Bognor to the east, extending to Brighton and is curtailed to the west by the structure of Bognor pier. The pier, kiosks, urban frontages and numerous lighting columns and posts in the nearshore water form focal points in the view. • Viewers are partially focused on the experience of visual amenity gained from sea view at the location, however visual amenity is also only partially incidental to many of the activities taking place. • There are a number of elements associated with the urbanised coast that detract from the existing visual amenity. • The visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs as visible elements experienced in the view of the sea, which moderates susceptibility to change as WTGs are a 		

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		characteristic feature in the sea view.		
13	Pagham Beach (Figure 16.38) West Sussex	<p>Sensitivity: 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, based on the following assessment.</p> <p>Value: Medium</p> <ul style="list-style-type: none"> The viewpoint is not a specific viewpoint but is a representative viewpoint from Pagham sea-front, situated on the Pagham Beach near Pagham Yacht Club and close to the point where Beach Road joins Pagham's shingle beach. The beach provides access for visitors and local residents to appreciate the sea views, in a less developed context than viewpoints at Bognor and Littlehampton further east, with views from the beach and nearby Pagham Harbour forming the 	<p>Magnitude of 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, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 16.1km from the viewpoint, with the offshore elements of Rampion 2 appearing in the mid-ground, adjacent to Rampion 1 Wind Farm but beyond the immediate seascape context. Clear separation between the coast and the offshore elements of Rampion 2 will be retained in the view, such that it is clearly viewed 'offshore' in its open seascape. Rampion 2 will be viewed in the context of a vast seascape where the turbines will be located at distances of at least 16.1km, without interrupting the intervening seascape off the immediate coastline in the view. Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending the WTG developed skyline both westwards, more than doubling the extent of the WTG array. Viewed from this direction, the offshore elements 	<p>Significant (Major/moderate), direct, long-term and reversible.</p> <p>Likelihood of effect: Good, very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 64.8% visibility frequency of the offshore elements of Rampion 2 at 16.1km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>focus of interest that are highly valued by residents as well as people engaged in recreation at the beach and recreational boating.</p> <ul style="list-style-type: none"> • The viewpoint is not within a designated landscape and is not afforded planning policy protection. The open sea views from Pagham Beach are informally recognised through the seaward alignment of the residences that line the beach and the popularity of the beach to visitors. • The view has 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 shingle coastline, with less palpable urban development and tourism influences at the sea front compared to views further east. 	<p>of Rampion 2 will occupy approximately 63.2° of the field of view, which is considered a relatively wide HFoV as a portion of the 180° sea view available to the observer. The open sea skyline is retained on either side of the array, and the WTGs are sufficiently distant, that the panoramic views to the sea are retained, albeit with an increased windfarm developed skyline, which reduces the sense of openness in the sea view and contributes to a greater degree of enclosure. The views along the shoreline eastwards and westwards are unaffected.</p> <ul style="list-style-type: none"> • Size/amount visible: All of the proposed WTGs will be visible on the skyline alongside Rampion 1, with the proposed WTGs to the east of the windfarm Area of Search appearing more prominent than those which recede with distance to the west and south. • Scale: The vertical height/apparent scale of the proposed WTGs will increase in this view, to medium-large scale, due to their increased proximity to the viewpoint, however they are viewed within the context of a large-scale seascape. • Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs, however the height of the Rampion 2 WTGs will 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<ul style="list-style-type: none"> The view is not well recognised through references in art or literature. <p>Susceptibility: High</p> <ul style="list-style-type: none"> Representative of view experienced by residents of Pagham (sea front areas), as well as people visiting Pagham beach for recreation, and people engaged in recreational boating out of Pagham Harbour, whose main attention and interest are partially on the sea views, as well as the activities in which they are engaged. Viewpoint is visited by a moderate to large number of people accessing Pagham beach. On a busy summer's day there is potential for the character of view to be influenced by intensity of public use at beach and nearshore waters. Direct view out to sea from the coastal edge, from low coastline over open and exposed sea, in which viewers are more liable to 	<p>appear notably larger in apparent scale due to their taller height, larger rotor diameter and position closer to the viewpoint.</p> <ul style="list-style-type: none"> Skyline/background: Due to the relatively low elevation of the viewpoint, the offshore elements of Rampion 2 will be seen on the sea skyline (rather than 'within' its seascape). The seascape is large scale and open with a relatively simple coastal context. The offshore elements of Rampion 2 will appear to be clearly offshore from Bognor sea front and visually separated from the coast by open sea. Contrast/context: The WTGs will add further offshore elements to the relatively simply composed view of shingle beach, sea and sky. The appearance of the WTGs will relate rationally to Rampion 1, the visual exposure and large scale of the seascape. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape and sea front. 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>be influenced by the offshore elements of Rampion 2.</p> <ul style="list-style-type: none"> • The view is open and offshore to the south and south-east, with few specific points of interest offshore, other than Rampion 1 and the transitional influence of shipping, vessels and recreational boats closer to shore. • The view extends along the low, sweeping shingle beach extending east towards Bognor, and beyond towards Brighton and extends along the shingle beach towards the mouth of Pagham Harbour to the west. • Viewers are partially focused on the experience of visual amenity gained from sea view at the location, however visual amenity is also only partially incidental to many of the activities taking place. • There are a number of elements associated with the urbanised coast that detract from the existing visual amenity. 		

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		<ul style="list-style-type: none"> The visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs as visible elements experienced in the view of the sea, which moderates susceptibility to change as WTGs are a characteristic feature in the sea view. 		
14	Selsey sea front promenade (Figure 16.39) West Sussex	<p>Sensitivity: 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, based on the following assessment.</p> <p>Value: Medium</p> <ul style="list-style-type: none"> The viewpoint is not a specific viewpoint but is a representative viewpoint from Selsey sea-front, situated on the sea front promenade, next to the RNLI lifeboat station. The promenade and beach provides access for visitors and 	<p>Magnitude of 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, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 14.9km from the viewpoint, with the offshore elements of Rampion 2 appearing in the mid-ground, adjacent to Rampion 1 Wind Farm but beyond the immediate seascape context. Clear separation between the coast and the offshore elements of Rampion 2 will be retained in the view, such that it is clearly viewed 'offshore' in its open seascape. Rampion 2 will be viewed in the context of a vast seascape where the turbines will be located at distances of at least 14.9km, without interrupting the 	<p>Significant (Major/moderate), direct, long-term and reversible.</p> <p>Likelihood of effect: Good, very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 70.5% visibility frequency of the offshore</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>local residents to appreciate the sea views, with less overt tourism related development than viewpoints at Bognor and Littlehampton further east, with views from the beach forming the focus of interest that are highly valued by residents as well as people engaged in recreation at the beach and recreational boating.</p> <ul style="list-style-type: none"> The viewpoint is not within a designated landscape and the view is not afforded planning policy protection. The open sea views from Selsey sea front are informally recognised through the residences that line the beach and the popularity of Selsey beach and sea front to visitors. The view has 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 it is essentially an urbanised sea front and views across Sussex Bay 	<p>intervening seascape off the immediate coastline in the view.</p> <ul style="list-style-type: none"> Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending the WTG developed skyline both westwards, more than doubling the extent of the WTG array. Viewed from this direction, the offshore elements of Rampion 2 will occupy approximately 55.5° of the field of view, which is considered a relatively moderate HFoV as a portion of the 180° sea view available to the observer. The open sea skyline is retained on either side of the array, and the WTGs are sufficiently distant, that the panoramic views to the sea are retained, albeit with an increased windfarm developed skyline, which reduces the sense of openness in the sea view and contributes to a greater degree of enclosure. The views along the shoreline eastwards and westwards are unaffected. Size/amount visible: All of the proposed WTGs will be visible on the skyline alongside Rampion 1, with the proposed WTGs to the east of the windfarm Area of Search appearing more prominent than those which recede with distance to the west and south. Scale: The vertical height/apparent scale of the proposed WTGs will increase in this view, to 	<p>elements of Rampion 2 at 14.9km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>take in the urbanised coastline between Bognor and Brighton, which influences the scenic qualities.</p> <ul style="list-style-type: none"> The view is not well recognised through references in art or literature. <p>Susceptibility: High</p> <ul style="list-style-type: none"> Representative of view experienced by residents of Selsey (sea front areas), as well as people visiting Selsey beach for recreation, and people engaged in recreational boating in the nearshore waters, whose main attention and interest are partially on the sea views, as well as the activities in which they are engaged. Viewpoint is visited by a moderate to large number of people accessing Selsey sea front and beach. On a busy summer's day there is potential for the character of view to be influenced by intensity of public 	<p>medium-large scale, due to their increased proximity to the viewpoint, however they are viewed within the context of a large-scale seascape.</p> <ul style="list-style-type: none"> Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs, however the height of the Rampion 2 WTGs will appear notably larger in apparent scale due to their taller height, larger rotor diameter and position closer to the viewpoint. Skyline/background: Due to the relatively low elevation of the viewpoint, the offshore elements of Rampion 2 will be seen on the sea skyline (rather than 'within' its seascape). The seascape is large scale and open with a relatively simple coastal context. The offshore elements of Rampion 2 will appear to be clearly offshore from Selsey sea front and visually separated from the coast by open sea. Contrast/context: The WTGs will add further offshore elements to the relatively simply composed view of shingle beach, sea and sky. The appearance of the WTGs will relate rationally to Rampion 1, the visual exposure and large scale of the seascape. The movement of rotor blades will introduce further complexity and visual 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>use at beach and nearshore waters.</p> <ul style="list-style-type: none"> • Direct view out to sea from the coastal edge, from low coastline over open and exposed sea, in which viewers are more liable to be influenced by the offshore elements of Rampion 2. • The view is open and offshore to the south and south-east, with few specific points of interest offshore, other than Rampion 1 and the transitional influence of shipping, vessels and recreational boats closer to shore. • The view is open and exposed to the open seas, across shingle banks and bands of sand and mud at low tide, extending east towards Bognor and Brighton. • Viewers are partially focused on the experience of visual amenity gained from sea view at the location, however visual amenity is also only partially incidental to many of the activities taking place. 	<p>movement to the view, although it is a dynamic seascape and sea front.</p>	

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		<ul style="list-style-type: none"> There are a number of elements associated with the urbanised coast that detract from the existing visual amenity. The visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs as visible elements experienced in the view of the sea, which moderates susceptibility to change as WTGs are a characteristic feature in the sea view. 		
15.	Willingdon Hill (Figure 16.40) SDNP	<p>Sensitivity: 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, based on the following assessment.</p> <p>Value: Medium-high</p> <ul style="list-style-type: none"> The viewpoint is not a specific viewpoint but is a representative viewpoint from the South Downs Way as it crosses the open 	<p>Magnitude of 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, based on the following assessment.</p> <p>Distance to wind farm Area of Search: 26.0km Visible HFoV of Rampion 2 (degrees): 23.6°</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 26.0km from the viewpoint, with the offshore elements of Rampion 2 at relative distance and appearing in the background, to the fore of Rampion 1 Wind Farm 	<p>Not significant (Moderate/minor), direct, long-term and reversible.</p> <p>Likelihood of effect: Very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>downland to the west of Eastbourne and it at the 'gateway' to the SDNP from Eastbourne.</p> <ul style="list-style-type: none"> Other than the path of the South Downs Way, there are no facilities provided to aid enjoyment of the view. View is within the SDNP but outside the Sussex Heritage Coast and overlooks this designated landscape, which implies a higher value to the visible landscape. Elevated position provides view across the undeveloped downs of the SDNP, with glimpses of sea to the south-west, representing the '<i>breathhtaking views</i>' and '<i>stunning panoramic views to the sea</i>' identified in SDNP special quality 1, which are afforded planning policy protection. The view has high scenic qualities relating to the content and composition of the visible landscape, particularly the open downland, sense of space and 	<p>but beyond the immediate maritime seascape context of the SDNP. Due the limited amount of sea view, there is not always a clear separation between the open downland and the offshore elements of Rampion 2, such that parts of the array are seen in the behind the foreground chalk downs, while other parts of the array are viewed more clearly at distance offshore in the visible seascape.</p> <ul style="list-style-type: none"> Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending the WTG developed skyline westwards, approximately doubling the extent of the WTG array and occupying approximately 23.6° of the field of view. Viewed from this direction, this is considered a relatively narrow portion of the wider 360° panoramic view available to the observer. The panoramic views to the sea are retained, particularly in the prevailing south-easterly viewing direction away from the windfarm area of Search over Eastbourne and along the sweeping coast to Bexhill and Hastings. The wider view extending inland across the downs is unaffected. Size/amount visible: All of the proposed WTGs will be visible on the skyline alongside Rampion 1, with the proposed WTGs to the west of the windfarm Area of Search appearing more 	<p>indicates 40.7% visibility frequency of the offshore elements of Rampion 2 at 26km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>relative tranquillity, however there is extensive urban development influences in the view east over Eastbourne, which reduce scenic qualities.</p> <ul style="list-style-type: none"> The view is not well recognised through references in art or literature. <p>Susceptibility: Medium</p> <ul style="list-style-type: none"> Representative of view experienced by people using the South Downs Way on the southern side of Willingdon Hill, in area of open downland set back from the coast to the west of Eastbourne. Representative of views experienced by walkers on the South Downs Way, if walking west to east approaching its culmination at the sea and is also representative of view experienced by residents of Eastbourne and East Dean from the local path network, whose main attention and interest are on their surroundings. 	<p>prominent than those which recede with distance to the east and south.</p> <ul style="list-style-type: none"> Scale: The vertical height/apparent scale of the proposed WTGs will be relatively moderate, at such distance, forming medium-scale elements in the view, due to their long distance offshore and the large scale of the seascape in the view. Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs, however the height of the Rampion 2 WTGs will appear notably larger in apparent scale due to their taller height, larger rotor diameter and position closer to the viewpoint. Skyline/background: Due to the elevation of the viewpoint, the offshore elements of Rampion 2 will be seen 'within' its seascape (rather than beyond the horizon), albeit the seascape is large scale and open with a relatively simple coastal context. The offshore elements of Rampion 2 will be located within views across the open downland, framed along the small, incised valley between Willingdon Hill and Pea Down, across grazed chalk grassland and the village of East Dean to the narrow seascape horizon in the backdrop beyond. Contrast/context: The WTGs will add further offshore elements to the view over the chalk 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<ul style="list-style-type: none"> • Viewpoint is likely to be visited by a moderate number of people walking on the South Downs Way or accessing via the local path network. • The view is not a direct view out to sea, as it is set back from the coast on the open downland inland from the Sussex Heritage Coast, offering glimpses of the distant seascape to the south, in which viewers are less liable to be influenced by the offshore elements of Rampion 2. • The view is focused over a specific directional vista to the east/south-east, away from the windfarm area of Search, with expansive views east over Eastbourne and along the sweeping coast to Bexhill and Hastings. • Viewers are focused on the experience of a high level of visual amenity at the location, however there are a number of elements associated with the 	<p>downland to the glimpsed seascape but will not effect the main seascape focus which is to the east/south-east over the sweeping coast beyond Eastbourne. The appearance of the WTGs may contrast with the perceived natural qualities of the visible landscape however, their appearance will relate rationally to Rampion 1, the visual exposure and large scale. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape.</p>	

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		<p>urbanised coast that detract from the existing visual amenity.</p> <ul style="list-style-type: none"> The visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs as visible elements experienced in the view of the sea, which moderates susceptibility to change as WTGs are a characteristic feature in the sea view. 		
16	Firle Beacon (Figure 16.41) SDNP	<p>Sensitivity: High</p> <p>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, based on the following assessment.</p> <p>Value: High</p> <ul style="list-style-type: none"> Firle Beacon is a specific viewpoint, marked on OS mapping, at the trig marked high point (217m AOD) on the route of the South Downs Way, but is also representative of the views 	<p>Magnitude of change: Medium-high</p> <p>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, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 22.1km from the viewpoint, with the offshore elements of Rampion 2 at relative distance and appearing in the background, partially to the fore, adjacent to and behind Rampion 1 Wind Farm. Clear separation between the coast and the offshore elements of Rampion 2 will be retained in the view, such that it is clearly viewed 'offshore' in its open seascape. Rampion 2 will be viewed in the 	<p>Significant (Major/moderate), direct, long-term and reversible.</p> <p>Likelihood of effect: Very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 49.5% visibility frequency</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>from the section of the South Downs Way across the Ouse to Eastbourne Downs.</p> <ul style="list-style-type: none"> Other than the path of the South Downs Way, there are no facilities provided to aid enjoyment of the view. Scheduled Monument - 1002267 Firle Beacon. Neolithic long barrow, bowl barrow and several round barrows. Viewpoint is within the SDNP and overlooks the designated landscape of open downs between the Ouse and Eastbourne and their associative seascape setting to the south but is particularly representative of views from the scarp looking north across the Low Weald to the north (outside the SDNP). The elevated position on the scarp of the downs means this view represents the '<i>stunning panoramic views to the sea and across the Weald</i>' that are identified in SDNP Special Quality 1 and the '<i>diversity of</i> 	<p>context of a vast seascape where the turbines will be located at distances of at least 22.1km, without interrupting the intervening open downs or immediate nearshore seascape.</p> <ul style="list-style-type: none"> Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending the WTG developed skyline both westwards and eastwards, more than doubling the extent of the WTG array and occupying approximately 36.6° of the field of view. Viewed from this direction, this is considered a relatively moderate portion of the sea view component of the wider 360° panoramic view available to the observer. The panoramic views to the sea are retained, albeit with an increased windfarm developed influence, with open undeveloped seascape to the east and west of the array maintained. The principal directional focus of the panoramic view north over the Low Weald is unaffected. Size/amount visible: All of the proposed WTGs will be visible in the seascape alongside Rampion 1, with the proposed WTGs to the east of the windfarm Area of Search appearing more prominent than those which recede with distance to the west and south. Scale: The vertical height/apparent scale of the proposed WTGs will be relatively moderate, at 	<p>of the offshore elements of Rampion 2 at 22.1km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p><i>landscapes</i> in the SDNP, which are afforded planning policy protection.</p> <ul style="list-style-type: none"> The view has high scenic qualities relating to the content and composition of the visible landscape, which is well known and of interest to visitors/users of the South Downs Way. The view is not well recognised through references in art or literature. <p>Susceptibility: Medium-high</p> <ul style="list-style-type: none"> Representative of view experienced by people using the South Downs Way from the section across the Ouse to Eastbourne Downs, whose main interest is on their surroundings. Viewpoint likely to be visited by moderate number of people walking the South Downs Way. The view is not a direct view out to sea, as it is set back at relative distance inland from the coast on the open downland, with an intervening, non-designated and 	<p>such distance, forming medium-scale elements in the view, due to their long distance offshore and the large scale of the seascape in the view.</p> <ul style="list-style-type: none"> Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs, however the height of the Rampion 2 WTGs will appear notably larger in apparent scale due to their taller height, larger rotor diameter and position closer to the viewpoint. Skyline/background: Due to the elevation of the viewpoint, the offshore elements of Rampion 2 will be seen 'within' its seascape (rather than beyond the horizon), albeit the seascape is large scale and open with a relatively simple coastal context. The offshore elements of Rampion 2 will be located within the seascape backdrop to views across the open downland of the SDNP, but beyond the intervening, non-designated and urbanised coastal strip that visually influences and separates the downs from the sea and the offshore elements of Rampion 2 beyond. Contrast/context: The WTGs will add further offshore elements in the panoramic sea view beyond the open downland and developed coastline but will not affect the main visual focus which is to north over the Low Weald. The diversity of landscapes of the SDNP will remain 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>urbanised coastal strip between the viewpoint and the sea, which reduces the susceptibility of viewers to the influence of offshore elements, compared to positions on the coastal edge of the SDNP.</p> <ul style="list-style-type: none"> • Due the elevation of the open downs at Firle Beacon, the viewpoint provides an amphitheatre for panoramic views, including the sea to the south, in which changes arising from offshore elements are likely to be readily experienced, albeit at considerable distance. • The view is focused over a specific directional vista to the north from the scarp across the Low Weald (outside the SDNP), away from the sea and windfarm area of Search. • Viewers are focused on the experience of a high level of visual amenity at the location, however there are a number of elements associated with the urbanised coastal strip between 	<p>visible and unmistakable in the panoramic view. The appearance of the WTGs may contrast with the perceived natural qualities of parts of the visible landscape however, they will be in the same portion of the view as the heavily developed urbanised coastline, and their appearance will relate rationally to Rampion 1, the visual exposure and large scale. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape.</p>	

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		<p>the viewpoint and the sea that detract from the existing visual amenity.</p> <ul style="list-style-type: none"> The visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs as visible elements experienced in the view of the sea, which moderates susceptibility to change as WTGs are a characteristic feature in the sea view. 		
17	Devil's Dyke (Figure 16.42) SDNP	<p>Sensitivity: 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, based on the following assessment.</p> <p>Value: High</p> <ul style="list-style-type: none"> Devil's Dyke is a specific viewpoint, at the trig marked high point (217m AOD) on the route of the South Downs Way but is also representative of the views from 	<p>Magnitude of 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, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 20.3km from the viewpoint, with the offshore elements of Rampion 2 at relative distance and appearing in the background, adjacent to and behind Rampion 1 Wind Farm. Clear separation between the coast and the offshore elements of Rampion 2 will be retained in the view, such that it is clearly viewed 'offshore' in its open seascape. Rampion 2 will be 	<p>Significant (Major), direct, long-term and reversible.</p> <p>Likelihood of effect: Very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 54.2%</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>the section of the South Downs Way across Adur to Ouse Open Downs.</p> <ul style="list-style-type: none"> • The viewpoint is also close to a visitor car park and formal viewpoint at Devil's Dyke, however the formal viewpoint orientates northwards over the Low Weald away from the coast. • Other than the path of the South Downs Way, there are other walking trails, a visitor car park and public house within this National Trust site, providing facilities to visitors that aid and facilitate enjoyment of the view. • Scheduled Monument - 1014953 Devil's Dyke hillfort. • Viewpoint is within the SDNP and overlooks the designated landscape of open downs between the Adur and Ouse and their associative seascape setting to the south but is particularly representative of views from the scarp looking north across the Low Weald to the north (outside the SDNP). 	<p>viewed in the context of a vast seascape where the turbines will be located at distances of at least 20.3km, without interrupting the intervening open downs or immediate nearshore seascape.</p> <ul style="list-style-type: none"> • Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending the WTG developed skyline both westwards and eastwards, more than doubling the extent of the WTG array and occupying approximately 66.8° of the field of view. Viewed from this direction, this is considered a relatively wide portion of the sea view component of the wider 360° panoramic view available to the observer. The panoramic views to the sea are retained, albeit with an increased windfarm developed influence, with open undeveloped seascape to the east and west of the array maintained. The principal directional focus of the panoramic view north over the Low Weald is unaffected. • Size/amount visible: All of the proposed WTGs will be visible in the seascape alongside Rampion 1, with the proposed WTGs to the east of the windfarm Area of Search appearing more prominent than those which recede with distance to the west and south. • Scale: The vertical height/apparent scale of the proposed WTGs will be relatively moderate, at 	<p>visibility frequency of the offshore elements of Rampion 2 at 20.3km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<ul style="list-style-type: none"> The elevated position on the scarp of the downs means this view represents the ‘<i>stunning panoramic views to the sea and across the Weald</i>’ that are identified in SDNP Special Quality 1 and the ‘<i>diversity of landscapes</i>’ in the SDNP, which are afforded planning policy protection. The view has high scenic qualities relating to the content and composition of the visible landscape, which is well known viewpoint and of interest to visitors to the National Trust site and users of the South Downs Way. The view is well recognised through references in art and literature, including publications for the South Downs Way. <p>Susceptibility: Medium-high</p> <ul style="list-style-type: none"> Representative of view experienced by people using the South Downs Way from the section across the Adur to Ouse 	<p>such distance, forming medium-scale elements in the view, due to their long distance offshore and the large scale of the seascape in the view.</p> <ul style="list-style-type: none"> Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs, however the height of the Rampion 2 WTGs will appear notably larger in apparent scale due to their taller height, larger rotor diameter and position closer to the viewpoint. Skyline/background: Due to the elevation of the viewpoint, the offshore elements of Rampion 2 will be seen ‘within’ its seascape (rather than beyond the horizon), albeit the seascape is large scale and open with a relatively simple coastal context. The offshore elements of Rampion 2 will be located within the seascape backdrop to views across the open downland of the SDNP, but beyond the intervening, non-designated and urbanised coastal strip that visually influences and separates the downs from the sea and the offshore elements of Rampion 2 beyond. Contrast/context: The WTGs will add further offshore elements in the panoramic sea view beyond the open downland and developed coastline but will not affect the main visual focus which is to north over the Low Weald - the formal viewpoint orientates northwards over the Low 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>open downs, and people specifically visiting this National Trust site to experience the extensive view, whose main interest and reason for visiting is on their surroundings and the view, particularly over the Low Weald to the north.</p> <ul style="list-style-type: none"> • Viewpoint likely to be visited by a large number of people either walking the South Downs Way or driving to this popular National Trust visitor location. • The view is not a direct view out to sea, as it is set back at relative distance inland from the coast on the open downland, with an intervening, non-designated and urbanised coastal strip between the viewpoint and the sea, which reduces the susceptibility of viewers to the influence of offshore elements, compared to positions on the coastal edge of the SDNP. • Due the elevation of the open downs at Devil's Dyke the viewpoint provides an 	<p>Weald away from the coast. The diversity of landscapes of the SDNP will remain visible and unmistakable in the panoramic view. The appearance of the WTGs may contrast with the perceived natural qualities of parts of the visible landscape however, they will be in the same portion of the view as the heavily developed urbanised coastline, and their appearance will relate rationally to Rampion 1, the visual exposure and large scale. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape.</p>	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>amphitheatre for panoramic views, including the sea to the south, in which changes arising from offshore elements are likely to be readily experienced, albeit at considerable distance.</p> <ul style="list-style-type: none"> • The view is focused over a specific directional vista to the north from the scarp across the Low Weald (outside the SDNP), away from the sea and windfarm area of Search. • Viewers are focused on the experience of a high level of visual amenity at the location, however there are a number of elements associated with the urbanised coastal strip between the viewpoint and the sea that detract from the existing visual amenity. • The visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs as visible elements experienced in the view of the sea, which moderates susceptibility to 		

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		change as WTGs are a characteristic feature in the sea view.		
18	Cissbury Ring (Figure 16.43) SDNP	<p>Sensitivity: Medium-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, based on the following assessment.</p> <p>Value: High</p> <ul style="list-style-type: none"> Cissbury Ring is a specific viewpoint identified as a landmark feature in the SDNP. Views revealing it are available from the Monarch's Way which passes close to the north however, the viewpoint is sited on the route of a PRoW that passes through the setting of Cissbury Ring. Other than the walking trails, there are no other particular facilities to aid enjoyment of the view. 	<p>Magnitude of 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, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 19.5km from the viewpoint, with the offshore elements of Rampion 2 at relative distance and appearing in the background, adjacent to and behind Rampion 1 Wind Farm. Clear separation between the coast and the offshore elements of Rampion 2 will be retained in the view, such that it is clearly viewed 'offshore' in its open seascape. Rampion 2 will be viewed in the context of a vast seascape where the turbines will be located at distances of at least 19.5km, without interrupting the intervening open downs or immediate nearshore seascape. Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending the WTG developed skyline both westwards and eastwards, more than doubling the extent of the WTG array and occupying approximately 80.5° of 	<p>Significant (Major), direct, long-term and reversible.</p> <p>Likelihood of effect: Good, very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 56.8% visibility frequency of the offshore elements of Rampion 2 at 19.5km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<ul style="list-style-type: none"> Scheduled Monument - 1015817 Cissbury Ring hillfort. Viewpoint is within the SDNP and overlooks the earthworks associated with the historic hillfort, the southern dipslopes of the designated landscape of open downs between the Arun and Adur and their developed coastal and associative seascape setting to the south. The elevated position means this view represents views across the undeveloped downs, which include '<i>stunning panoramic views to the sea</i>' that are identified in SDNP Special Quality 1 and the '<i>diversity of landscapes</i>' in the SDNP, which are afforded planning policy protection. The view has high scenic qualities relating to the content and composition of the visible landscape, which is well known viewpoint and of interest to visitors to the National Trust site, however it is located relatively 	<p>the field of view. Viewed from this direction, this is considered a relatively wide portion of the sea view component of the wider 360° panoramic view available to the observer. The panoramic views to the sea are retained, albeit with an increased windfarm developed influence, with open undeveloped seascape to the east and west of the array maintained. The views along the spine of the downs to the east and glimpses of the Low Weald to the north are unaffected.</p> <ul style="list-style-type: none"> Size/amount visible: All of the proposed WTGs will be visible in the seascape alongside Rampion 1, with the proposed WTGs to the west of the windfarm Area of Search appearing more prominent than those which recede with distance to the east and south. Scale: The vertical height/apparent scale of the proposed WTGs will be relatively moderate, at such distance, forming medium-scale elements in the view, due to their long distance offshore and the large scale of the seascape in the view. Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs, however the height of the Rampion 2 WTGs will appear notably larger in apparent scale due to their taller height, larger rotor diameter and position closer to the viewpoint. 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>close to the southern edges of the downs and takes in the urbanised coastal strip at closer range, which influences the scenic qualities.</p> <ul style="list-style-type: none"> The ring is noted as a feature in literature published about the Monarch's Way. <p>Susceptibility: Medium-high</p> <ul style="list-style-type: none"> Representative of view experienced by people using the trails that pass through the setting of Cissbury Ring, from this section of the Arun to Adur open downs, experience by a moderate amount of people specifically visiting this National Trust site to experience the extensive view, whose main interest and reason for visiting is on their surroundings. The view is not a direct view out to sea, as it is set back at relative distance inland from the coast on the open downland, with an intervening, non-designated and urbanised coastal strip between 	<ul style="list-style-type: none"> Skyline/background: Due to the elevation of the viewpoint, the offshore elements of Rampion 2 will be seen 'within' its seascape (rather than beyond the horizon), albeit the seascape is large scale and open with a relatively simple coastal context. The offshore elements of Rampion 2 will be located within the seascape backdrop to views across the open downland of the SDNP, but beyond the intervening, non-designated and urbanised coastal strip that visually influences and separates the edges of the downs from the sea and the offshore elements of Rampion 2 beyond. Contrast/context: The WTGs will add further offshore elements in the panoramic sea view beyond the open downland and developed coastline but will not affect the views east along the spine of the downs or the view over the Low Weald. The diversity of landscapes of the SDNP will remain visible and unmistakable in the panoramic view. The appearance of the WTGs may contrast with the perceived natural qualities of parts of the visible landscape however, they will be in the same portion of the view as the heavily developed urbanised coastline, which is prominent in the view, and their appearance will relate rationally to Rampion 1, the visual exposure and large scale. The movement of rotor blades will introduce further complexity and visual 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>the viewpoint and the sea, which reduces the susceptibility of viewers to the influence of offshore elements, compared to positions on the coastal edge of the SDNP.</p> <ul style="list-style-type: none"> • Due the elevation of the earthworks associated with the historic hillfort landform, the viewpoint provides an amphitheatre for panoramic views, limited locally by the immediate extent of tree cover, but including the seascape to the south, in which changes arising from offshore elements are likely to be readily experienced, albeit at considerable distance. • The view is panoramic and not focused over a specific directional vista, but with many points of interest including the spine of open downland extending eastwards, their transition to the urbanised coastal plain and the vast seascape beyond to the south. 	<p>movement to the view, although it is a dynamic seascape.</p>	

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		<ul style="list-style-type: none"> Viewers are focused on the experience of a high level of visual amenity at the location, there are a number of elements associated with the urbanised coastal strip between the viewpoint and the sea that detract from the existing visual amenity. The visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs as visible elements experienced in the view of the sea, which moderates susceptibility to change as WTGs are a characteristic feature in the sea view. 		
19	Highdown Hill (Figure 16.44) SDNP	Sensitivity: 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, based on the following assessment.	Magnitude of 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 , based on the following assessment. <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 16.7km from the viewpoint, with the offshore elements of Rampion 	Significant (Major/moderate) , direct, long-term and reversible. Likelihood of effect: Good, very good or excellent

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>Value: Medium</p> <ul style="list-style-type: none">Highdown Hill is a specific viewpoint at the site of a hillfort, on Highdown Hill, owned by the National Trust. The viewpoint is sited on the route of a PRow that passes over the hill.Other than the path, there are no other particular facilities to aid enjoyment of the view, however it can be accessed via a short walk from car parking at the Highdown Hotel.Scheduled Monument - 1015877 Highdown Hill Camp.Viewpoint is within the SDNP and overlooks the earthworks associated with the historic hillfort, the southern edges of the designated landscape of open downs between the Arun and Adur and their developed coastal and associative seascape setting to the south.The elevated position above the coastal plain means this view represents the '<i>brehtaking views</i>' and '<i>stunning panoramic views</i>'		<p>2 at relative distance and appearing in the background, adjacent to and behind Rampion 1 Wind Farm. Clear separation between the coast and the offshore elements of Rampion 2 will be retained in the view, such that it is clearly viewed 'offshore' in its open seascape. Rampion 2 will be viewed in the context of a vast seascape where the turbines will be located at distances of at least 16.7km, without interrupting the intervening edges of the open downs or immediate nearshore seascape.</p> <ul style="list-style-type: none">Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending the WTG developed skyline both westwards and eastwards, more than doubling the extent of the WTG array and occupying approximately 88.5° of the field of view. Viewed from this direction, this is considered a relatively wide portion of the sea view component of the wider 360° panoramic view available to the observer. The additional westward spread of the Extension Area along the sea skyline is most notable. The panoramic views to the sea are retained, albeit with an increased windfarm developed influence, with open undeveloped seascape to the east and west of the array maintained. The views inland to the downs and over the coastal plain to the east are unaffected.	<p>visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 64.8% visibility frequency of the offshore elements of Rampion 2 at 16.7km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p><i>views to the sea</i> that are identified in SDNP Special Quality 1 and the '<i>diversity of landscapes</i>' in the SDNP, which are afforded planning policy protection.</p> <ul style="list-style-type: none"> The view has high scenic qualities relating to the content and composition of the visible landscape however, it is located relatively close to the southern edges of the downs and includes the densely populated coastal towns of Worthing, Ferring and East Preston at close range, which reduces the remote/scenic qualities associated with other elevated viewpoints within the SDNP. The view is not well recognised through references in art or literature. <p>Susceptibility: Medium</p> <ul style="list-style-type: none"> Representative of view experienced by people using the footpath that passes over Highdown Hill and visitors to 	<ul style="list-style-type: none"> Size/amount visible: All of the proposed WTGs will be visible in the seascape alongside Rampion 1, with the proposed WTGs to the west of the windfarm Area of Search appearing more prominent than those which recede with distance to the east and south. Scale: The vertical height/apparent scale of the proposed WTGs will be relatively moderate, at such distance, forming medium-scale elements in the view, due to their long distance offshore and the large scale of the seascape in the view. Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs, however the height of the Rampion 2 WTGs will appear notably larger in apparent scale due to their taller height, larger rotor diameter and position closer to the viewpoint. Skyline/background: Due to the elevation of the viewpoint, the offshore elements of Rampion 2 will be seen 'within' its seascape (rather than beyond the horizon), albeit the seascape is large scale and open with a relatively simple coastal context. The offshore elements of Rampion 2 will be located within the seascape backdrop to views across the edge of the downland of the SDNP, but beyond the intervening, non-designated and urbanised coastal strip that visually influences 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>Highdown RPG, from this section of the Arun to Adur open downs, experience by a moderate amount of people specifically visiting this National Trust site to experience the view or the Highdown RPG, whose main interest and reason for visiting is on their surroundings.</p> <ul style="list-style-type: none"> • The view is not a direct view out to sea, as it is set back at relative distance inland from the coast, with an intervening, non-designated and urbanised coastal strip between the viewpoint and the sea, which reduces the susceptibility of viewers to the influence of offshore elements, compared to positions on the coastal edge of the SDNP. • Due the elevation of the earthworks associated with the historic hillfort landform, extensive sea views are the main focus, across the coastal plain, in which changes arising from offshore elements are likely to be 	<p>and separates the edges of the downs from the sea and the offshore elements of Rampion 2 beyond.</p> <ul style="list-style-type: none"> • Contrast/context: The WTGs will add further offshore elements in the panoramic sea view beyond the edges of the open downland and developed coastline but will not affect the views east over the coastal plain. The diversity of landscapes of the SDNP will remain visible and unmistakable in the panoramic view. The appearance of the WTGs may contrast with the perceived natural qualities of parts of the visible landscape however, they will be in the same portion of the view as the heavily developed urbanised coastline, which is prominent in the view, and their appearance will relate rationally to Rampion 1, the visual exposure and large scale. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape. 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>readily experienced, albeit at distance.</p> <ul style="list-style-type: none"> • The view is panoramic, with several points of interest, however the expansiveness and breadth of the sea view and the urbanised coastal plain to the vast seascape to the south are most notable. • Viewers are focused on the experience of a high level of visual amenity at the location, however there are a number of elements associated with the urbanised coastal strip between the viewpoint and the sea that detract from the existing visual amenity. • The visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs as visible elements experienced in the view of the sea, which moderates susceptibility to change as WTGs are a characteristic feature in the sea view. 		

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
20	Springhead Hill (Figure 16.45) SDNP	<p>Sensitivity: 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, based on the following assessment.</p> <p>Value: Medium-high</p> <ul style="list-style-type: none"> The viewpoint is located on the South Downs Way at Springhead Hill, which is a representative viewpoint from this section of the South Downs Way over the Arun to Adur open downs. Other than the path of the South Downs Way, there are no particular facilities provided to aid enjoyment of the view. Viewpoint is within the SDNP and overlooks the designated landscape of open downs between the Arun and Adur and their associative seascape setting to the south but is particularly representative of views from the scarp looking 	<p>Magnitude of 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, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 25.2km from the viewpoint, with the offshore elements of Rampion 2 at relative distance and appearing in the background, adjacent to and behind Rampion 1 Wind Farm. Clear separation between the coast and the offshore elements of Rampion 2 will be retained in the view, such that it is clearly viewed 'offshore' in its open seascape. Rampion 2 will be viewed in the context of a vast seascape where the turbines will be located at distances of at least 25.2km, without interrupting the intervening open downs or immediate nearshore seascape. Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending the WTG developed skyline both westwards and eastwards, more than doubling the extent of the WTG array and occupying approximately 69.1° of the field of view. Viewed from this direction, this is considered a relatively wide portion of the sea view component of the wider 360° panoramic view available to the observer. The additional 	<p>Significant (Moderate), direct, long-term and reversible.</p> <p>Likelihood of effect: Very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 42.8% visibility frequency of the offshore elements of Rampion 2 at 25.2km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>north across the Low Weald to the north (outside the SDNP).</p> <ul style="list-style-type: none"> The elevated position on the scarp of the downs means this view represents the ‘<i>stunning panoramic views to the sea and across the Weald</i>’ that are identified in SDNP Special Quality 1 and the ‘<i>diversity of landscapes</i>’ in the SDNP, which are afforded planning policy protection. The view has high scenic qualities relating to the content and composition of the visible landscape. The open downs, pastures and woods provide the perception of a more natural setting to the view south, where the developed coast is partially screened by the landform and the view extends over the rolling downs to the open seascape beyond. The view is not well recognised through references in art or literature. 	<p>westward spread of the Extension Area along the sea skyline is most notable. The panoramic views to the sea are retained, albeit with an increased windfarm developed influence, with open undeveloped seascape to the east and west of the array maintained. The principal directional focus of the panoramic view north over the Low Weald is unaffected.</p> <ul style="list-style-type: none"> Size/amount visible: All of the proposed WTGs will be visible in the seascape alongside Rampion 1, with the proposed WTGs to the west of the windfarm Area of Search appearing more prominent than those which recede with distance to the east and south. Scale: The vertical height/apparent scale of the proposed WTGs will be relatively moderate, at such distance, forming medium-scale elements in the view, due to their long distance offshore and the large scale of the seascape in the view. Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs, however the height of the Rampion 2 WTGs will appear notably larger in apparent scale due to their taller height, larger rotor diameter and position closer to the viewpoint. Skyline/background: Due to the elevation of the viewpoint, the offshore elements of Rampion 2 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>Susceptibility: Medium-high</p> <ul style="list-style-type: none"> Representative of view experienced by people using the South Downs Way from the section across the Arun to Adur open downs, and representative of the views from nearby viewpoints at Amberley Mount and Chantry Hill. People experiencing the view are likely to be walkers or cyclists on the South Downs Way, whose main interest and reason for visiting is on their surroundings and the panoramic view. Viewpoint likely to be visited by a moderate number of people using the South Downs Way. The view is not a direct view out to sea, as it is set back at relative distance inland from the coast on the open downland, with a partially screened, but intervening, non-designated and urbanised coastal strip between the viewpoint and the sea, which reduces the susceptibility of viewers to the influence of 	<p>will be seen ‘within’ its seascape (rather than beyond the horizon), albeit the seascape is large scale and open with a relatively simple coastal context. The offshore elements of Rampion 2 will be located within the seascape backdrop to views across the open downland of the SDNP, but beyond the intervening, non-designated and urbanised coastal strip that visually influences and separates the downs from the sea and the offshore elements of Rampion 2 beyond.</p> <ul style="list-style-type: none"> Contrast/context: The WTGs will add further offshore elements in the panoramic sea view beyond the open downland and developed coastline but will not affect the main visual focus which is to north over the Low Weald. The diversity of landscapes of the SDNP will remain visible and unmistakable in the panoramic view. The appearance of the WTGs may contrast with the perceived natural qualities of parts of the visible landscape however, they will be in the same portion of the view as the intermittently visible urbanised coastline, and their appearance will relate rationally to Rampion 1, the visual exposure and large scale. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape. 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>offshore elements, compared to positions on the coastal edge of the SDNP.</p> <ul style="list-style-type: none"> • Due the elevation of the open downs at this location, the viewpoint provides an amphitheatre for panoramic views, including the sea to the south, in which changes arising from offshore elements are likely to be readily experienced, albeit at considerable distance. • The view from this section of the South Downs Way is focused over a specific directional vista to the north from the scarp across the Low Weald (outside the SDNP), away from the sea and windfarm area of Search. • Viewers are focused on the experience of a high level of visual amenity at the location, which is partially influenced by intermittent views of the urbanised coastal strip between the viewpoint and the sea that detract from the existing visual amenity. 		

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		<ul style="list-style-type: none"> The visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs as visible elements experienced in the view of the sea, which moderates susceptibility to change as WTGs are a characteristic feature in the sea view. 		
21	Bignor Hill (Figure 16.46) SDNP	<p>Sensitivity: 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, based on the following assessment.</p> <p>Value: Medium-high</p> <ul style="list-style-type: none"> The viewpoint is located on the South Downs Way at Bignor Hill, which is a representative viewpoint from this section of the South Downs Way over the wooded estate downlands between Goodwood and Arundel. 	<p>Magnitude of 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, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 28.1km from the viewpoint, with the offshore elements of Rampion 2 located at increasingly long distance from the wooded estate downlands in this area, and appearing in the background, adjacent to and behind Rampion 1 Wind Farm. Clear separation between the coast and the offshore elements of Rampion 2 will be retained in the view, such that it is clearly viewed 'offshore' in its open seascape. Rampion 2 will be viewed in the context of a vast seascape where the turbines 	<p>Significant (Moderate), direct, long-term and reversible.</p> <p>Likelihood of effect: Very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 36.9% visibility frequency of the offshore elements of</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<ul style="list-style-type: none"> Other than the path of the South Downs Way, there are no particular facilities provided to aid enjoyment of the view. Viewpoint is within the SDNP and overlooks the designated landscape of wooded downs between Goodwood and Arundel. 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. The elevated position on the scarp of the downs means this view represents the views from the scarp looking north across the Rother Valley to the Greensand Hills, representing the <i>'breathhtaking views'</i> that are identified in the first of the SDNP special qualities, <i>'diversity of landscapes'</i> in the SDNP and <i>'stunning panoramic views to the</i> 	<p>will be located at distances of at least 28.1km, without interrupting the intervening open downs or immediate nearshore seascape.</p> <ul style="list-style-type: none"> Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending the WTG developed skyline both westwards and eastwards, more than doubling the extent of the WTG array and occupying approximately 61.6° of the field of view. Viewed from this direction, this is considered a relatively wide portion of the sea view component of the wider 360° panoramic view available to the observer. The additional westward spread of the Extension Area along the sea skyline is most notable. The panoramic views to the sea are retained, albeit with an increased windfarm developed influence, with open undeveloped seascape to the east and west of the array maintained. The principal directional focus of the panoramic view north over Rother Valley to the Greensand Hills is unaffected. Size/amount visible: All of the proposed WTGs will be visible in the seascape alongside Rampion 1, with the proposed WTGs to the west of the windfarm Area of Search appearing more prominent than those which recede with distance to the east and south. 	<p>Rampion 2 at 28.1km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>sea', which are afforded planning policy protection.</p> <ul style="list-style-type: none"> The view has high scenic qualities relating to the content and composition of the visible landscape. The open downs give 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 developed coastal plain. The view is not well recognised through references in art or literature, although it is highlighted in literature about the South Downs Way as a notable viewpoint along this National Trail. <p>Susceptibility: Medium-high</p> <ul style="list-style-type: none"> Representative of view experienced by people using the South Downs Way from the section across the wooded downs between Goodwood and Arundel. People experiencing the view are likely to be walkers or 	<ul style="list-style-type: none"> Scale: The vertical height/apparent scale of the proposed WTGs will be relatively moderate, at such distance, forming medium-scale elements in the view, due to their long distance offshore and the large scale of the seascape in the view. Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs, however the height of the Rampion 2 WTGs will appear notably larger in apparent scale due to their taller height, larger rotor diameter and position closer to the viewpoint. Skyline/background: Due to the elevation of the viewpoint, the offshore elements of Rampion 2 will be seen 'within' its seascape (rather than beyond the horizon), albeit the seascape is large scale and open with a relatively simple coastal context. The offshore elements of Rampion 2 will be located within the seascape backdrop to views across the wooded downland of the SDNP, but beyond the intervening, non-designated and urbanised coastal plain that visually influences and separates the downs from the sea and the offshore elements of Rampion 2 beyond. Contrast/context: The WTGs will add further offshore elements in the panoramic sea view beyond the wooded downland and developed coastal plain, however they will not affect the 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>cyclists on the South Downs Way, whose main interest and reason for visiting is on their surroundings and the panoramic view.</p> <ul style="list-style-type: none"> • Viewpoint likely to be visited by a moderate number of people using the South Downs Way. • The view is not a direct view out to sea, as it is set back at relative distance inland from the coast on the wooded downland, with an intervening, non-designated and urbanised coastal strip between the viewpoint and the sea, which reduces the susceptibility of viewers to the influence of offshore elements, compared to positions on the coastal edge of the SDNP. • Due the elevation of the wooded downs at this location, the viewpoint provides an amphitheatre for panoramic views, including the sea to the south, in which changes arising from offshore elements are likely 	<p>main visual focus which is to north over the Rother Valley. The diversity of landscapes of the SDNP will remain visible and unmistakable in the panoramic view. The appearance of the WTGs may contrast with the perceived natural qualities of parts of the visible landscape however, they will be in the same portion of the view as the urbanised coastline, and their appearance will relate rationally to Rampion 1, the visual exposure and large scale. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape.</p>	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>to be readily experienced, albeit at considerable distance.</p> <ul style="list-style-type: none"> • The view from this section of the South Downs Way is focused over a specific directional vista to the north from the scarp over the Rother Valley to the Greensand Hills, away from the sea and windfarm area of Search. • Viewers are focused on the experience of a high level of visual amenity at the location, which is partially influenced by views of the urbanised coastal strip between the viewpoint and the sea that detract from the existing visual amenity. • The visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs as visible elements experienced in the view of the sea, which moderates susceptibility to change as WTGs are a characteristic feature in the sea view. 		

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
22	<p>Eastoke Point (Chichester Harbour AONB) (Figure 16.47)</p> <p>West Sussex</p>	<p>Sensitivity: Medium-high</p> <p>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, based on the following assessment.</p> <p>Value: High</p> <ul style="list-style-type: none"> The viewpoint is located at Eastoke Point, on the edge of Sandy Point Nature Reserve and within the CHAONB. Specific view from most exposed part of CHAONB, representative of worst-case views from CHAONB where it meets the open sea at the harbour mouth. The viewpoint is not identified in OS maps and / or tourist information and signage, however it has informal recognition and is well-known at a local level as having particular scenic qualities as part of the walk around Eastoke Point along 	<p>Magnitude of change: Medium</p> <p>The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 26.6km from the viewpoint, with the offshore elements of Rampion 2 appearing in the mid-ground, beyond the immediate seascape context. Rampion 2 will be viewed in the context of a vast seascape where the turbines will be located at distances of at least 26.6km, oblique to the harbour mouth, without interrupting the immediate seascape at the mouth of the CHAONB or the open waters of the central harbour. Field of view: The lateral spread of the offshore elements of Rampion 2 will occupy approximately 36.1° of the field of view, which is considered a relatively moderate HFoV as a portion of the sea view component of the wider 360° panorama available to the observer. The open sea skyline is retained to the south and west of the array, and the WTGs are sufficiently distant, that the panoramic views to the sea are retained, albeit with an increased windfarm developed skyline to the east, which partially reduces the sense of openness in the sea view and contributes to a 	<p>Significant (Moderate), direct, long-term and reversible.</p> <p>Likelihood of effect:</p> <p>Very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 40.7% visibility frequency of the offshore elements of Rampion 2 at 26.6km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>the coastal edge next to the Nature Reserve.</p> <ul style="list-style-type: none"> There are no particular facilities provided at viewpoint to aid the enjoyment of the view, other than the shingle path that follows the coastal edge around Eastoke Point. The viewpoint is located within the CHAONB and parts of the visible landscape in the view north-west into the central harbour are designated within the CHAONB, with the SDNP also forming an upland backdrop. The view is indicative of the <i>'unique blend of land and sea'</i> recognised in CHAONB special quality 1, especially the expanses of open water, views into the central harbour and the <i>'significance of sea and tide and of distant landmarks'</i> evident in <i>'panoramic views over the water'</i> recognised in special quality 3. The view has high scenic qualities relating to the content and composition of the visible 	<p>greater degree of enclosure in the view east along the coast.</p> <ul style="list-style-type: none"> Size/amount visible: The proposed WTGs within the eastern part of the windfarm Area of Search will not be visible due to the curtailment by the intervening landform of the Manhood Peninsula and headland of Selsey Bill. The proposed WTGs within the extension area in the western part of the windfarm Area of Search will be visible, with some of the array being viewed behind the Wittering coast and Selsey Bill, while the westernmost proposed WTGs extend westwards into the open sea skyline. Scale: The vertical height/apparent scale of the proposed WTGs will be relatively moderate, forming medium-scale elements in the view, due to their long distance offshore and the large scale of the seascape in the view. The vertical scale of the proposed WTGs contrasts with the horizontal emphasis of the low sandy, wooded coastline to the east. Consistency of image: Rampion 2 will introduce new WTG elements to the receiving view as Rampion 1 Wind Farm is not visible (due to the intervening terrain). There are few other vertical elements of comparable scale or form to the proposed WTGs, with the exception of occasional 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>landscape, in particular its looks 'into' the central harbour area of the CHAONB which is backdropped by the South Downs, while the panorama also extends out to the open sea which is likely to be valued by people walking at Eastoke Point.</p> <ul style="list-style-type: none"> The view is not well recognised through references in art or literature. <p>Susceptibility: Medium-high</p> <ul style="list-style-type: none"> Representative of view experienced by walkers at Eastoke Point, visitors to Sandy Point Nature Reserve, residents of South Hayling and recreational boating at the mouth of Chichester Harbour, whose main attention and interest are partially on the sea views, as well as the activities in which they are engaged. Viewpoint is visited by a moderate to large number of people accessing Eastoke Point, living in South Hayling or taking 	<p>markers/cardinal buoys in the water or the vertical masts of transient boats.</p> <ul style="list-style-type: none"> Skyline/background: Due to the relatively low elevation of the viewpoint, the offshore elements of Rampion 2 will be seen on the sea skyline (rather than 'within' its seascape). The proposed WTGs will appear within views of the low sandy 'Witterings' coastline of Bracklesham Bay to the east of the open waters at the harbour mouth, apparently extending from the coast without any skyline seascape separation between the WTGs and headland of Selsey Bill. Contrast/context: The proposed WTGs will add further offshore elements to the relatively simply composed view of shingle beach, sea and sky, but will also add new, distant landmarks in views along the Witterings coast towards Selsey Bill, resulting in some change to the blend of land and sea experienced from the open waters at Chichester Harbour mouth. The appearance of the WTGs will relate rationally to the visual exposure and large scale of the seascape. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape. Views 'into' the central harbour area of the CHAONB and views across the Solent to the Isle of Wight, which are the main directional focus of the panorama, will remain unaffected. 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>part in recreational boating at the harbour mouth. On a busy summer's day there is potential for the character of view to be influenced by intensity of recreational boating use in the nearshore waters and central areas of the harbour.</p> <ul style="list-style-type: none"> • Direct view out to sea from the coastal edge, from low coastline over open and exposed sea, in which viewers are more liable to be influenced by the offshore elements of Rampion 2, partially restricted by the intervening Manhood Peninsula and headland of Selsey Bill. • The view is open and offshore to the south, with few specific points of interest offshore, other than the transitional influence of boats and vessels. The view east extends along Bracklesham Bay and the 'Witterings' coastline to Selsey Bill, however the main directional focus of the view is to the north-east into the central harbour of the CHAONB backed by the South Downs and south- 		

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		<p>west across the Solent to the Isle of Wight.</p> <ul style="list-style-type: none"> Walkers are likely to be partially focused on the experience of visual amenity gained from sea views and views of the CHAONB at this location, however visual amenity is also only incidental to some of the more active recreational activities taking place. 		
24	<p>Bembridge, Isle of Wight</p> <p>Isle of Wight</p>	<p>Sensitivity: Medium-high</p> <p>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, based on the following assessment.</p> <p>Value: Medium</p> <ul style="list-style-type: none"> 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 IoW Coastal Path on its 	<p>Magnitude of change: Medium-low</p> <p>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, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 29.9km from the viewpoint, with the offshore elements of Rampion 2 appearing on the distant seascape skyline, beyond the immediate seascape context. Rampion 2 will be viewed in the context of a vast seascape where the turbines will be located at distances of at least 29.9km, oblique to the view across the Solent, without interrupting the immediate seascape. 	<p>Not significant (Moderate), direct, long-term and reversible.</p> <p>Likelihood of effect: Very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 35.0% visibility frequency of the offshore</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>route around Foreland at this north-eastern corner of the Isle of Wight.</p> <ul style="list-style-type: none"> It is not a specific view identified in OS maps or tourist information/signage, however the combination of public parking, the coastal path and amenity space at the sea front draws visitors to this particular location. It is well-known at a local level as having particular scenic qualities, which are also valued by guests of the nearby Bembridge Coast Hotel which covers a large part of the point at Foreland. As well as the coastal path, there are parking facilities and benches oriented to aid the enjoyment of the sea view. The viewpoint is not located within a designated landscape and is not afforded any planning policy protection however, it is relatively close to the north-eastern edge of the Isle of Wight AONB. 	<ul style="list-style-type: none"> Field of view: The lateral spread of the offshore elements of Rampion 2 will occupy approximately 21.2° of the field of view, which is considered a relatively narrow HFoV as a portion of the sea view component of the wider 360° panorama available to the observer. The proposed WTGs will create a new windfarm influence on the distant sea skyline to the east, which may partially reduce the sense of openness in views east along the Solent to the open sea, however the open sea skyline is retained on either side of the array, and the WTGs are sufficiently distant and narrow in lateral extent, that the panoramic views to the sea are retained across the Solent. Size/amount visible: The proposed WTGs to the west of the windfarm Area of Search in the extension area that are closest to the viewpoint will appear more prominent than the WTGs which recede with distance to the east and south. The lower towers of the proposed WTGs to the west of the extension area are behind the skyline, with upper towers and rotors visible above the skyline; with only blade tips of WTGs extending east likely to be visible at greater distance. Scale: The vertical height/apparent scale of the proposed WTGs will be relatively small, forming small-scale elements in the view, due to their long distance offshore and the large scale of the 	<p>elements of Rampion 2 at 29.9km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<ul style="list-style-type: none"> The view has scenic qualities relating to the content and composition of the visible landscape, in particular it looks along the eastern Solent out to the open sea, and north across the Solent to the mainland coastline, including Portsmouth and its harbour, where tall buildings such as the Spinnaker Tower form landmarks on the coast. The seaward panorama is likely to be valued by people walking on the loW coastal path. The view is not well recognised through references in art or literature. <p>Susceptibility: Medium-high</p> <ul style="list-style-type: none"> Representative of view experienced by walkers at loW coastal path, residents of Bembridge, tourist visitors (Bembridge Coast Hotel and recreational boating in the eastern Solent, whose main attention and interest are partially on the sea views, as well as the 	<p>seascape in the view. The vertical scale of the proposed WTGs contrasts with the horizontal emphasis of the sea skyline but will be smaller in vertical scale than many of the foreground vertical features in the view, such as signage, tall buildings on the urban coast, boat masts and large vessels.</p> <ul style="list-style-type: none"> Consistency of image: Rampion 2 will introduce new WTG elements to the receiving view as Rampion 1 Wind Farm is not visible (due its distance). There are many other vertical elements of comparable or larger scale in the busy intervening seascape nearer to the viewpoint, which appear larger in scale than the distant proposed WTGs beyond. Skyline/background: Due to the relatively low elevation of the viewpoint, the offshore elements of Rampion 2 will be seen on the sea skyline (rather than 'within' its seascape). The offshore elements of Rampion 2 will be located within open seascape, separated clearly from the coast, in the context of the mainland non-designated and urbanised coastline and busy seascape that visually influences the seascape setting. Contrast/context: The proposed WTGs will add further offshore elements on the seascape skyline backdrop to the busy seascape of the eastern Solent in views across the open waters. 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>activities in which they are engaged.</p> <ul style="list-style-type: none"> Viewpoint is visited by a moderate to high number of people accessing via the IoW coastal path, visiting the nearby hotel, living in Bembridge or taking part in recreational boating in the Solent. On a busy summer's day there is potential for the character of view to be influenced by intensity of recreational boating use in the nearshore waters. Direct view out to sea from the coastal edge, from low coastline over open and exposed sea, in which viewers are more liable to be influenced by the offshore elements of Rampion 2, partially enclosed by mainland coastline which channels views east along the Solent. The view is open and offshore to the east, with few specific points of interest offshore, other than the transitional influence of boats and vessels. The view north is 	<p>The proposed WTGs will add new, distant landmarks in the eastern views to the open sea, generally viewed in the as being recessive in the context of more prominent foreground seascape influences. The appearance of the WTGs will relate rationally to the visual exposure and large scale of the seascape. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape. Views north across the Solent to the mainland and the City of Portsmouth, which is the main directional focus of the panorama, will remain unaffected.</p>	

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		<p>the main directional focus across the Solent where forts in the water form landmarks and the seas are scattered with numerous sailing boats, ferries and large vessels. On the mainland coastline and the City of Portsmouth there are numerous focal points, where tall buildings such as the Spinnaker Tower form landmarks on the coast.</p> <ul style="list-style-type: none"> Walkers and tourist visitors are likely to be focused on the experience of visual amenity gained from sea views at this location, however these sea views are heavily influenced by the busy seascape and the urban mainland coastline. Visual amenity is also only incidental to some of the more active sea-based recreational activities taking place. 		
26	Low Weald (A24, near Ashington)	<p>Sensitivity: Medium-low</p> <p>The sensitivity of the viewpoint is considered to be medium-low,</p>	<p>Magnitude of change: Low</p> <p>The magnitude of change to the view resulting from the operation and maintenance of the offshore</p>	<p>Not significant (Minor/negligible)</p>

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	(Figure 16.49) West Sussex	<p>reflecting that the view has medium value and the receptors experiencing the view have a medium-low susceptibility to change, based on the following assessment.</p> <p>Value: Medium</p> <ul style="list-style-type: none"> The viewpoint is located in the Low Weald, to the north of Ashington east of the A24, on a PRoW near Woodman's Farm. It is not a specific viewpoint nor identified in tourist information and signage however, it is representative of views from the closest parts of the Low Weald. There are no facilities provided at viewpoint to aid the enjoyment of the view, which is incidental to the experience of walking on the PRoW. The viewpoint is not located within a designated landscape and is not afforded protection in planning policy however, parts of the visible landscape are within the SDNP, which forms the backdrop to the south. 	<p>elements of Rampion 2 is assessed as low, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 28.9km from the viewpoint, with some of the offshore elements of Rampion 2 therefore potentially being visible at long distance beyond the intervening landform of the South Downs. Field of view: The lateral spread of the offshore elements of Rampion 2 will occupy approximately 12.2° of the field of view. Viewed from this direction, this is considered a relatively narrow portion of the view component of the wider view available to the observer. A group of the proposed WTGs are visible through a lower-lying dip in the skyline of the South Downs, in the principal directional focus of the view south over the Low Weald to the South Downs escarpment. Size/amount visible: The majority of the offshore elements of Rampion 2 will not be visible due to the intervening screening and curtailment of the view by the landform of the South Downs. A small group of the proposed WTGs within the eastern part of the windfarm Area of Search are likely to be visible beyond a lower elevated section of the South Downs skyline backdrop. 	<p>, direct, long-term and reversible.</p> <p>Likelihood of effect: Very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 36.9% visibility frequency of the offshore elements of Rampion 2 at 28.9km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<ul style="list-style-type: none"> Views across the Low Weald to the elevated landform of the South Downs have informal recognition and are well-known at a local level as having particular scenic qualities. This particular view is not recognised through references in art or literature, however views of the South Downs have been inspiration for a host of writers and artists. <p>Susceptibility: Medium-low</p> <ul style="list-style-type: none"> The viewpoint is representative of views experienced by walkers using the PRow south of Woodman's Farm, to the east of Ashington, and to some degree road users on the nearby A24, although views are largely screened from the road. Walkers attention and interest is likely to be on their surroundings, however road users are dynamic and experience transient, fleeting views. 	<ul style="list-style-type: none"> Scale: The vertical height/apparent scale of the proposed WTGs will be relatively small, at such distance, forming small-scale elements in the view, due to their long distance and the large scale of the landscape in the view. Consistency of image: Rampion 2 will introduce new WTG elements to the receiving view as Rampion 1 Wind Farm is not visible, due to the distance and intervening terrain, and there are few other vertical elements of comparable scale or form to the proposed WTGs. Skyline/background: A small group of proposed WTGs will be viewed partially within the skyline backdrop to the landform of the South Downs when looking south over the Low Weald towards the downs. This group of visible WTGs appear in a lower-lying dip in the skyline where there are views 'through' the South Downs, and although there is no visible seascape, due to height of the WTGs they are likely to be visible beyond in the dip in the landform. Since there is no view of the seascape in which they are located, they are likely to be perceived as if they were 'onshore' WTGs on the skyline of the South Downs, albeit at long distance, small scale and in a contained grouping within the dip in the skyline. Contrast/context: The WTGs appear in the backdrop to the immediate landscape context of 	

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		<ul style="list-style-type: none"> There are no views of the sea due to the curtailment by the intervening elevated landform of the South Downs, such that there is no visible seascape context in the view. Viewers are therefore less liable to be influenced by the offshore elements of Rampion 2. The view from the PRow is likely to be visited or used by a relatively low number of people. The view is focused in a specific directional vista across the pastoral and wooded landscape of the Weald towards the South Downs, which forms a notable landform backdrop of interest in the view south. Viewers are likely to be focused on the experience of a high level of visual amenity at the location due to its overall pleasantness as an attractive visual setting. 	the Low Weald, adding elements to the skyline beyond. The appearance of the WTGs may contrast with the perceived qualities of parts of the visible landscape however, their appearance will relate rationally to the visual range and large scale. The movement of rotor blades will introduce further complexity and slow visual movement to the view.	
27	Hollingbury Hill Fort (Figure 16.50) SDNP	Sensitivity: 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	Magnitude of 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 , based on the following assessment.	Significant (Major) , direct, long-term and reversible.

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>a high susceptibility to change, based on the following assessment.</p> <p>Value: High</p> <ul style="list-style-type: none"> The viewpoint is a specific view from 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 and its seascape setting. The viewpoint can be accessed via local PRow from the car park for Hollingbury Golf Course. Other than the footpath, there are no particular facilities to aid enjoyment of the view. Scheduled Monument - Iron Age Hillfort. Viewpoint is within the SDNP and is representative of views from the edges of the high downs between the Adur and Ouse 	<ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 17.9km from the viewpoint, with the offshore elements of Rampion 2 at relative distance and appearing in the background, adjacent to and behind Rampion 1 Wind Farm. Clear separation between the coast and the offshore elements of Rampion 2 will be retained in the view, such that it is clearly viewed 'offshore' in its open seascape. Rampion 2 will be viewed in the context of a vast seascape where the turbines will be located at distances of at least 17.9km, without interrupting the intervening open downs or immediate nearshore seascape. Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending the WTG developed skyline both westwards and eastwards, more than doubling the extent of the WTG array and occupying approximately 61.7° of the field of view. Viewed from this direction, this is considered a relatively wide portion of the sea view component of the wider 360° panoramic view available to the observer. The panoramic views to the sea are retained, albeit with an increased windfarm developed influence, with open undeveloped seascape to the east and west of the array maintained. The views east 	<p>Likelihood of effect:</p> <p>Good, very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 62.1% visibility frequency of the offshore elements of Rampion 2 at 17.9km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>looking south out to sea over their associative seascape setting to the south.</p> <ul style="list-style-type: none"> The elevated position of the viewpoints on the downs means this view represents the <i>'breathtaking views'</i> and <i>'stunning panoramic views to the sea'</i> that are noted in SDNP Special Quality 1 and the <i>'diversity of landscapes'</i> in the SDNP, which are afforded planning policy protection. The view has high scenic qualities relating to the content and composition of the visible landscape, which is well known viewpoint within Brighton that 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 view is heavily urbanised, with high-rise buildings, tall towers and cranes influencing the visual amenity. 	<p>over the open downland of the SDNP is unaffected.</p> <ul style="list-style-type: none"> Size/amount visible: All of the proposed WTGs will be visible in the seascape alongside Rampion 1, with the proposed WTGs to the west of the windfarm Area of Search appearing slightly more prominent than those which recede with distance to the east and south. Scale: The vertical height/apparent scale of the proposed WTGs will be relatively moderate, at such distance, forming medium-scale elements in the view, due to their long distance offshore and the large scale of the seascape in the view. Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs, however the height of the Rampion 2 WTGs will appear notably larger in apparent scale due to their taller height, larger rotor diameter and position closer to the viewpoint. Skyline/background: Due to the elevation of the viewpoint, the offshore elements of Rampion 2 will be seen 'within' its seascape (rather than beyond the horizon), albeit the seascape is large scale and open with a relatively simple coastal context. The offshore elements of Rampion 2 will be located within the seascape backdrop to views across the edges of the SDNP, but beyond the 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<ul style="list-style-type: none"> The viewpoint itself is not well recognised through cultural references, however the visible townscape of Brighton is recognised through cultural references and popular culture, particularly in film, music and literature. <p>Susceptibility: High</p> <ul style="list-style-type: none"> Representative of view experienced by people walkers on the PRoW, residents of the City of Brighton and Hove, and golfers playing at Hollingbury Golf Course, whose main interest and attention is likely to be on their surroundings and the expansive view over Brighton to the seascape beyond. Viewpoint likely to be visited by a moderate number of people. The view is not a direct view out to sea, as it is set back at relative distance inland from the coast on the southern edges of the open downland, with an intervening, non-designated and urbanised 	<p>intervening, non-designated and urbanised coastal strip dominated by the City of Brighton and Hove, which visually influences and separates the downs from the sea and the offshore elements of Rampion 2 beyond.</p> <ul style="list-style-type: none"> Contrast/context: The WTGs will add further offshore elements in the panoramic sea view beyond the edges of the downs and developed coastline, affecting the main visual focus of views to the sea across Brighton. The diversity of landscapes of the SDNP will remain visible and unmistakable in the panoramic view. The appearance of the WTGs may contrast with the perceived natural qualities of parts of the visible landscape however, they will be in the same portion of the view as the heavily developed urbanised coastline, and their appearance will relate rationally to Rampion 1, the visual exposure and large scale. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape. 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>coastal strip between the viewpoint and the sea, which reduces the susceptibility of viewers to the influence of offshore elements, compared to positions on the coastal edge of the SDNP.</p> <ul style="list-style-type: none"> • Due the elevation of the open downs and raised earthworks of this historic hillfort, the viewpoint provides an amphitheatre for panoramic views, including the sea to the south, in which changes arising from offshore elements are likely to be readily experienced, albeit at considerable distance. • The view is panoramic, with several points of interest, however there are a number of elements associated with the urbanised coastal strip between the viewpoint and the sea that detract from the existing visual amenity. • The visual amenity experienced by the viewers is already influenced by the presence of the 		

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		existing Rampion 1 WTGs as visible elements experienced in the view of the sea, which moderates susceptibility to change as WTGs are a characteristic feature in the sea view.		
28	Cuckmere Haven Beach (Figure 16.51) SDNP	<p>Sensitivity: 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, based on the following assessment.</p> <p>Value: High</p> <ul style="list-style-type: none"> The viewpoint is a specific view from Cuckmere Haven Beach, on open access land near South Downs Way within Seven Sisters Country Park, which is a well-known and popular country park made up of both chalk cliffs and the meandering Cuckmere River Valley and Beach, which is identified in tourist information and signage. 	<p>Magnitude of 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, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 19.3km from the viewpoint, with the offshore elements of Rampion 2 at relative distance and appearing partially to the fore of Rampion 1 Wind Farm, within the maritime seascape context of the SDNP. There is no clear separation between the coast and the offshore elements of Rampion 2, which are viewed directly with the white chalk cliffs without any skyline seascape separation between the turbines and the cliffs. This replicates how Rampion 1 is currently viewed, but with the Rampion 2 WTGs at closer range and larger scale. Rampion 2 will however be viewed in the context of a vast seascape where the turbines 	<p>Significant (Major), direct, long-term and reversible.</p> <p>Likelihood of effect: Good, very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 56.8% visibility frequency of the offshore elements of Rampion 2 at 19.3km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<ul style="list-style-type: none"> There are no particular facilities at the viewpoint to aid enjoyment of the view, however there is a visitor centre and car parking facilities within the Country Park from which people can walk along the Cuckmere Valley to access the beach. View is within the SDNP and Sussex Heritage Coast and overlooks the chalk cliff coastline of the designated landscape, which implies a higher value to the visible landscape. View from this part of the SDNP coastline is representative of the <i>'brehtaking views'</i> and <i>'stunning panoramic views to the sea'</i> identified in SDNP special quality 1, which are afforded planning policy protection. The view has high scenic qualities relating to the content and composition of the visible landscape, particularly the dramatic chalk cliff faced coastline that contains the beach 	<p>will be located at distances of at least 19.7km, without interrupting the immediate nearshore seascape in the view.</p> <ul style="list-style-type: none"> Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending the WTG developed skyline eastwards, increasing the lateral extent of the WTG array and occupying approximately 21.5° of the field of view. Viewed from this direction, this is considered a relatively narrow portion of the wider 180° sea view available to the observer, however it represents a six-fold increase in the lateral extent of the Rampion 1 array. The open sea skyline remains unaffected across the majority of view out to sea, such that the panoramic views to the sea are retained, particularly to the south and south-west, which are unaffected. The main focus of the view eastwards along the Seven Sisters chalk cliffs is unaffected, as are the wider views extending inland along the Cuckmere valley. Size/amount visible: WTGs within the western part of the windfarm Area of Search within the Extension Area will be entirely screened by the chalk headland. The proposed WTGs within the Zone 6 area will be visible on the sea skyline alongside Rampion 1, with those to the east 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>and meandering Cuckmere Valley.</p> <ul style="list-style-type: none"> View has recognition as having particular scenic qualities and interest for visitors. The Seven Sisters chalk cliffs are famous as one of Britain's finest coastlines and is well recognised through cultural references in art, film and literature. <p>Susceptibility: High</p> <ul style="list-style-type: none"> Representative of view experienced by people visiting the beach for recreation at Cuckmere Haven, within Seven Sisters Country Park, whose main attention and interest are on their surroundings. Viewpoint is visited by a large number of people, accessing locally from the visitor centre/car park within the Cuckmere Valley or as part of the walk over the Seven Sisters along the South Downs Way. Direct view out to sea from the coastal edge, in which viewers 	<p>appearing more prominent than those which recede with distance to the south.</p> <ul style="list-style-type: none"> Scale: The vertical height/apparent scale of the proposed WTGs will be relatively moderate, forming medium-scale elements in the view, due to their long distance offshore and the large scale of the seascape and chalk cliffs in the view, however the introduction of further taller offshore WTGs with moving rotors is likely to compete with the chalk cliffs as a focal feature in the view. Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs, however the height of the Rampion 2 WTGs will appear notably larger in apparent scale due to their taller height, larger rotor diameter and position closer to the viewpoint. Skyline/background: Due to the low-lying position of the viewpoint, at beach level, the offshore elements of Rampion 2 will be seen on the horizon/sea skyline (rather than 'within' their seascape). The offshore elements of Rampion 2 will appear within views of the white cliffs enclosing Cuckmere Haven, apparently extending from the coast without any skyline seascape separation between the turbines and the cliffs. 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>are more liable to be influenced by the offshore elements of Rampion 2.</p> <ul style="list-style-type: none"> Offshore views of the sea are contained between 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 scale, form, colour and contrast of the chalk cliffs form dramatic features of interest in the view. Viewers are focused on the experience of a high level of visual amenity at the location. The visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs as visible elements experienced in the view of the sea, adjacent to 	<ul style="list-style-type: none"> Contrast/context: The WTGs will add further offshore elements to the relatively simply composed view of shingle beach, chalk cliffs, sea and sky. The appearance of the WTGs may contrast with the perceived natural qualities of the visible coastline however, their appearance will relate rationally to Rampion 1, the visual exposure and large scale of the seascape. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape. 	

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		the white cliffs to the south-west of Cuckmere Haven, which moderates susceptibility to change as WTGs are a characteristic feature in the sea view.		
29	Kingley Vale National Nature Reserve (Figure 16.52) SDNP	<p>Sensitivity: 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, based on the following assessment.</p> <p>Value: Medium-high</p> <ul style="list-style-type: none"> The viewpoint is located at Kingley Vale National Nature Reserve (NNR), on an elevated section of the footpath that approaches Bow Hill providing a specific view over the vale below. It is not on the South Downs Way but is accessible off the Monarch's Way nearby. Other than the footpath, there are no particular facilities provided to aid enjoyment of the view. 	<p>Magnitude of 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, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 31.6km from the viewpoint, with the offshore elements of Rampion 2 located at increasingly long distance from the wooded estate downlands in this area, and appearing in the background, adjacent to and behind Rampion 1 Wind Farm. Clear separation between the coast and the offshore elements of Rampion 2 will be retained in the view, such that it is clearly viewed 'offshore' in its open seascape. Rampion 2 will be viewed in the context of a vast seascape where the turbines will be located at distances of at least 31.6km, without interrupting the intervening wooded downs or immediate nearshore seascape. 	<p>Not significant (Moderate/minor), direct, long-term and reversible.</p> <p>Likelihood of effect: Very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 33.3% visibility frequency of the offshore elements of Rampion 2 at 31.6km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<ul style="list-style-type: none"> Scheduled Monument - 1009004 An Itford Hill style settlement in Kingley Vale. Viewpoint is within the SDNP and overlooks the designated landscape of wooded downs to the north of Chichester. It is representative of views from the high downs looking south across the coastal plain out to sea, but also affords a panoramic view north over the Lavant and Emms Valleys to the wooded downlands beyond. The elevated position on the downs means this view represents the '<i>brehtaking views</i>' and '<i>stunning panoramic views of the sea</i>' that are identified in the first of the SDNP special qualities, as well as the '<i>diversity of landscapes</i>' in the SDNP, which are afforded planning policy protection. The view also reveals the tranquillity of the downs compared to the settled coastal plain (Special Quality 3). 	<ul style="list-style-type: none"> Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending the WTG developed skyline mainly westwards, approximately tripling the extent of the WTG array and occupying 45.3° of the field of view. Viewed from this direction, this is considered a relatively moderate portion of the sea view component of the wider 360° panoramic view available to the observer. The additional westward spread of the Extension Area along the sea skyline is most notable. The panoramic views to the sea are retained, albeit with an increased windfarm developed influence, with open undeveloped seascape to the east and west of the array maintained. The panoramic view north over the Lavant and Emms Valleys to the wooded downs remains unaffected. Size/amount visible: All of the proposed WTGs will be visible in the seascape alongside Rampion 1, with the proposed WTGs to the west of the windfarm Area of Search in the extension area appearing more prominent than those which recede with distance to the east and south of Rampion 1. Scale: The vertical height/apparent scale of the proposed WTGs will be relatively moderate, at such distance, forming medium to small scale 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<ul style="list-style-type: none"> The view has high scenic qualities relating to the content and composition of the visible landscape. The open downs give 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 developed coastal plain. The view is not well recognised through references in art or literature, although the panoramic view is highlighted in Kingley Vale NNR visitor information literature. <p>Susceptibility: Medium</p> <ul style="list-style-type: none"> Specific view experienced by people visiting Kingley Vale NNR walking on the trail to Bow Hill or using areas of open access land. People experiencing the view are likely to be walkers or cyclists visiting the ancient burial mounds, yew woodlands and viewpoints of the NNR, whose main interest and reason for 	<p>elements in the view, due to their long distance offshore and the large scale of the landscape and seascape in the view.</p> <ul style="list-style-type: none"> Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs, however the height of the Rampion 2 WTGs will appear notably larger in apparent scale due to their taller height, larger rotor diameter and position closer to the viewpoint. Skyline/background: Due to the elevation of the viewpoint, the offshore elements of Rampion 2 will be seen 'within' its seascape (rather than beyond the horizon), albeit the seascape is large scale and open with a relatively simple coastal context. The offshore elements of Rampion 2 will be located within the seascape backdrop to views across the wooded downland of the SDNP, and in the backdrop to Chichester, but beyond the intervening, non-designated and urbanised coastal plain that visually influences and separates the downs from the sea and the offshore elements of Rampion 2 beyond. Contrast/context: The WTGs will add further offshore elements in the sea view component beyond the wooded downland and developed coastal plain to the south-east, however they will not affect the wider panoramic view over the 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>visiting is on their surroundings and the panoramic view.</p> <ul style="list-style-type: none"> • Viewpoint likely to be visited by a moderate number of people visiting the NNR. • The view is not a direct view out to sea, as it is set back at relative distance inland from the coast on the wooded downland, with an intervening, non-designated and urbanised coastal strip between the viewpoint and the sea, which reduces the susceptibility of viewers to the influence of offshore elements, compared to positions on the coastal edge of the SDNP. • Due the elevation of the wooded downs at this location, the viewpoint provides an amphitheatre for views over Chichester, its cathedral and Chichester Harbour AONB, extending over the wider coastal plain to the sea beyond to the south, in which changes arising from offshore elements are likely to be readily experienced in the 	<p>wooded downs of the SDNP to the west, north and east of the viewpoint. The diversity of landscapes of the SDNP will remain visible and unmistakable in the panoramic view, including the distinctive yew woodland habitats within Kingley Vale NNR. The appearance of the WTGs may contrast with the perceived natural qualities of parts of the visible landscape however, they will be in the same portion of the view as the urbanised coastline, and their appearance will relate rationally to Rampion 1, the visual exposure and large scale. The movement of rotor blades will introduce further complexity and slow visual movement to the view at long distance.</p>	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>backdrop to the coastal plain, albeit at considerable distance.</p> <ul style="list-style-type: none"> • The view from this footpath is to some degree focused over a specific directional vista to the sea to the south over Chichester, however there are wider directional vistas north, away from the sea and windfarm area of Search. • Viewers are focused on the experience of a high level of visual amenity at the location, which is partially influenced by views of the urbanised coastal strip between the viewpoint and the sea that detract from the existing visual amenity. • The visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs as visible elements experienced in the view of the sea, which moderates susceptibility to change as WTGs are a characteristic feature in the sea view. 		

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
31	<p>Butser Hill National Nature Reserve (Figure 16.53)</p> <p>SDNP</p>	<p>Sensitivity: 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, based on the following assessment.</p> <p>Value: High</p> <ul style="list-style-type: none"> Butser Hill is a specific viewpoint on this flat-topped summit within Queen Elizabeth Country Park, forming a natural observation point, at 271m high it is one of the highest points on the main ridge of the South Downs, which is an OS marked viewpoint. 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 	<p>Magnitude of 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, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 45.1km from the viewpoint, with the offshore elements of Rampion 2 located at long distance from the viewpoint and appearing in the background, as a new element, with Rampion 1 Wind Farm scarcely visible due to the distance and intervening terrain. Due the limited amount of sea view, there is not always a clear separation between the offshore elements of Rampion 2 and the open downland, such that parts of the array are seen behind the downs, while the western parts of the array are viewed more clearly in the visible seascape. Field of view: The lateral spread of the offshore elements of Rampion 2 will be located in the same part of the view as Rampion 1, increasing visibility of WTGs in this part of the view to the south-east, while extending the WTG developed skyline mainly westwards, occupying 34.2° of the field of view. Viewed from this direction, this is considered a relatively moderate to narrow portion of the wider 360° panoramic view available to the observer. The additional 	<p>Not significant (Minor), direct, long-term and reversible.</p> <p>Likelihood of effect: Very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 12.1% visibility frequency of the offshore elements of Rampion 2 at 45.1km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>easy access to this panoramic viewpoint.</p> <ul style="list-style-type: none"> • Scheduled Monument - 1008692 A hilltop enclosed by Iron Age cross dykes.. • Viewpoint is within the SDNP and overlooks 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. • The viewpoint is representative of views from the undeveloped downs and its elevation is such that it represents the <i>'brehtaking views'</i> and <i>'stunning panoramic views of the sea'</i> that are identified in the first of the SDNP special qualities, as well as the <i>'diversity of landscapes'</i> in the SDNP, which are afforded planning policy protection. The view also reveals the tranquillity and sense of 	<p>westward spread of the extension area along the sea skyline is most notable, behind the downs and into the open seascape beyond the coastal plain. The panoramic views to the sea are retained, albeit with an increased windfarm developed influence, with open undeveloped seascape to the west of the array maintained. The panoramic view east and north over the open and wooded downs remains unaffected.</p> <ul style="list-style-type: none"> • Size/amount visible: The upper parts/rotors/blade tips of the proposed WTGs will be partially visible behind the wooded downs of the SDNP, with the proposed WTGs to the west of the windfarm Area of Search extending into the open seascape in the extension area, appearing more prominent when viewed in full beyond the lower lying coastal plain. • Scale: The vertical height/apparent scale of the proposed WTGs will be relatively small, at such distance, forming small scale elements in the view, due to their long distance and the large scale of the landscape and seascape in the view. • Consistency of image: Rampion 2 will introduce new WTG elements to the receiving view as Rampion 1 Wind Farm is scarcely visible, due to the distance and intervening terrain, and there are few other vertical elements of comparable scale or form to the proposed WTGs, with the 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>space of the downs compared to the settled coastal plain (Special Quality 3).</p> <ul style="list-style-type: none"> The view has high scenic qualities relating to the content and composition of the visible landscape. There are views along the northern scarp slope of the downs and the open undeveloped downs, which give 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 developed coastal plain and the seascape beyond, extending across the Solent to the Isle of Wight. The view is not well recognised through references in art or literature, although the panoramic view is highlighted in Queen Elizabeth Country Park visitor information. <p>Susceptibility: Medium-low</p> <ul style="list-style-type: none"> Specific view experienced by people visiting Queen Elizabeth 	<p>exception of the tall communication mast near the viewpoint on Butser Hill itself and the overhead pylons crossing the landscape to the south. The proposed WTGs are small-scale and distant in comparison to the prominent communication mast.</p> <ul style="list-style-type: none"> Skyline/background: Due to the elevation of the viewpoint, the offshore elements of Rampion 2 will be partially seen 'within' its seascape, in the western extension area, while also appearing partially within the skyline backdrop to the landform of the south downs when looking south-east along the downs towards the coast. The offshore elements of Rampion 2 will be located partially within the seascape backdrop to views across the intervening, non-designated and urbanised coastal plain that visually influences and separates the downs from the sea and the offshore elements of Rampion 2 beyond. Contrast/context: The WTGs will add further offshore elements in the sea view component beyond the wooded downland and developed coastal plain to the south-east, however they will not affect the wider panoramic view over the wooded downs of the SDNP to the west, north and east of the viewpoint. The diversity of landscapes of the SDNP will remain visible and unmistakable in the panoramic view. The appearance of the WTGs may contrast with the 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>Country Park walking or cycling on the trails within the park, or the nearby South Downs Way or using areas of open access land, whose main interest and reason for visiting is on their surroundings and the panoramic view.</p> <ul style="list-style-type: none"> • Viewpoint likely to be visited by a moderate number of people visiting the Country Park. • The view is not a direct view out to sea, as it is set back at long distance inland from the coast on the open downs, with an intervening, non-designated and urbanised coastal strip between the viewpoint and the sea, which reduces the susceptibility of viewers to the influence of offshore elements, compared to positions on the coastal edge of the SDNP. • Due the elevation of the open downs at this location, the viewpoint provides an observation point for views along the south downs extending 	<p>perceived natural qualities of parts of the visible landscape however, they will be partially located in the same portion of the view as the urbanised coastal plain, and their appearance will relate rationally to the visual exposure and large scale. The movement of rotor blades will introduce further complexity and slow visual movement to the view at long distance.</p>	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>south-east towards the coast, as well as the wider coastal plain to the sea beyond to the south, in which changes arising from offshore elements are likely to be readily experienced in the backdrop to the coastal plain, albeit at considerable distance.</p> <ul style="list-style-type: none"> • The view is panoramic in all directions and not focused over a specific directional vista, including subtle views of the distant sea to the south, but encompassing a wide panorama with more prevailing focal points such as the scarp slopes of the downs and the Isle of Wight being directed away from the windfarm area of Search. • Viewers are focused on the experience of a high level of visual amenity at the location, which is partially influenced by views of the urbanised coastal plan between the viewpoint and the sea that detract from the existing visual amenity. 		

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
33	Arundel Castle (Figure 16.54) SDNP	<p>Sensitivity: 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, based on the following assessment.</p> <p>Value: High</p> <ul style="list-style-type: none"> The viewpoint is located on the top of the walls of Arundel Castle keep and is therefore a specific viewpoint affording a view that is only experienced at this elevated position at the top of the keep, around 40m above ground level. It is a specific tourist/visitor destination viewpoint located at this popular visitor attraction. The viewpoint is also representative of views from specific landmarks within the SDNP, with Arundel Castle providing a natural vantage point for views over the Arun Valley from within the southern edge of the SDNP. 	<p>Magnitude of 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, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 21.5km from the viewpoint, with the offshore elements of Rampion 2 at relative distance and appearing in the background, in the seascape to the south-west of the viewpoint. Clear separation between the coast and the offshore elements of Rampion 2 will be retained in the view, such that it is clearly viewed 'offshore' in its open seascape. Rampion 2 will be viewed in the context of a vast seascape where the turbines will be located at distances of at least 21.5km, without interrupting the intervening edges of the open downs or immediate nearshore seascape. Field of view: The lateral spread of the offshore elements of Rampion 2 will affect a new part of the view, since Rampion 1 Wind Farm is not visible due to the intervening stone tower of the castle keep, extending the WTG developed skyline westwards. The lateral extent of the WTG array will theoretically occupy approximately 74° of the field of view, however approximately half of this is 'hidden' behind the stone tower of the 	<p>Significant (Moderate), direct, long-term and reversible.</p> <p>Likelihood of effect: Very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 51.8% visibility frequency of the offshore elements of Rampion 2 at 21.5km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<ul style="list-style-type: none"> 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. Scheduled Monument - 1012500 Arundel Castle and Grade II* Registered Parkscape. Grade I Listed Building. The elevated position above the coastal plain means this view represents the '<i>breathhtaking views</i>' and '<i>stunning panoramic views to the sea</i>' that are identified in SDNP Special Quality 1 and the '<i>diversity of landscapes</i>' in the SDNP, which are afforded planning policy protection. 	<p>castle keep and not visible in the view. There are no 360° outward views (in a single sweep) from the top of the Keep (which is the highest publicly accessible location). There are only three possible view directions from the Keep and it is the view south-west which will experience change as a result of the offshore elements of Rampion 2. Viewed in this direction, the visible extent of the array is considered a relatively moderate portion of the sea view component of the wider view available to the observer. The additional westward spread of the Extension Area along the sea skyline is most notable. The panoramic views to the sea are retained, albeit with a new windfarm developed influence, with open undeveloped seascape to the west of the array maintained. The views westward over Arundel and the coastal plain beyond are unaffected.</p> <ul style="list-style-type: none"> Size/amount visible: The proposed WTGs within the extension area will be visible in the seascape, with the proposed WTGs in this area appearing most prominent in the seascape beyond the coastal plain to the south-west. Approximately half of the WTG array including the Zone 6 area and eastern parts of the extension area will be screened behind the intervening stone tower of the castle keep and will not be visible. 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<ul style="list-style-type: none"> The view has high scenic qualities relating to the content and composition of the visible landscape however, it is located relatively close to the southern edges of the downs and includes the developed coastal plain and urbanised coastal edge, which reduces the remote/scenic qualities associated with other elevated viewpoints within the SDNP. <p>Susceptibility: Medium</p> <ul style="list-style-type: none"> Representative of view experienced by visitors to the walls of Arundel Castle keep, one of the most elevated parts of Arundel Castle and Gardens. Due to its elevated position, is not representative of the more restricted visibility experienced elsewhere within the castle grounds and gardens. The view is likely to be experienced by a high number of people, whose main interest and reason for visiting is on their 	<ul style="list-style-type: none"> Scale: The vertical height/apparent scale of the proposed WTGs will be relatively moderate, at such distance, forming medium-scale elements in the view, due to their long distance offshore and the large scale of the seascape in the view. Consistency of image: Rampion 2 will introduce new WTG elements to the receiving view as Rampion 1 Wind Farm is not visible, due to the intervening stone tower of the castle keep, and there are few other vertical elements of comparable scale or form to the proposed WTGs. Skyline/background: Due to the elevation of the viewpoint, the offshore elements of Rampion 2 will be seen 'within' its seascape (rather than beyond the horizon), and in the seascape backdrop to the coastal plain, within a large-scale, open seascape with a relatively simple coastal context. 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 edges of the downs from the sea and the offshore elements of Rampion 2 beyond. Contrast/context: The WTGs will add further offshore elements in the panoramic sea view beyond the edges of the Arun Valley, coastal plain and developed coastline, but will not affect 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>surroundings, primarily the immediate Castle and Gardens, but also extending to the wider commanding views and landscape setting of the Castle.</p> <ul style="list-style-type: none"> • The view is not a direct view out to sea, as it is set back at relative distance inland from the coast, with an intervening, non-designated and urbanised coastal strip between the viewpoint and the sea, which reduces the susceptibility of viewers to the influence of offshore elements, compared to positions on the coastal edge of the SDNP. • Due the elevation of the Castle keep on its associated historic hillfort landform, and its position above the Arun Valley, there are panoramic views, including views to the sea across the coastal plain, in which changes arising from offshore elements are likely to be readily experienced, albeit at distance. 	<p>the views west over Arundel and the coastal plain beyond Arundel in that direction. The diversity of landscapes of the SDNP will remain visible and unmistakable in the panoramic view, particularly the relationship of the edges of the downs and the Arun Valley/coastal plain. The appearance of the WTGs may contrast with the perceived natural qualities of parts of the visible landscape however, they will be in the same portion of the view as the heavily developed urbanised coastline, which is prominent in the view, and their appearance will relate rationally to the visual exposure and large scale. The movement of rotor blades will introduce further complexity and slow visual movement to the view.</p>	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<ul style="list-style-type: none"> • The view to the south from the walls of the Castle keep are curtailed by its stone tower situated at its southern end, which limits views directly south towards the wind farm Area of Search. The ability to take in panoramic views are also limited by the stone turrets that form the walls of the keep and allow viewing 'windows' between them to sections of the landscape beyond. • There is no view of Rampion 1 wind farm and the view towards the wind farm Area of Search is focused south-west between the turrets, revealing the relationship of the castle with Arundel, which forms the main point of interest, the Arun Valley and the coastal plain beyond in which the town is set. • Viewers are focused on the experience of a high level of visual amenity at the location, however the urbanised coastal plain between the viewpoint and 		

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		the sea influences visual amenity.		
34	Bembridge Fort Isle of Wight	<p>Sensitivity: 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, based on the following assessment.</p> <p>Value: High</p> <ul style="list-style-type: none"> The viewpoint is located at the OS marked viewpoint just to the east of Bembridge Fort (Scheduled Monument – 1012717) and its visitor parking, at the high point of Bembridge Down, within the IoW AONB. It is a specific view from Bembridge Fort that is identified on OS maps but is also representative of the view from the Bembridge and Culver Downs National Trust site, forming the chalk downland at the eastern extent of the IoW AONB that is closest to the 	<p>Magnitude of 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, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 32.4km from the viewpoint, with the offshore elements of Rampion 2 appearing on the distant seascape skyline, beyond the immediate seascape context. Rampion 2 will be viewed in the context of a vast seascape where the turbines will be located at distances of at least 32.4km, oblique to the northern view across the Solent, without interrupting the immediate seascape. Field of view: The lateral spread of the offshore elements of Rampion 2 will occupy approximately 18° of the field of view, which is considered a relatively narrow HFoV as a portion of the sea view component of the wider 360° panorama available to the observer. The proposed WTGs will create a new windfarm influence on the distant sea skyline to the east, which may partially reduce the sense of openness in long distance views east, however the open sea 	<p>Not significant (Moderate), direct, long-term and reversible.</p> <p>Likelihood of effect: Very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 33.3% visibility frequency of the offshore elements of Rampion 2 at 32.4km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>windfarm Area of Search, and of views from nearby loW Coastal Path over Culver Down.</p> <ul style="list-style-type: none"> • The viewpoint is well-known as having particular scenic qualities due to its elevation, which affords panoramic views over the adjacent areas of coastal farmland and pastures, beyond to the northern parts of the Isle of Wight, across the Solent to Portsmouth, north-east along the mainland coast and east to the open seascape. • As well as the nearby coastal path, there are parking facilities providing easy access to aid the enjoyment of the panoramic view. • The viewpoint is located within the loW AONB. The distinct central chalk downland ridge that runs from Bembridge Downs to Culver Cliff and the coast between Whitecliff Bay to Foreland is part of the designated loW AONB, however wide parts of the panorama to the north are 	<p>skyline is retained on either side of the array, and the WTGs are sufficiently distant and narrow in lateral extent, that the panoramic views to the sea are retained.</p> <ul style="list-style-type: none"> • Size/amount visible: The proposed WTGs to the west of the windfarm Area of Search in the extension area that are closest to the viewpoint will appear more prominent than the WTGs which recede with distance to the east and south. Due to the elevation of the viewpoint, the full towers of the proposed WTGs to the west of the extension area are likely to be visible; with only upper towers and rotors of WTGs extending east likely to be visible at greater distance. • Scale: The vertical height/apparent scale of the proposed WTGs will be relatively small, forming small-scale elements in the view, due to their long distance offshore and the large scale of the seascape in the view. The vertical scale of the proposed WTGs contrasts with the horizontal emphasis of the sea skyline but will be smaller in vertical scale than many of the other vertical features in the view, such as the Yarborough Monument, telegraph masts and tall buildings such as the Spinnaker Tower. • Consistency of image: Rampion 1 Wind Farm is theoretically visible however, in reality at 53.5km distance from the viewpoint it is rarely visible and 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>not within the designated landscape.</p> <ul style="list-style-type: none"> The view illustrates some of the special qualities of the loW AONB, notably the diversity of landscape identified in Special Quality 1, 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), which are provided planning policy protection. Views from the chalk downlands of the Isle of Wight are well recognised through references in art and literature. <p>Susceptibility: Medium-high</p> <ul style="list-style-type: none"> Representative of view experienced by visitors to Bembridge Fort and Bembridge Down (National Trust) as well as walkers on the nearby loW coastal path, whose main attention and interest are partially on the sea views, as well as the 	<p>barely perceptible even in excellent visibility. Rampion 2 will therefore introduce new WTG elements to the receiving view.</p> <ul style="list-style-type: none"> Skyline/background: Despite the high elevation of the viewpoint, due to the relatively long distance of the offshore elements of Rampion 2, the proposed WTGs will appear on the horizon, rather than being seen 'within' its seascape. It is viewed as a horizon development within the open seascape, clearly separated from the loW and mainland coast by large areas of intervening seascape. Contrast/context: The proposed WTGs will add new offshore elements in the long-distance sea views from this coastal downland at Bembridge and Culver Down, on the skyline backdrop to the South Wight seascape. The proposed WTGs will add new, distant landmarks in the eastern views to the open sea, generally viewed as being recessive in the context of more prominent foreground influences. The proposed WTGs will be viewed in the context of the diverse landscape of the Isle of Wight, including both the designated chalk downlands and coastlines, the surrounding non-designated pastoral farmlands, urbanised coast, holiday parks and Bembridge Airport, as well as the urbanised mainland coastline and busy seascape of the eastern Solent. The appearance of the WTGs will relate rationally to 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>wider panorama and activities in which they are engaged.</p> <ul style="list-style-type: none"> Viewpoint is visited by a moderate number of people visiting Bembridge Fort and Bembridge Down (National Trust) or accessing via the nearby IoW coastal path. It is a relatively direct view out to sea from the coastal edge, from an elevated position on the chalk downland affording long-distance views over the open seascape to the east, in which viewers are more liable to be influenced by the offshore elements of Rampion 2. The long distance of the windfarm Area of Search offshore from the people experiencing the view moderates the susceptibility to change. The view is relatively open and offshore to the east, extending straight out to the open seascape beyond Culver Down, with the coastal view interrupted by nearby landmarks such as Yarborough Monument on Culver 	<p>the visual exposure and large scale of the seascape. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape. Views north across the northern parts of the Isle of Wight and the Solent to the mainland, which is the main directional focus of the panorama, will remain unaffected.</p>	

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		<p>Down and extensive holiday park development at Whitecliff Bay.</p> <ul style="list-style-type: none"> There are few specific focal points of interest offshore, other than the transitional influence of boats and vessels. The view north is the main directional focus across the northern part of the Isle of Wight, Bembridge Harbour and across the Solent to the mainland coastline. The City of Portsmouth includes numerous focal points that form landmarks on the coast and the seas are scattered with numerous sailing boats, ferries and large vessels. Walkers and visitors are likely to be focused on the experience of visual amenity gained from sea views at this location, however these sea views are heavily influenced by the intervening holiday park development, the busy seascape of the Solent and the urban mainland coastline. 		
35	St. Boniface Down above Ventnor	<p>Sensitivity: High</p> <p>The sensitivity of the viewpoint is considered to be high, reflecting that</p>	<p>Magnitude of change: Low</p> <p>The magnitude of change to the view resulting from the operation and maintenance of the offshore</p>	<p>Not significant (Moderate/minor),</p>

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	Isle of Wight	<p>the view has high value and the receptors experiencing the view have a medium-high susceptibility to change, based on the following assessment.</p> <p>Susceptibility: Medium-high Visitors (Ventnor Downs and Luccombe National Trust site); Residents (Ventnor); Walkers (IoW Coastal Path)</p> <p>Value: High</p> <ul style="list-style-type: none"> 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. It is a specific view from Bonchurch Down that is identified on OS maps but is also representative of the view from the Luccombe National Trust site, 	<p>elements of Rampion 2 is assessed as low, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 37.0km from the viewpoint, with the offshore elements of Rampion 2 appearing on the distant seascape skyline, beyond the immediate seascape context. Rampion 2 will be viewed in the context of a vast seascape where the turbines will be located at distances of at least 37.0km, oblique to the main directional focus to Culver Cliff, without interrupting the immediate seascape. Field of view: The lateral spread of the offshore elements of Rampion 2 will occupy approximately 11.3° of the field of view, which is considered a relatively narrow HFoV as a portion of the sea view component of the wider 360° panorama available to the observer. The proposed WTGs will create a new windfarm influence on the distant sea skyline to the east, which may partially reduce the sense of openness in long distance views east, however the open sea skyline is retained on either side of the array, and the WTGs are sufficiently distant and narrow in lateral extent, that the panoramic views to the sea are retained. 	<p>direct, long-term and reversible.</p> <p>Likelihood of effect: Very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 25.4% visibility frequency of the offshore elements of Rampion 2 at 37km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>the footpaths and open access land within this area, forming the chalk downland at the south-eastern extent of the loW AONB.</p> <ul style="list-style-type: none"> • Footpaths, parking and benches are provided to aid enjoyment of the view. • The viewpoint is well-known as having particular scenic qualities due to its elevation, which affords panoramic and direct views of the sea across foreground vegetation on steep eastern slope of the downs. • There is open access land and footpaths which provide access links from the nearby loW coastal path, and parking facilities providing easy access to aid the enjoyment of the panoramic view. • The viewpoint is located within the loW AONB. The distinctive Ventnor and Shanklin Downs form a series of chalk upland downs that dip steeply on their southern and eastern slope to the Undercliff, below the viewpoint and to the open seascape 	<ul style="list-style-type: none"> • Size/amount visible: The proposed WTGs to the west of the windfarm Area of Search in the extension area that are closest to the viewpoint will appear more prominent than the WTGs which recede with distance to the east and south. Due to the elevation of the viewpoint, the full towers of the proposed WTGs to the west of the extension area are likely to be visible; with only upper towers and rotors of WTGs extending east likely to be visible at greater distance. • Scale: The vertical height/apparent scale of the proposed WTGs will be relatively small, forming small-scale elements in the view, due to their long distance offshore and the large scale of the seascape in the view. The vertical scale of the proposed WTGs contrasts with the horizontal emphasis of the sea skyline. • Consistency of image: Rampion 1 Wind Farm is theoretically visible however, in reality at 59.2km distance from the viewpoint it is rarely visible and barely perceptible even in excellent visibility. Rampion 2 will therefore introduce new WTG elements to the receiving view. • Skyline/background: Despite the high elevation of the viewpoint, due to the relatively long distance of the offshore elements of Rampion 2, the proposed WTGs will appear on the horizon, rather than being seen 'within' its seascape. It is 	

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		<p>beyond. The view also extends north to Culver Cliff/Culver Downs which are also within the loW AONB, however wider parts of the panorama to the north are not within the designated landscape and include the heavily settled east Wight coast along Shanklin and Sandown Bay.</p> <ul style="list-style-type: none"> • The view illustrates some of the special qualities of the loW AONB, notably the diversity of landscape identified in Special Quality 1, 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), which are provided planning policy protection. • Views from the chalk downlands of the Isle of Wight are well recognised through references in art and literature. <p>Susceptibility: Medium-high</p>	<p>viewed as a horizon development within the open seascape, clearly separated from the loW and mainland coast by large areas of intervening seascape.</p> <ul style="list-style-type: none"> • Contrast/context: The proposed WTGs will add new offshore elements in the long-distance sea views from this coastal downland, on the skyline backdrop to the South Wight seascape. The proposed WTGs will add new, distant landmarks in the eastern views to the open sea, generally viewed as being recessive in the context of more prominent foreground influences. The proposed WTGs will be viewed in the context of the diverse landscape of the Isle of Wight, including both the designated chalk downlands and coastlines, the surrounding non-designated pastoral farmlands, urbanised East Wight coast and mainland coastline and busy seascape of the eastern Solent. The appearance of the WTGs will relate rationally to the visual exposure and large scale of the seascape. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape. Views north across the northern parts of the Isle of Wight and the Solent to the mainland, which is the main directional focus of the panorama, will remain unaffected. 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<ul style="list-style-type: none"> Representative of view experienced by visitors to the OS marked viewpoint at Bonchurch Down and the wider extent of the elevated St Boniface and Luccombe Downs (National Trust), whose main attention and interest are partially on the sea views, as well as the wider panorama and activities in which they are engaged. To some degree the viewpoint is also representative of views from the nearby loW Coastal Path, however the path is at lower elevation and passes through extensive woodland between Dunnose and Luccombe Bay. Viewpoint is visited by a moderate number of people visiting the OS marked viewpoint at Bonchurch Down and the Luccombe National Trust area, or walkers accessing via footpaths from the nearby loW coastal path. It is a relatively direct view out to sea from the coastal edge, from 		

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>an elevated position on the chalk downland affording largely uninterrupted long-distance views over the open seascape to the east, in which viewers are more liable to be influenced by the offshore elements of Rampion 2. The long distance of the windfarm Area of Search offshore from the people experiencing the view moderates the susceptibility to change.</p> <ul style="list-style-type: none"> There are few specific focal points of interest offshore in the view east, other than the transitional influence of boats and vessels. The view north is the main directional focus along Sandown Bay to the white chalk cliffs at Culver Cliff/Bembridge Down, the Solent and the mainland coastline beyond. The City of Portsmouth includes numerous focal points that form landmarks on the coast and the seas are scattered with numerous sailing boats, ferries and large vessels. 		

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		<ul style="list-style-type: none"> Walkers and visitors are likely to be focused on the experience of visual amenity gained from sea views at this location, however these sea views are heavily influenced by scattered settlement, urban coastal development and the busy seascape of the Solent. 		
43	Gilkicker Point (Figure 16.57) Hampshire	<p>Sensitivity: Medium</p> <p>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, based on the following assessment.</p> <p>Value: Medium</p> <ul style="list-style-type: none"> The viewpoint is located at Gilkicker Point, near to Fort Gilkicker on the Solent Way, which rounds the headland and fort at this point. Specific view from the southern seaward extremity of the headland between Stokes Bay and the mouth of Portsmouth 	<p>Magnitude of change: Low</p> <p>The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as low, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 37.9km from the viewpoint, with the offshore elements of Rampion 2 appearing in the mid-ground, beyond the immediate seascape context. Rampion 2 will be viewed in the context of a vast seascape where the turbines will be located at distances of at least 37.9km, oblique to the harbour mouth, without interrupting the immediate seascape at the Solent or the waters of Portsmouth Harbour. Field of view: The lateral spread of the offshore elements of Rampion 2 will occupy approximately 23.4° of the field of view, which is considered a 	<p>Not Significant (Minor), direct, long-term and reversible.</p> <p>Likelihood of effect: Very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 25.4% visibility frequency of the offshore elements of</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>Harbour, where it meets the open sea at the harbour mouth.</p> <ul style="list-style-type: none"> The viewpoint is not identified in OS maps and / or tourist information and signage, however it has informal recognition and is well-known at a local level as having particular scenic qualities as part of the walk around Gilkicker Point. There are no particular facilities provided at viewpoint to aid the enjoyment of the view, other than the shingle path that follows the coastal edge around the point. The viewpoint is not located within a designated landscape the CHAONB and is not afforded any planning policy protection, however parts of the visible landscape to the south-west across the Solent are designed as part of the Isle of Wight AONB, implying a higher value to these areas of the view. The view has scenic qualities relating to the content and composition of the visible 	<p>relatively narrow HFoV as a portion of the sea view component of the wider 360° panorama available to the observer. The proposed WTGs will create a new windfarm influence on the distant skyline to the south-east, which may partially reduce the sense of openness/increase enclosure in views east along the Solent to the open sea, however the open sea skyline is retained on either side of the array, and the WTGs are sufficiently distant and narrow in lateral extent, that the panoramic views to the sea are retained across the Solent.</p> <ul style="list-style-type: none"> Size/amount visible: The proposed WTGs to the west of the windfarm Area of Search in the extension area that are closest to the viewpoint will appear more prominent than the WTGs which recede with distance to the east and south. The lower towers of the proposed WTGs to the west of the extension area are behind the skyline, with upper towers and rotors visible above the skyline; with only blade tips of WTGs extending east likely to be visible at greater distance. Scale: The vertical height/apparent scale of the proposed WTGs will be relatively small, forming small-scale elements in the view, due to their long distance offshore and the large scale of the seascape in the view. The vertical scale of the proposed WTGs contrasts with the horizontal emphasis of the sea skyline but will be smaller in 	<p>Rampion 2 at 37.9km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>landscape, in particular it looks along the eastern Solent and across the Solent to the northern coastline of the Isle of Wight and its elevated chalk downs. The seaward panorama is likely to be valued by people walking at Gilkicker Point, as are views of the landmarks within Portsmouth Harbour.</p> <ul style="list-style-type: none"> The view is not well recognised through references in art or literature, however it is situated near Scheduled Monument - 1276716 Fort Gilkicker, which has strategic/cultural importance for its defence position with sea views. <p>Susceptibility: Medium</p> <ul style="list-style-type: none"> Representative of view experienced by walkers at Gilkicker Point on the Solent Way, and recreational boating at the mouth of Portsmouth Harbour/in the eastern Solent, whose main attention and interest are partially on the sea 	<p>vertical scale than many of the foreground vertical features in the view, such as rigs/markers, tall buildings on the urban coast, boat masts and large vessels.</p> <ul style="list-style-type: none"> Consistency of image: Rampion 2 will introduce new WTG elements to the receiving view as Rampion 1 Wind Farm is not visible (due its distance). There are many other vertical elements of comparable or larger scale in the busy intervening seascape nearer to the viewpoint, which appear larger in scale than the distant proposed WTGs beyond. Skyline/background: Due to the relatively low elevation of the viewpoint, the offshore elements of Rampion 2 will be seen on the sea skyline (rather than 'within' its seascape). The offshore elements of Rampion 2 will be located within open seascape, separated clearly from the coast, in the context of the intervening, non-designated and urbanised coastline and busy seascape that visually influences the seascape setting. Contrast/context: The proposed WTGs will add further offshore elements on the seascape skyline backdrop to the busy seascape of the eastern Solent in views across the open waters at the mouth of Portsmouth Harbour. The proposed WTGs will add new, distant landmarks in the eastern views to the open sea, generally 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>views, as well as the activities in which they are engaged.</p> <ul style="list-style-type: none"> Viewpoint is visited by a moderate to large number of people accessing Gilkicker Point, living in Gosport or taking part in recreational boating at the harbour mouth/eastern Solent. On a busy summer's day there is potential for the character of view to be influenced by intensity of recreational boating use in the nearshore waters. Direct view out to sea from the coastal edge, from low coastline over open and exposed sea, in which viewers are more liable to be influenced by the offshore elements of Rampion 2, partially enclosed by mainland coastline and Isle of Wight which channel views east along the Solent. The view is open and offshore to the south-east, with few specific points of interest offshore, other than the transitional influence of boats and vessels. The view east extends across the harbour 	<p>viewed in the as being recessive in the context of more prominent foreground seascape influences. The appearance of the WTGs will relate rationally to the visual exposure and large scale of the seascape. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape. Views 'into' Portsmouth Harbour and views across the Solent to the Isle of Wight, which is the main directional focus of the panorama, will remain unaffected.</p>	

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		<p>mouth to the urban coastline of Portsmouth and Southsea Common to the east, however the main directional focus of the view is across the Solent to the Isle of Wight to the south/south-east.</p> <ul style="list-style-type: none"> Walkers are likely to be partially focused on the experience of visual amenity gained from sea views at this location, however these sea views are heavily influenced by the busy seascape with numerous large vessels coming into Portsmouth and the urban coastline. Visual amenity is also only incidental to some of the more active recreational activities taking place. 		
47	<p>High Weald (near Bolney) (Figure 16.58)</p> <p>West Sussex</p>	<p>Sensitivity: Medium</p> <p>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, based on the following assessment.</p>	<p>Magnitude of change: Negligible</p> <p>The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as negligible, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 33.4km from the viewpoint, with some of the offshore elements of 	<p>Not significant (Minor/negligible)</p> <p>, direct, long-term and reversible.</p> <p>Likelihood of effect:</p> <p>Very good or excellent visibility</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>Value: Medium-high</p> <ul style="list-style-type: none"> 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. It is not a specific viewpoint nor identified in tourist information and signage however, it is representative of views from the closest parts of the High Weald. There are no facilities provided at viewpoint to aid the enjoyment of the view, which is incidental to the experience of walking on the PRoW. The viewpoint is located within the High Weald AONB and although it is not afforded specific protection in planning policy, parts of the visible landscape are within the AONB and more distantly the SDNP, which forms the backdrop to the south. Views from the High Weald across the Low Weald to the elevated landform of the South Downs have informal recognition 	<p>Rampion 2 therefore potentially being visible at long distance beyond the intervening landform of the South Downs.</p> <ul style="list-style-type: none"> Field of view: The lateral spread of the offshore elements of Rampion 2 will occupy approximately 12.6° of the field of view. Viewed from this direction, this is considered a relatively narrow portion of the view component of the wider view available to the observer. Size/amount visible: The majority of the offshore elements of Rampion 2 will not be visible due to the intervening screening and curtailment of the view by the landform of the South Downs. A small number of blade tips of the proposed WTGs may be visible over a lower-lying section of the skyline of the South Downs, in the principal directional focus of the view south over the Low Weald to the South Downs escarpment. Scale: The vertical height/apparent scale of the proposed WTGs will be small, at such distance, forming small-scale elements in the view, due to their long distance, limited amount of the turbine blades visible and the large scale of the landscape in the view. Consistency of image: Rampion 2 will introduce new WTG elements to the receiving view as Rampion 1 Wind Farm is not visible, due to the distance and intervening terrain, and there are 	<p>required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 33.3% visibility frequency of the offshore elements of Rampion 2 at 33.4km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>and are well- known at a local level as having particular scenic qualities.</p> <ul style="list-style-type: none"> This particular view is not recognised through references in art or literature however, views of the South Downs have been inspiration for a host of writers and artists. <p>Susceptibility: Medium-low</p> <ul style="list-style-type: none"> The viewpoint is representative of views experienced by walkers using the PRoW south of Park Farm, which connects to the High Weald Landscape Trail further south within Bolney Wood. The view is also to some degree representative of views experienced by local residents of Bolney. Walkers attention and interest is likely to be on their surroundings, including the view south to the South Downs across the Weald. There are no views of the sea due to the curtailment by the intervening elevated landform of 	<p>few other vertical elements of comparable vertical form to the proposed WTGs except for the overhead transmission line pylons that cross the Weald in the mid-ground of the view.</p> <ul style="list-style-type: none"> Skyline/background: A small number of blade tips of the proposed WTGs will be viewed partially over the skyline backdrop to the landform of the South Downs when looking south over the Low Weald towards the downs. This group of visible blade tips appear in a lower-lying section of the skyline. Although there is no visible seascape, due to height of the WTGs, the blade tips of a small number of WTGs are likely to be visible over the landform skyline. Since there is no view of the seascape in which they are located, they are likely to be perceived as if they were 'onshore' WTGs on the skyline of the South Downs, albeit at long distance, small scale and in a small grouping on the distant skyline. Contrast/context: The WTGs appear in the backdrop to the immediate landscape context of the Low Weald, adding elements to the skyline beyond. The appearance of the WTGs may contrast with the perceived qualities of parts of the visible landscape however, their appearance will relate rationally to the visual range and large scale. The movement of rotor blades will introduce further complexity and slow visual 	

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		<p>the South Downs, such that there is no visible seascape context in the view. Viewers are therefore less liable to be influenced by the offshore elements of Rampion 2.</p> <ul style="list-style-type: none"> • The view from the PRow is likely to be visited or used by a relatively low number of people. • The view is focused in a specific directional vista across the pastoral and wooded landscape of the Weald towards the South Downs, which forms a notable landform backdrop of interest in the view south. • Viewers are likely to be focused on the experience of a high level of visual amenity at the location due to its overall pleasantness as an attractive visual setting. 	<p>movement, being intermittently visible due to their rotation behind the skyline.</p>	
50	<p>The Trundle (Figure 16.59)</p> <p>SDNP</p>	<p>Sensitivity: Medium-high</p> <p>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, based on the following assessment.</p>	<p>Magnitude of change: Medium</p> <p>The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium, based on the following assessment.</p> <ul style="list-style-type: none"> • Distance: The closest part of the wind farm Area of Search will be located 28.9km from the 	<p>Significant (Moderate), direct, long-term and reversible.</p> <p>Likelihood of effect:</p>

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>Value: High</p> <ul style="list-style-type: none">• 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.• The viewpoint is location on the Monarch's Way, which passes over the hill, but it can also be easily accessed via a short walk from a visitor car park.• Other than the footpath, there are no particular facilities provided to aid enjoyment of the view from the top of the hill, but there are similar panoramic views from the visitor car park below.• Scheduled Monument - 1018034 The Trundle hillfort.• Viewpoint is within the SDNP and overlooks the designated landscape of wooded downs to the north of Chichester. It is representative of views from the high downs looking south out to sea and is also representative of		<p>viewpoint, with the offshore elements of Rampion 2 located at increasingly long distance from the wooded estate downlands in this area, and appearing in the background, adjacent to and behind Rampion 1 Wind Farm. Clear separation between the coast and the offshore elements of Rampion 2 will be retained in the view, such that it is clearly viewed 'offshore' in its open seascape. Rampion 2 will be viewed in the context of a vast seascape where the turbines will be located at distances of at least 28.9km, without interrupting the intervening wooded downs or immediate nearshore seascape.</p> <ul style="list-style-type: none">• Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending the WTG developed skyline mainly westwards, approximately tripling the extent of the WTG array and occupying 52.2° of the field of view. Viewed from this direction, this is considered a relatively moderate portion of the sea view component of the wider 360° panoramic view available to the observer. The additional westward spread of the Extension Area along the sea skyline is most notable. The panoramic views to the sea are retained, albeit with an increased windfarm developed influence, with open undeveloped seascape to the east and west of the array maintained. The panoramic view north	<p>Very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 36.9% visibility frequency of the offshore elements of Rampion 2 at 28.9km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>views of specific landmarks – both Chichester Cathedral and Goodwood Racecourse. It is a popular point from which to view the races.</p> <ul style="list-style-type: none"> The elevated position on the downs means this view represents the <i>'breathtaking views'</i> and <i>'stunning panoramic views of the sea'</i> that are identified in the first of the SDNP special qualities, as well as the <i>'diversity of landscapes'</i> in the SDNP, and <i>'rich cultural heritage of the Downs'</i> (Special Quality 6) which are afforded planning policy protection. The view also reveals the tranquillity of the downs compared to the settled coastal plain (Special Quality 3). The view has high scenic qualities relating to the content and composition of the visible landscape. The open downs give way to extensive areas of mature estate woodlands blanketing the mid-ground of the view on the dip-slopes dropping south, before 	<p>over the wooded downs and south-west over the Chichester Harbour AONB to the Isle of Wight remains unaffected.</p> <ul style="list-style-type: none"> Size/amount visible: All of the proposed WTGs will be visible in the seascape alongside Rampion 1, with the proposed WTGs to the west of the windfarm Area of Search in the extension area appearing more prominent than those which recede with distance to the east and south of Rampion 1. Scale: The vertical height/apparent scale of the proposed WTGs will be relatively moderate, at such distance, forming medium to small scale elements in the view, due to their long distance offshore and the large scale of the landscape and seascape in the view. Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs, however the height of the Rampion 2 WTGs will appear notably larger in apparent scale due to their taller height, larger rotor diameter and position closer to the viewpoint. Skyline/background: Due to the elevation of the viewpoint, the offshore elements of Rampion 2 will be seen 'within' its seascape (rather than beyond the horizon), in a seascape which is large scale and open with a relatively simple coastal 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>giving way to the developed coastal plain.</p> <ul style="list-style-type: none"> The view is not well recognised through references in art or literature, although the viewpoint is highlighted in the Trundle visitor information literature. <p>Susceptibility: Medium-high</p> <ul style="list-style-type: none"> Specific view experienced by people visiting the Trundle and representing views from this short section of the Monarch's Way over St Roche's Hill. People experiencing the view are likely to be walkers or people visiting to view the landscape, whose main interest and reason for visiting is on their surroundings and the panoramic view. Viewpoint likely to be visited by a moderate number of people. The view is not a direct view out to sea, as it is set back at relative distance inland from the coast on the wooded downland, with an intervening, non-designated and urbanised coastal strip between 	<p>context. The offshore elements of Rampion 2 will be located within the seascape backdrop to views across the wooded downland of the SDNP, but beyond the intervening, non-designated and urbanised coastal plain that visually influences and separates the downs from the sea and the offshore elements of Rampion 2 beyond.</p> <ul style="list-style-type: none"> Contrast/context: The WTGs will add further offshore elements in the sea view component beyond the wooded downland and developed coastal plain to the south-east, however they will not affect the wider panoramic view over the wooded downs of the SDNP to the north of the viewpoint, or the view across the Chichester Harbour AONB to the Isle of Wight to the south-west. The diversity of landscapes of the SDNP will remain visible and unmistakable in the panoramic view. The appearance of the WTGs may contrast with the perceived natural qualities of parts of the visible landscape however, they will be in the same portion of the view as the developed coastal plain and its urbanised coastline, and their appearance will relate rationally to Rampion 1, the visual exposure and large scale. The movement of rotor blades will introduce further complexity and slow visual movement to the view at long distance. 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>the viewpoint and the sea, which reduces the susceptibility of viewers to the influence of offshore elements, compared to positions on the coastal edge of the SDNP.</p> <ul style="list-style-type: none"> Due the elevation of the wooded downs at this location, the viewpoint provides an amphitheatre for views over the downland to the north, Goodwood Racecourse, Chichester and Chichester Harbour AONB, and the wider coastal plain to the sea beyond to the south, in which changes arising from offshore elements are likely to be readily experienced in the backdrop to the coastal plain, albeit at considerable distance. The view is panoramic in all directions and not focused over a specific directional vista, including views of the sea to the south, but encompassing a wide panorama with other focal points such as the downs and the Isle of 		

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		<p>Wight being directed away from the windfarm area of Search.</p> <ul style="list-style-type: none"> Viewers are focused on the experience of a high level of visual amenity at the location, which is partially influenced by views of the urbanised coastal plain between the viewpoint and the sea that detract from the existing visual amenity. The visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs as visible elements experienced in the view of the sea, which moderates susceptibility to change as WTGs are a characteristic feature in the sea view. 		
51	Ditchling Beacon (Figure 16.60) SDNP	<p>Sensitivity: Medium-high</p> <p>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, based on the following assessment.</p>	<p>Magnitude of change: Medium</p> <p>The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 23.4km from the 	<p>Significant (Moderate), direct, long-term and reversible.</p> <p>Likelihood of effect:</p>

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>Value: High</p> <ul style="list-style-type: none">• Ditchling Beacon is a specific viewpoint on the South Downs Way, where the hill fort provides a natural vantage point from within the National Trust site but is also representative of the views from the section of the South Downs Way across the open downs between the Ouse and Adur valleys.• Other than the path of the South Downs Way, there are no facilities provided to aid enjoyment of the view.• Scheduled Monument - 1015340 Hillfort, Ditchling Beacon.• Viewpoint is within the SDNP and overlooks the designated landscape of open downs between the Ouse and Adur and their associative seascape setting to the south. It is particularly representative of views from the scarp looking north across the Low Weald outside the SDNP, but also takes		<p>viewpoint, with the offshore elements of Rampion 2 at relative distance and appearing in the background, partially to the fore, adjacent to and behind Rampion 1 Wind Farm. Clear separation between the coast and the offshore elements of Rampion 2 will be retained in the view, such that it is clearly viewed 'offshore' in its open seascape. Rampion 2 will be viewed in the context of a vast seascape where the turbines will be located at distances of at least 23.4km, without interrupting the intervening open downs or immediate nearshore seascape.</p> <ul style="list-style-type: none">• Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending the WTG developed skyline both westwards and eastwards, more than doubling the extent of the WTG array and occupying approximately 50.6° of the field of view. Viewed from this direction, this is considered a relatively moderate portion of the sea view component of the wider 360° panoramic view available to the observer. The panoramic views to the sea are retained, albeit with an increased windfarm developed influence, with open undeveloped seascape to the east and west of the array maintained. The principal directional focus of the panoramic view north over the Low Weald is unaffected.	<p>Very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 47.1% visibility frequency of the offshore elements of Rampion 2 at 23.4km.</p>

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		<p>in views south out to sea, across the Adur to Ouse open downland and parts of the city of Brighton.</p> <ul style="list-style-type: none"> The elevated position on the scarp of the downs means this view represents the '<i>stunning panoramic views to the sea and across the Weald</i>' that are identified in SDNP Special Quality 1 and the '<i>diversity of landscapes</i>' in the SDNP, which are afforded planning policy protection. The view has high scenic qualities relating to the content and composition of the visible landscape, which is well known and of interest to visitors/users of the South Downs Way. The view is not well recognised through references in art or literature, although the viewpoint is noted in literature about the South Downs Way. <p>Susceptibility: Medium-high</p> <ul style="list-style-type: none"> Representative of view experienced by people using the 	<ul style="list-style-type: none"> Size/amount visible: All of the proposed WTGs will be visible in the seascape alongside Rampion 1, with the proposed WTGs to the east of the windfarm Area of Search appearing more prominent than those which recede with distance to the west and south. Scale: The vertical height/apparent scale of the proposed WTGs will be relatively moderate, at such distance, forming medium-scale elements in the view, due to their long distance offshore and the large scale of the seascape in the view. Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs, however the height of the Rampion 2 WTGs will appear notably larger in apparent scale due to their taller height, larger rotor diameter and position closer to the viewpoint. Skyline/background: Due to the elevation of the viewpoint, the offshore elements of Rampion 2 will be seen 'within' its seascape (rather than beyond the horizon), albeit the seascape is large scale and open with a relatively simple coastal context. The offshore elements of Rampion 2 will be located within the seascape backdrop to views across the open downland of the SDNP, but beyond the intervening, non-designated and urbanised coastal strip that visually influences 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>South Downs Way from the section of open downland between the Ouse and the Adur valleys, and visitors to the National Trust site with open access land, whose main interest is on their surroundings.</p> <ul style="list-style-type: none"> • Viewpoint likely to be visited by moderate number of people walking the South Downs Way. • The view is not a direct view out to sea, as it is set back at relative distance inland from the coast on the open downland, with an intervening, non-designated and urbanised coastal strip between the viewpoint and the sea, which reduces the susceptibility of viewers to the influence of offshore elements, compared to positions on the coastal edge of the SDNP. • Due the elevation of the open downs at Ditchling Beacon, the viewpoint provides an amphitheatre for panoramic views, including the sea to the south, in which changes arising 	<p>and separates the downs from the sea and the offshore elements of Rampion 2 beyond.</p> <ul style="list-style-type: none"> • Contrast/context: The WTGs will add further offshore elements in the panoramic sea view beyond the open downland and developed coastline but will not affect the main visual focus which is to north over the Low Weald. The diversity of landscapes of the SDNP will remain visible and unmistakable in the panoramic view. The appearance of the WTGs may contrast with the perceived natural qualities of parts of the visible landscape however, they will be in the same portion of the view as the heavily developed urbanised coastline, and their appearance will relate rationally to Rampion 1, the visual exposure and large scale. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape. 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>from offshore elements are likely to be readily experienced, albeit at considerable distance.</p> <ul style="list-style-type: none"> • The view is focused over a specific directional vista to the north from the scarp across the Low Weald (outside the SDNP), away from the sea and windfarm area of Search. • Viewers are focused on the experience of a high level of visual amenity at the location, however there are a number of elements associated with the urbanised coastal strip between the viewpoint and the sea that detract from the existing visual amenity. • The visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs as visible elements experienced in the view of the sea, which moderates susceptibility to change as WTGs are a characteristic feature in the sea view. 		

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
52	<p>Chanctonbury Ring (Figure 16.61)</p> <p>SDNP</p>	<p>Sensitivity: Medium-high</p> <p>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, based on the following assessment.</p> <p>Value: High</p> <ul style="list-style-type: none"> This specific 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. It is also representative of the view from the section of the South Downs Way across the open downs between the Adur and Arun Valleys. Other than the walking trail, there are no other particular facilities to aid enjoyment of the view. Scheduled Monument - 1015114 Chanctonbury Ring hillfort. Viewpoint is within the SDNP and overlooks the earthworks 	<p>Magnitude of change: Medium</p> <p>The magnitude of change to the view resulting from the operation and maintenance of the offshore elements of Rampion 2 is assessed as medium, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 23.4km from the viewpoint, with the offshore elements of Rampion 2 at relative distance and appearing in the background, adjacent to and behind Rampion 1 Wind Farm. Clear separation between the coast and the offshore elements of Rampion 2 will be retained in the view, such that it is clearly viewed 'offshore' in its open seascape. Rampion 2 will be viewed in the context of a vast seascape where the turbines will be located at distances of at least 23.4km, without interrupting the intervening open downs or immediate nearshore seascape. Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending the WTG developed skyline both westwards and eastwards, more than doubling the extent of the WTG array and occupying approximately 72° of the field of view. Viewed from this direction, this is considered a relatively wide portion of the sea view component of the wider 360° panoramic view available to the observer. The additional 	<p>Significant (Major/moderate), direct, long-term and reversible.</p> <p>Likelihood of effect: Very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 47.1% visibility frequency of the offshore elements of Rampion 2 at 23.4km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>associated with Chanctonbury Ring, however the panorama also extends south over the open downs between the Arun and Adur to their seascape backdrop beyond the developed coastal plain to the south.</p> <ul style="list-style-type: none"> The viewpoint is representative of views of specific landmarks in the SDNP, but its elevated position means it is also representative of the '<i>stunning panoramic views to the sea</i>' that are identified in SDNP Special Quality 1 and the '<i>diversity of landscapes</i>' in the SDNP, which are afforded planning policy protection. The viewpoint is representative of views of specific landmarks in the SDNP (Chanctonbury Ring) which displays well-conserved historical features that reveal the rich cultural heritage of the Downs (Special Quality 6), while also revealing other special qualities, such as a sense of tranquillity and relatively 'unspoilt' landscapes that lack intrusive development (Special Quality 3). 	<p>westward spread of the Extension Area along the sea skyline is most notable. The panoramic views to the sea are retained, albeit with an increased windfarm developed influence, with open undeveloped seascape to the east and west of the array maintained. The panoramic view north over the Low Weald is unaffected.</p> <ul style="list-style-type: none"> Size/amount visible: All of the proposed WTGs will be visible in the seascape alongside Rampion 1, with the proposed WTGs to the west of the windfarm Area of Search appearing more prominent than those which recede with distance to the east and south. Scale: The vertical height/apparent scale of the proposed WTGs will be relatively moderate, at such distance, forming medium-scale elements in the view, due to their long distance offshore and the large scale of the seascape in the view. Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs, however the height of the Rampion 2 WTGs will appear notably larger in apparent scale due to their taller height, larger rotor diameter and position closer to the viewpoint. Skyline/background: Due to the elevation of the viewpoint, the offshore elements of Rampion 2 will be seen 'within' its seascape (rather than 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<ul style="list-style-type: none"> The view has high scenic qualities relating to the content and composition of the visible landscape, which is well known viewpoint and of interest to visitors. The view is not well recognised through references in art or literature, although the viewpoint is noted in literature about the South Downs Way which notes views of Chanctonbury Ring as well as over the Low Weald to the north. <p>Susceptibility: Medium-high</p> <ul style="list-style-type: none"> Representative of view experienced by people using the South Downs Way along the ridgeway of Chanctonbury Ring, but also representative of view from the section of open downland between the Adur and Arun valleys, as well as specific visitors to Chanctonbury Ring prehistoric hill fort, whose main interest is on their surroundings. 	<p>beyond the horizon), albeit the seascape is large scale and open with a relatively simple coastal context. The offshore elements of Rampion 2 will be located within the seascape backdrop to views across the open downland of the SDNP, but beyond the intervening, non-designated and urbanised coastal strip that visually influences and separates the downs from the sea and the offshore elements of Rampion 2 beyond.</p> <ul style="list-style-type: none"> Contrast/context: The WTGs will add further offshore elements in the panoramic sea view beyond the open downland and developed coastline but will not affect the view north over the Low Weald. The diversity of landscapes of the SDNP will remain visible and unmistakable in the panoramic view. The appearance of the WTGs may contrast with the perceived natural qualities of parts of the visible landscape however, they will be in the same portion of the view as the intermittently visible urbanised coastline, and their appearance will relate rationally to Rampion 1, the visual exposure and large scale. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape. 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<ul style="list-style-type: none"> • Viewpoint likely to be visited by moderate number of people walking the South Downs Way and visiting Chanctonbury Ring. • The view is not a direct view out to sea, as it is set back at relative distance inland from the coast on the open downland, with an intervening, non-designated and urbanised coastal strip between the viewpoint and the sea, which reduces the susceptibility of viewers to the influence of offshore elements, compared to positions on the coastal edge of the SDNP. • Due the elevation of the open downs at this location, the viewpoint provides an amphitheatre for panoramic views, including the sea to the south, in which changes arising from offshore elements are likely to be readily experienced, albeit at considerable distance. • The view is focused over the specific directional vista to the south across the coastal plain 		

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		<p>towards the seascape to the south, although there is a wider panorama to the west along the downs and east/north-east over the Low Weald.</p> <ul style="list-style-type: none"> • Viewers are focused on the experience of a high level of visual amenity at the location, however there are a number of elements associated with the urbanised coastal strip between the viewpoint and the sea that detract from the existing visual amenity. • The visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs as visible elements experienced in the view of the sea, which moderates susceptibility to change as WTGs are a characteristic feature in the sea view. 		
55	Beeding Hill (Figure 16.62) SDNP	Sensitivity: Medium The sensitivity of the viewpoint is considered to be medium, reflecting that the view has medium value and	Magnitude of change: Medium The magnitude of change to the view resulting from the operation and maintenance of the offshore	Significant (Moderate) , direct, long-term and reversible.

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>the receptors experiencing the view have a medium susceptibility to change, based on the following assessment.</p> <p>Value: Medium</p> <ul style="list-style-type: none"> Beeding Hill is a specific viewpoint on the route of the Monarch's Way, near to where it crosses the South Downs Way, but is not identified in tourist information and signage. It is representative of the views from the sections of these long distance trails from the open downs near the Adur Valley. Other than the paths of the South Downs Way and Monarch's Way, there are no other specific facilities to visitors that aid and facilitate enjoyment of the view. Viewpoint is within the SDNP and overlooks the designated landscape of open downs between the Adur and Ouse and their associative seascape setting to the south but is particularly representative of 	<p>elements of Rampion 2 is assessed as medium, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 19.9km from the viewpoint, with the offshore elements of Rampion 2 at relative distance and appearing in the background, adjacent to and behind Rampion 1 Wind Farm. Clear separation between the coast and the offshore elements of Rampion 2 will be retained in the view, such that it is clearly viewed 'offshore' in its open seascape. Rampion 2 will be viewed in the context of a vast seascape where the turbines will be located at distances of at least 19.9km, without interrupting the intervening open downs or immediate nearshore seascape. Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending the WTG developed skyline both westwards and eastwards, more than doubling the extent of the WTG array and occupying approximately 74.5° of the field of view. Viewed from this direction, this is considered a relatively wide portion of the sea view component of the wider 360° panoramic view available to the observer. The panoramic views to the sea are retained, albeit with an increased windfarm developed influence, with open undeveloped seascape to the east and 	<p>Likelihood of effect:</p> <p>Very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 56.8% visibility frequency of the offshore elements of Rampion 2 at 19.9km.</p>

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		<p>views from the scarp looking across the Adur Valley to the northern scarp slopes and the Low Weald (outside the SDNP).</p> <ul style="list-style-type: none"> The elevated position on the scarp of the downs means this view represents the '<i>stunning panoramic views to the sea and across the Weald</i>' that are identified in SDNP Special Quality 1 and the '<i>diversity of landscapes</i>' in the SDNP, which are afforded planning policy protection. The view has high scenic qualities relating to the content and composition of the visible landscape, which is well known viewpoint and of interest to visitors and users of the Monarch's Way/South Downs Way. The view is not well recognised through references in art and literature. <p>Susceptibility: Medium</p>	<p>west of the array maintained. The principal directional focus of the panoramic view east along the downs and north-east over the Low Weald is unaffected.</p> <ul style="list-style-type: none"> Size/amount visible: All of the proposed WTGs will be visible in the seascape alongside Rampion 1, with the proposed WTGs to the east of the windfarm Area of Search appearing more prominent than those which recede with distance to the west and south. Scale: The vertical height/apparent scale of the proposed WTGs will be relatively moderate, at such distance, forming medium-scale elements in the view, due to their long distance offshore and the large scale of the seascape in the view. Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs, however the height of the Rampion 2 WTGs will appear notably larger in apparent scale due to their taller height, larger rotor diameter and position closer to the viewpoint. Skyline/background: Due to the elevation of the viewpoint, the offshore elements of Rampion 2 will be seen 'within' its seascape (rather than beyond the horizon), albeit the seascape is large scale and open with a relatively simple coastal context. The offshore elements of Rampion 2 will 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<ul style="list-style-type: none"> Representative of view experienced by walkers and cyclists using the Monarch's Way and South Downs Way from the section across the Adur to Ouse open downs near the Adur Valley, whose main interest and reason for visiting is on their surroundings and the view, including views south to the sea and east/north-east to the south downs scarp slopes and the Low Weald. Viewpoint likely to be visited by a moderate number of people either walking or cyclists on the Monarch's Way/South Downs Way. The view is not a direct view out to sea, as it is set back at relative distance inland from the coast on the open downland, with an intervening, non-designated and urbanised coastal strip between the viewpoint and the sea, which reduces the susceptibility of viewers to the influence of offshore elements, compared to 	<p>be located within the seascape backdrop to views across the open downland of the SDNP, but beyond the intervening, non-designated and urbanised coastal strip that visually influences and separates the downs from the sea and the offshore elements of Rampion 2 beyond.</p> <ul style="list-style-type: none"> Contrast/context: The WTGs will add further offshore elements in the panoramic sea view beyond the open downland and developed coastline but will not affect the main visual focus which is east along the south downs and north-east to the Low Weald. The diversity of landscapes of the SDNP will remain visible and unmistakable in the panoramic view. The appearance of the WTGs may contrast with the perceived natural qualities of parts of the visible landscape however, they will be in the same portion of the view as the heavily developed urbanised coastline, and their appearance will relate rationally to Rampion 1, the visual exposure and large scale. The proposed WTGs will be viewed through the prominent overhead transmission line and electrical pylons that occupy the foreground of the view towards the sea, and at considerably smaller scale. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape. 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>positions on the coastal edge of the SDNP.</p> <ul style="list-style-type: none"> • Due the elevation of the open downs the viewpoint provides an amphitheatre for panoramic views, including the sea to the south, in which changes arising from offshore elements are likely to be readily experienced, albeit at considerable distance. • The view is focused over a specific directional vista to the east/north-east along the downs to the scarp and across the Low Weald, away from the sea and windfarm area of Search. • Viewers are focused on the experience of a high level of visual amenity at the location, however the urbanised coastal strip between the viewpoint and the sea influences visual amenity. The prominent overhead transmission line and electrical pylons in the foreground of the view south towards the sea also detract from the visual amenity experienced. 		

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		<ul style="list-style-type: none"> The visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs as visible elements experienced in the view of the sea, which moderates susceptibility to change as WTGs are a characteristic feature in the sea view. 		
57	Telscomb Tye (Figure 16.63) SDNP	<p>Sensitivity: 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, based on the following assessment.</p> <p>Value: Medium</p> <ul style="list-style-type: none"> The viewpoint is a specific viewpoint located at Telscomb Tye on coastal edge of the SDNP in immediate backdrop to Peacehaven, within the relatively undeveloped section of downland near the coast within a small section of the SDNP that extends 	<p>Magnitude of 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, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 15.9km from the viewpoint, with the offshore elements of Rampion 2 at relative distance and appearing in the background, partially to the fore, adjacent to and behind Rampion 1 Wind Farm. Clear separation between the coast and the offshore elements of Rampion 2 will be retained in the view, such that it is clearly viewed 'offshore' in its open seascape. Rampion 2 will be viewed in the context of a vast seascape where the turbines will be located at distances of at least 15.9km, 	<p>Significant (Major/moderate), direct, long-term and reversible.</p> <p>Likelihood of effect: Good, very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 67.6% visibility frequency of the offshore</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>down to the coast at Telscombe Cliffs between Saltdean and Peacehaven.</p> <ul style="list-style-type: none"> View is within the SDNP but outside the Sussex Heritage Coast, representative of views from one of the closest sections of the SDNP to the windfarm area of Search, where there open downland between Saltdean and Peacehaven which falls within the SDNP. View from the chalk cliffs of the SDNP looking out to sea, representing the '<i>breathhtaking views</i>' and '<i>stunning panoramic views to the sea</i>' identified in SDNP special quality 1, which are afforded planning policy protection. The view has some scenic qualities relating to the content and composition of the visible landscape, overlooking the open downlands on the coastal edge of the SDNP, however there are notable built development influences which reduces scenic 	<p>without interrupting the intervening open downs or immediate nearshore seascape.</p> <ul style="list-style-type: none"> Field of view: The lateral spread of the offshore elements of Rampion 2 will affect the same part of the view as Rampion 1, while also extending the WTG developed skyline both westwards and eastwards, more than doubling the extent of the WTG array and occupying approximately 51.3° of the field of view. Viewed from this direction, this is considered a relatively moderate portion of the sea view component of the wider 360° panoramic view available to the observer. The panoramic views to the sea are retained, albeit with an increased windfarm developed influence, with open undeveloped seascape to the east and west of the array maintained. The directional focus of the panoramic view towards landmarks such as the white chalk cliffs at Seaford Head to the south-east is unaffected. Size/amount visible: All of the proposed WTGs will be visible in the seascape alongside Rampion 1, with the proposed WTGs to the east of the windfarm Area of Search appearing more prominent than those which recede with distance to the west and south. Scale: The vertical height/apparent scale of the proposed WTGs will be relatively moderate, at such distance, forming medium-scale elements in 	<p>elements of Rampion 2 at 15.9km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>qualities, due to the extensive urbanised coastal edge development at Saltdean and Peacehaven in the foreground of the view towards the sea.</p> <p>Susceptibility: Medium-high</p> <ul style="list-style-type: none"> Representative of view experienced by people walking to Telscombe Tye via local footpaths from Telscombe and Saltdean, whose main attention and interest are likely to be on their surroundings. Viewpoint is likely to be visited by a moderate number of people, using the local footpaths from these villages but is not a particularly popular visitor/tourist destination compared to other coastal destinations with the SDNP/Sussex Heritage Coast to the east. Relatively direct view out to sea from the just inland of the coastal edge, in which viewers are more liable to be influenced by the offshore elements of Rampion 2 	<p>the view, due to their long distance offshore and the large scale of the seascape in the view.</p> <ul style="list-style-type: none"> Consistency of image: Rampion 2 will introduce elements that are characteristic in the receiving view with a similar form to the Rampion 1 WTGs, however the height of the Rampion 2 WTGs will appear notably larger in apparent scale due to their taller height, larger rotor diameter and position closer to the viewpoint. Skyline/background: Due to the elevation of the viewpoint, the offshore elements of Rampion 2 will be seen 'within' its seascape (rather than beyond the horizon), albeit the seascape is large scale and open with a relatively simple coastal context. The offshore elements of Rampion 2 will be located within the seascape backdrop to views across this area of coastal downland of the SDNP, but beyond the intervening, non-designated and urbanised coastal strip that visually influences and separates the downs from the sea and the offshore elements of Rampion 2 beyond. Contrast/context: The WTGs will add further offshore elements in the panoramic sea view beyond the coastal downland and developed coastline but will not affect other areas of visual focus such as views to Seaford Head or north to the south downs. The diversity of landscapes of 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>(than locations in the SDNP further inland).</p> <ul style="list-style-type: none"> • The view is open and offshore to the south, with few specific points of interest offshore, other than Rampion 1, and extends across the urbanised coastline of Saltdean and Peacehaven towards the coast. The white cliffs at Seaford Head are visible along the coast to the south-east and form landmarks in the view, as are the communications masts and power station in the views west. • Viewers are focused on the experience of a high level of visual amenity at the location, however there are a number of elements associated with the urbanised coastal strip between the viewpoint and the sea that detract from the existing visual amenity. • The visual amenity experienced by the viewers is already influenced by the presence of the existing Rampion 1 WTGs as 	<p>the SDNP will remain visible and unmistakable in the panoramic view. The appearance of the WTGs may contrast with the perceived natural qualities of parts of the visible landscape however, they will be in the same portion of the view as the heavily developed urbanised coastline, and their appearance will relate rationally to Rampion 1, the visual exposure and large scale. The movement of rotor blades will introduce further complexity and visual movement to the view, although it is a dynamic seascape.</p>	

ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		visible elements experienced in the view of the sea, which moderates susceptibility to change as WTGs are a characteristic feature in the sea view.		
61	A27 near Lancing College (Figure 16.64) SDNP	<p>Sensitivity: 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 susceptibility to change, based on the following assessment.</p> <p>Value: Low</p> <ul style="list-style-type: none"> 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 and the entrance to Lancing College. It is not a specific viewpoint nor identified in tourist information and signage however, it is representative of views from the 	<p>Magnitude of 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, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 17.3km from the viewpoint, with the offshore elements of Rampion 2 at relative distance and located behind intervening buildings, earthworks and vegetation. Field of view: The lateral spread of the offshore elements of Rampion 2 will theoretically occupy 85.2° of the field of view, however the potential spread of proposed WTGs will not be evident due to the foreground screening of buildings, landform and vegetation. Size/amount visible: The proposed WTGs will be screened behind foreground buildings, landform and vegetation with the urban areas of 	<p>Not significant (Negligible), direct, long-term and reversible.</p> <p>Likelihood of effect: Good, very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 62.1% visibility frequency of the offshore elements of Rampion 2 at 17.3km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>closest parts of the A27 between Lancing and Shoreham-by-Sea.</p> <ul style="list-style-type: none"> There are no facilities provided at viewpoint to aid the enjoyment of the view, which is incidental to the experience of driving along the A27 on the urban edge of the SDNP. The view is within and on the edge of the SDNP, with Lancing College forming a specific landmark, however it overlooks the urban areas to the south of the road towards the coast, which implies a lower value to the visible landscape. View has low scenic qualities relating to the content and composition of the visible landscape, which includes large-scale urban development, construction works and the main A27 road corridor. The view does not have informal recognition and is not well-known at a local level, as having particular scenic qualities, Lancing College forms a dramatic 	<p>Shoreham-by-Sea, Lancing and construction works to the south of the A27.</p> <ul style="list-style-type: none"> Scale: The vertical height/apparent scale of the proposed WTGs will be evident in the view due to the foreground screening. Consistency of image: Rampion 1 wind farm is also not visible in the view due to the intervening screening of buildings, landform and vegetation, therefore there will be no scale contrasts with existing WTGs. Skyline/background: Views of the sea are not possible due to the intervening urban areas, landform and vegetation, such that the offshore elements of Rampion 2 will not be viewed within their seascape context. Contrast/context: The occasional WTG blade tip may be visible in the backdrop to the foreground urban areas, but are largely screened by intervening landform, buildings and vegetation, such that there is limited contrast with the existing elements that will continue to define the view. 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>landmark in views from nearby parts of the road.</p> <ul style="list-style-type: none"> The view is not recognised through references in art or literature. <p>Susceptibility: Low</p> <ul style="list-style-type: none"> Representative of view experienced by road users on the A27, whose main attention and interest is on the road ahead, with fleeting and transient views of the surrounding landscape. Viewpoint is likely to be visited by a high number of people, using the main A27 road. It is an indirect view inland from the coast, which is separated from the seascape by intervening urban development such that sea views are not possible, in which viewers are not liable to be influenced by the offshore elements of Rampion 2. Viewers are not focused on the experience of high visual amenity in this location, with relatively low levels of visual amenity present 		

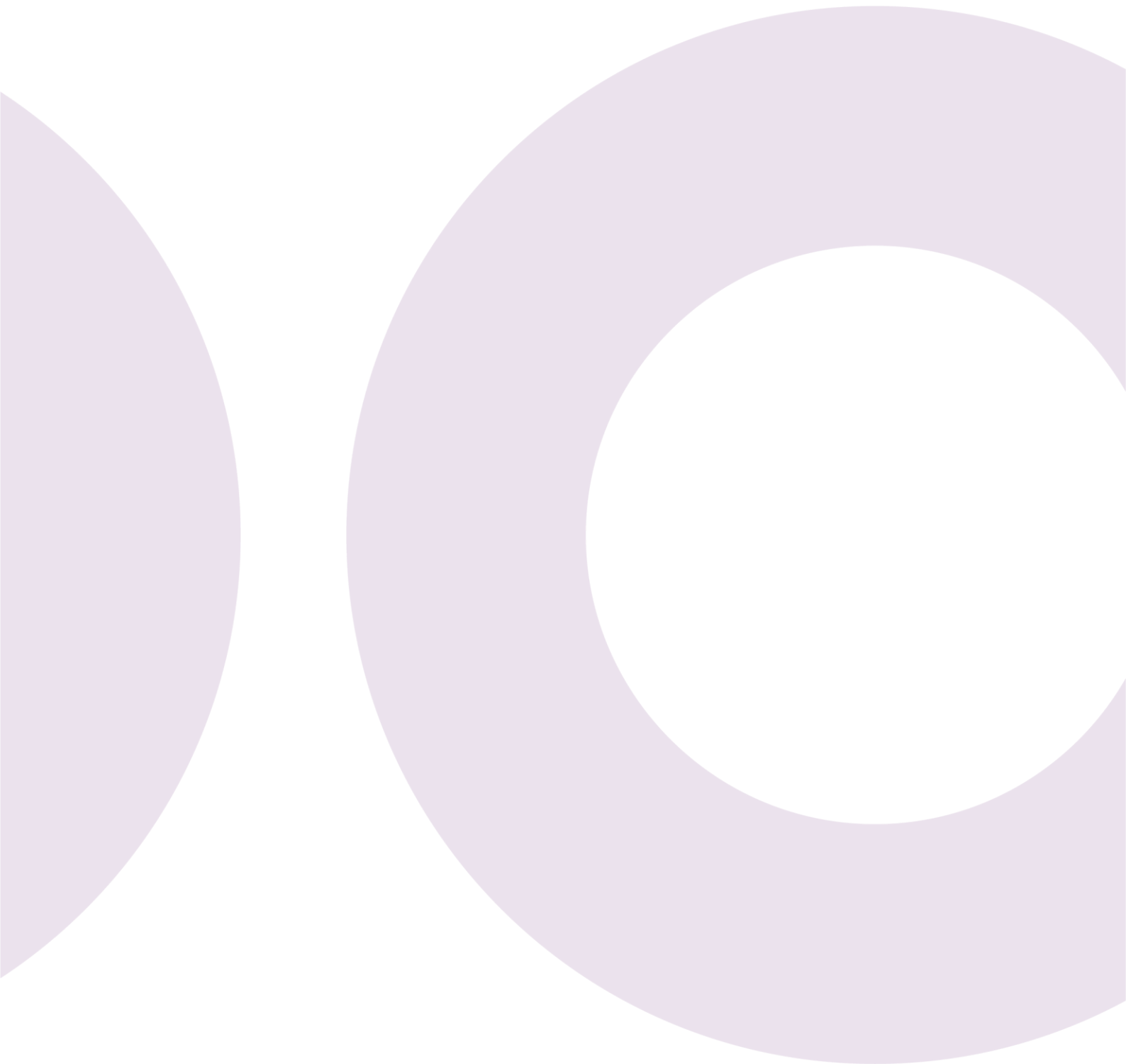
ID ¹	Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
		due to the urban influences and construction works present in the view.		
62	Beacon Hill, South Downs Way (Figure 16.65) SDNP	<p>Sensitivity: Medium The sensitivity of the viewpoint is considered to be medium, reflecting that the view has high value and the receptors experiencing the view have a medium-low susceptibility to change, based on the following assessment.</p> <p>Value: High</p> <ul style="list-style-type: none"> The viewpoint is located at 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. Harting Down is a popular location for visiting with car parking, popular walks and paragliding off the northern scarp slopes, and is noted as a key view from the South Downs Way. 	<p>Magnitude of 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, based on the following assessment.</p> <ul style="list-style-type: none"> Distance: The closest part of the wind farm Area of Search will be located 38.5km from the viewpoint, with the offshore elements of Rampion 2 located at long distance from the viewpoint and appearing in the background, as a new element, with Rampion 1 Wind Farm scarcely visible due to the distance and intervening terrain. Due the limited amount of sea view, there is not always a clear separation between the offshore elements of Rampion 2 and the open downland, such that parts of the array are seen behind the downs, while the western parts of the array are viewed more clearly in the visible seascape. Field of view: The lateral spread of the offshore elements of Rampion 2 will be located in the same part of the view as Rampion 1, increasing visibility of WTGs in this part of the view to the south-east, while extending the WTG developed skyline mainly westwards, occupying 41.6° of the field of view. Viewed from this direction, this is 	<p>Not significant (Minor), direct, long-term and reversible.</p> <p>Likelihood of effect: Very good or excellent visibility required for the offshore elements of Rampion 2 to be visible. Met Office visibility data indicates 25.4% visibility frequency of the offshore elements of Rampion 2 at 38.5km.</p>

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<ul style="list-style-type: none"> The viewpoint is an OS marked viewpoint on the South Downs Way National Trail. Viewpoint is within the SDNP and is representative of view from the scarp looking north across the Rother Valley to the Greensand Hills, and along the chalk ridgeline and northern scarp slopes of the South Downs. As the landform falls away gradually to the south, views extend across the wooded downland and the south coast plain to the distant sea beyond. The elevated position on the scarp means this view type represents the '<i>breathhtaking views</i>' that are noted in the first of the SDNP special qualities and the '<i>diversity of landscapes</i>' in the SDNP, including some of the contrasts between habitats of the South Downs. It also reveals the tranquillity of the downs, as a result of the lack of intrusive development and sense of space (Special Quality 3). 	<p>considered a relatively moderate to narrow portion of the wider 360° panoramic view available to the observer. The additional westward spread of the extension area along the sea skyline is most notable, behind the downs and into the section of open seascape at distance beyond the coastal plain. The panoramic views to the sea are retained, albeit with an increased windfarm developed influence, with open undeveloped seascape to the west of the array maintained. The panoramic view north across the Rother Valley to the Greensand Hills, and east along the scarp slopes of the South Downs remain unaffected.</p> <ul style="list-style-type: none"> Size/amount visible: The upper parts/rotors/blade tips of the proposed WTGs will be partially visible behind the wooded downs of the SDNP, with the proposed WTGs to the west of the windfarm Area of Search extending into the open seascape in the extension area, appearing more prominent when viewed in full beyond the lower lying coastal plain. Scale: The vertical height/apparent scale of the proposed WTGs will be relatively small, at such distance, forming small scale elements in the view, due to their long distance and the large scale of the landscape and seascape in the view. 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<ul style="list-style-type: none"> The view has high scenic qualities relating to the content and composition of the visible landscape. There are views along the northern scarp slope of the downs and the open undeveloped downs, which give 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 developed coastal plain and the seascape beyond. The view is not well recognised through references in art or literature, although the dramatic views are highlighted in National Trust visitor information. <p>Susceptibility: Medium-low</p> <ul style="list-style-type: none"> Specific view experienced by people visiting Harting Down and Beacon Hill, walking or cycling on the South Downs Way, or using areas of open access land for recreation, whose main interest and reason for visiting is on their 	<ul style="list-style-type: none"> Consistency of image: Rampion 2 will introduce new WTG elements to the receiving view as Rampion 1 Wind Farm is scarcely visible, due to the distance and intervening terrain, and there are few other vertical elements of comparable scale or form to the proposed WTGs. Skyline/background: Due to the elevation of the viewpoint, the offshore elements of Rampion 2 will be partially seen 'within' its seascape, in the extension area, while also appearing partially within the skyline backdrop to the landform of the south downs when looking south-east along the downs towards the coast. The offshore elements of Rampion 2 will be located partially within the seascape backdrop to views across the intervening, non-designated and urbanised coastal plain that visually influences and separates the downs from the sea and the offshore elements of Rampion 2 beyond. Contrast/context: The WTGs will add further offshore elements in the sea view component beyond the wooded downland and developed coastal plain to the south-east, however they will not affect the panoramic view north across the Rother Valley to the Greensand Hills, and east along the scarp slopes of the South Downs. The diversity of landscapes of the SDNP will remain visible and unmistakable in the panoramic view. 	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>surroundings and the panoramic view.</p> <ul style="list-style-type: none"> • Viewpoint likely to be visited by a moderate to high number of people visiting the National Trust site and the South Downs Way. • The view is not a direct view out to sea, as it is set back at long distance inland from the coast on the open downs, with an intervening, non-designated and urbanised coastal plain between the viewpoint and the sea, which reduces the susceptibility of viewers to the influence of offshore elements, compared to positions on the coastal edge of the SDNP. • Due the elevation of the open downs at this location, the viewpoint provides an observation point for views along the south downs extending south-east towards the coast, as well as the wider coastal plain to the sea beyond to the south, in which changes arising from offshore elements are likely to be 	<p>The appearance of the WTGs may contrast with the perceived natural qualities of parts of the visible landscape however, they will be partially located in the same portion of the view as the urbanised coastal plain, and their appearance will relate rationally to the visual exposure and large scale.</p>	

ID ¹ Viewpoint	Sensitivity to change	Magnitude of change	Significance of residual effects
	<p>experienced in the backdrop to the coastal plain, albeit only in excellent visibility at considerable distance.</p> <ul style="list-style-type: none"> • The view is panoramic in all directions however, the main directional focus is the view north from the scarp looking across the Rother Valley to the Greensand Hills and east along the downs and their northern scarp slopes. The wider panorama includes subtle views of the distant sea to the south, where there is a small section of seascape skyline visible between the rolling downlands. • Viewers are focused on the experience of a high level of visual amenity at the location, which is partially influenced by views of the urbanised coastal plan between the viewpoint and the sea that detract from the existing visual amenity. 		



4.16.5



Volume 4, Appendix 16.5

Preliminary assessment of aviation and navigation lighting visual effects



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1. Introduction

- 1.1.1 This appendix to **Chapter 16: Seascape, landscape and visual amenity, Volume 2** provides an assessment of the visual effects arising from the visible lighting requirements (aviation and marine navigational) of the offshore elements of Rampion 2, which is summarised in **Chapter 16, Volume 2**.
- 1.1.2 Civil Aviation Authority (CAA) guidance requires that 'en-route obstacles' at or above 150m above ground level are lit with visible lighting to assist their detection by aircraft. As such, there is potential that parts of the offshore elements of Rampion 2 may be visible at night. The effect of the offshore elements of Rampion 2 at night would result primarily from visible medium intensity (2,000 candela) red coloured aviation light fittings located on the nacelles of all peripheral WTGs.
- 1.1.3 This Appendix is structured as followed:
- **Section 2: Regulations and guidance;**
 - **Section 3: Consultation;**
 - **Section 4: Assessment methodology;**
 - **Section 5: Baseline conditions;**
 - **Section 6: Environmental Measures;**
 - **Section 7: Assessment of visual effects;**
 - **Section 8: Summary; and**
 - **Section 9: References.**
- 1.1.4 This visual assessment of WTG lighting is supported by plan figures (**Figure 16.11, Figure 16.12 and Figure 16.25, Volume 3**) and night-time photomontage visualisations from four viewpoints:
- **Figure 16.27i-j, Volume 3** Viewpoint 2 Birling Gap;
 - **Figure 16.42j-m, Volume 3** Viewpoint 17 - Devil's Dyke;
 - **Figure 16.50g-h, Volume 3** Viewpoint 27 Hollingbury Hillfort; and
 - **Figure 16.53, Volume 3** Viewpoint 31 Butser Hill.
- 1.1.5 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).
- 1.1.6 A description of the proposed lighting is found within **Chapter 4: The Proposed Development** and **Chapter 16: Civil and military aviation, Volume 2**.

2. Regulations and guidance

2.1 ICAO / Civil Aviation Authority (CAA) Regulations

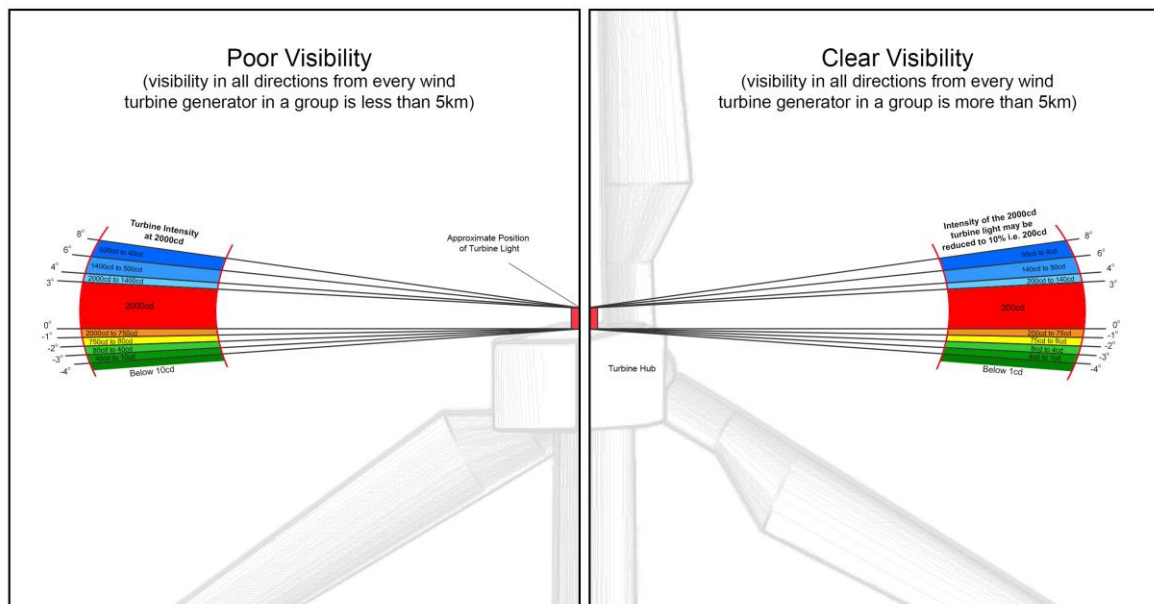
- 2.1.1 ICAO (a UN body) sets international Standards; Recommendations and 'Notes' for aviation lighting in its publication 'Annex 14 to the Convention on International Civil Aviation' - Volume I Aerodrome Design and Operations (ICAO, Eighth Edition, July 2018).
- 2.1.2 ICAO Table 6.1 (page 6-4) identifies the international definitions of daylight; twilight and night based on measured background illuminance as follows.
- Daylight: Above 500cd/m²;
 - Twilight: 50-500cd/m²; and
 - Night: Below 50cd/m².
- 2.1.3 For 2,000 candela medium intensity steady or fixed red lights, ICAO indicates a requirement for no lighting to be switched on until 'Night' has been reached, as measured at 50cd/m² or darker.
- 2.1.4 ICAO Table 6.3 (page 6-5) identifies minimum requirements and recommendations for 2,000cd aviation lights on WTG generators (WTGs) at 150m and above. In summary the minimum requirements are:
- 0 to +3 ° from horizontal: 2,000cd minimum average intensity (or 1,500cd minimum intensity); and
 - -1 degree from horizontal: 750cd minimum intensity.
- 2.1.5 The European Aviation Safety Agency (EASA) implements ICAO in European airspace. In pursuit of international standards for use around the globe, a project team has been established to provide clearer direction to lighting manufacturers, as there is scope for interpretation of ICAO in different ways by manufacturers.
- 2.1.6 Within the UK, the ICAO/ EASA requirements for lighting WTGs are implemented through CAA publication 'CAP 764: Policy and Guidelines on Wind Turbines', and 'CAP393: Air Navigation Order 2016'. CAA have confirmed that UK policy broadly aligns with the International standards, including insofar as the point at which lights must be switched on at 'Night' rather than 'Twilight'.
- 2.1.7 The proposed WTGs, at a maximum of 325m to blade tip, would require lighting under Article 222 of the Air Navigation Order (ANO, 2016). This requires medium intensity 'steady' red aviation lights (emitting 2,000 candela) to be fitted at nacelle level. In addition, the CAA requires low intensity lights to be fitted at the intermediate level on the WTG tower (CAA, 2017)..
- 2.1.8 Air Navigation Order 2016 (CAP393) Article 223 (8) states that *"If visibility in all directions from every WTG generator in a group is more than 5km the light intensity for any light required by this article to be fitted to any generator in the group and displayed may be reduced to not less than 10% of the minimum peak intensity specified for a light of this type."* This allows the minimum intensities

identified above to be dimmed to 10% of their values if meteorological conditions permit (i.e. the 2,000cd minimum intensity may be dimmed to 10%, or 200cd, if visibility is greater than 5km, i.e. in moderate to excellent or 'clear' visibility).

2.2 Aviation Lights - Interpretations of ICAO/CAA Regulations

- 2.2.1 A diagrammatic interpretation of the minimum requirements of ICAO/CAP393 based on information provided by a specific bulb manufacturer ('LuxSolar Medium Intensity Obstruction Light') is shown in **Plate 2-1**. It illustrates the potential light intensity from a medium-intensity nacelle mounted aviation light, based on the ICAO minimum standard of 2000cd minimum average intensity required over +3° beam spread from the horizontal. It also provides illustration of the likely light intensity in poor visibility <5km (2,000cd) and clear visibility >5km (200cd).

Plate 2-1 Diagrammatic interpretation of minimum requirements of ICAO/CAP393

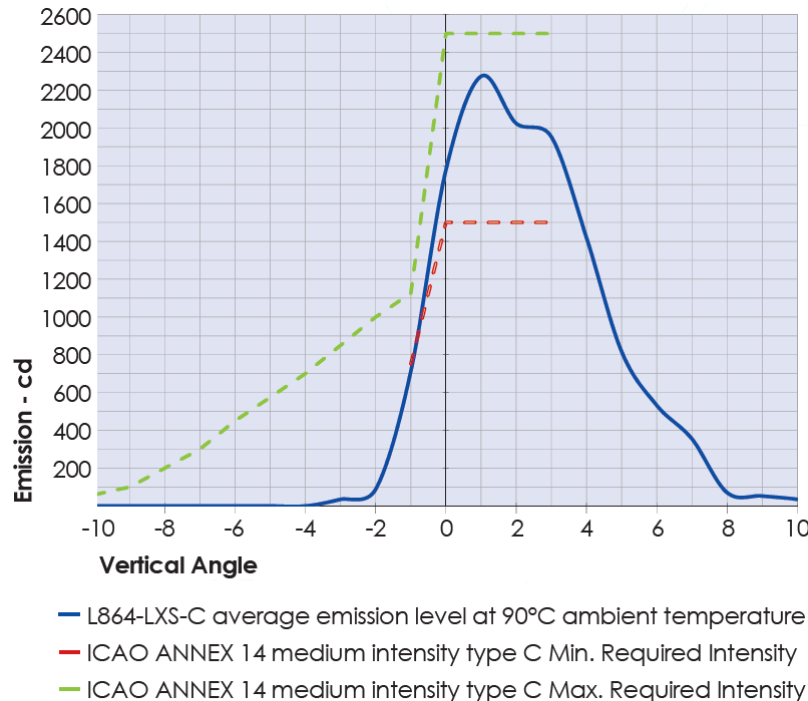


Note: the WTG in the diagram is only split vertically to illustrate the difference between the light intensity in poor visibility (2000cd) and clear visibility (200cd).

- 2.2.2 The graph in **Plate 2-2** below illustrates the ICAO (Annex 14) minimum required (red line) and maximum recommended (green line) light intensity emission that may be experienced at various vertical angles, with the horizontal plane of the lights represented by 0 degrees vertical angle. The average emission level of the LuxSolar Medium Intensity Obstruction Light is also shown (blue line) is also shown, providing an illustration of the light emissions for one particular model of light. Whilst the precise model of light to be used for the proposed Development is not known at this time, the graph clearly demonstrates that the intensity of the aviation lights requires to be most intense between 0 to +3° from horizontal and that the intensity of emitted light required by ICAO is lower below the horizontal. The use of a particular model of aviation light which offers a reduced light intensity below the horizontal and above +3° would provide mitigation of the intensity of the

lights for receptors viewing them from areas below the horizontal. This is described further in **Section 6**.

Plate 2-2 Lighting Intensity Graph¹



2.3 Guidelines for Landscape and Visual Impact Assessment (GLVIA3)

- 2.3.1 GLVIA3 (page 103) provides the following guidance on the assessment of lighting effects: *“For some types of development the visual effects of lighting may be an issue. In these cases it may be important to carry out night-time ‘darkness’ surveys of the existing conditions in order to assess the potential effects of lighting and these effects need to be taken into account in generating the 3D model of the scheme. Quantitative assessment of illumination levels, and incorporation into models relevant to visual effects assessment, will require input from lighting engineers, but the visual effects assessment will also need to include qualitative assessments of the effects of the predicted light levels on night-time visibility.”*
- 2.3.2 GLVIA3 (page 60) also provides the following guidance with regards to mitigation of obtrusive light: *‘lighting for safety or security purposes may be unavoidable and may give rise to significant adverse effects; in such cases, consideration should be given to different ways of minimising light pollution and reference should be made to appropriate guidance, such as that provided by the Institution of Lighting Professionals (ILP, 2011)’.*

¹ LuxSolar Medium Intensity Obstruction Light CAP 168 MIOL-C: Data Sheet, January 2018.

2.4 Institute of Lighting Professional Guidance

2.4.1 Guidance produced by the Institute of Lighting Professionals (ILP) (2011) (GN01:2011) is useful in setting out some key terminology that is used in this visual assessment of WTG lighting:

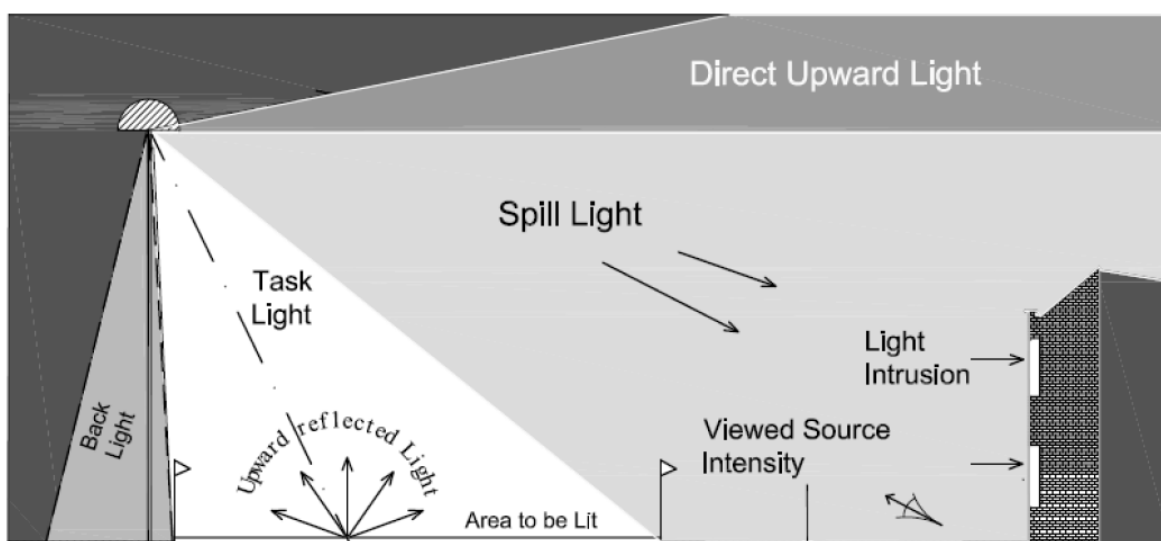
- **'Obtrusive Light'**, whether it keeps you awake through a bedroom window or impedes your view of the night sky, is a form of pollution, which may also be a nuisance in law and which can be substantially reduced without detriment to the lighting task.
- **Skyglow** – the brightening of the night sky;
- **Glare** – the uncomfortable brightness of a light source when viewed against a darker background; and
- **Light Intrusion** – the spilling of light beyond the boundary of the property or area being lit, are all forms of obtrusive light which may cause nuisance to others.

2.4.2 CPRE also identifies these same broad terms as the three types of light pollution:

- **'Skyglow** – the pink or orange glow we see for miles around towns and cities, spreading deep into the countryside, caused by a scattering of artificial light by airborne dust and water droplets.
- **Glare** – the uncomfortable brightness of a light source.
- **Light intrusion** – light spilling beyond the boundary of the property on which a light is located, sometimes shining through windows and curtains'.

2.4.3 Types of obtrusive light are identified in Figure 1 of the ILP (2011) guidance:

Plate 2-3 Types of Intrusive Light (ILP, 2011)



2.4.4 The following key guidance is noted:

- **'The most sensitive/critical zones for minimising sky glow are those between 90° and 100° (note that this equates to 0-10° above the horizontal).**

- *Keep glare to a minimum by ensuring that the main beam angle of all lights directed towards any potential observer is not more than 70°.*
- *In rural areas the use of full horizontal cut off luminaires installed at 0° uplift will, in addition to reducing sky glow, also help to minimise visual intrusion within the open landscape.*
- *Upward Light Ratio (ULR) of the Installation is the maximum permitted percentage of luminaire flux that goes directly into the sky. A ULR of 0 (zero) Candela (cd) is suggested for Dark Sky Parks.*

2.5 SNH guidance

Overview

- 2.5.1 Although SNH guidance is a material consideration only to development projects in Scotland, it does represent current and developing thinking and is specifically relevant to the assessment of wind farms, therefore it has been included and referred to within this Appendix in order to ensure the best possible assessment is presented for the Proposed Development.

Visual representation guidance

- 2.5.2 SNH Guidance on WTG lighting is contained in para 174-177 in Visual Representation of Windfarms (SNH, 2017) as follows:
- 2.5.3 *'Where an illustration of lighting is required, a basic visualisation showing the existing view alongside an approximation of how the wind farm might look at night with aviation lighting may be useful. This is only likely to be required in particular situations where the wind farm is likely to be regularly viewed at night (e.g. from a settlement, transport route) or where there is a particular sensitivity to lighting (e.g. in or near a Dark Sky Park or Wild Land Area). Not all viewpoints will need to be illustrated in this way. The visualisation should use photographs taken in low light conditions, preferably when other artificial lighting (such as street lights and lights on buildings) are on, to show how the wind farm lighting will look compared to the existing baseline at night. It is only necessary to illustrate visible lighting, not infrared or other alternative lighting requirements'.*

Evolving SNH approaches to WTG lighting

- 2.5.4 Recent SNH workshops indicate that a proportionate and pragmatic approach is required, both in terms of the need to assess likely significant effects under the EIA regulations, complying with current civil aviation standards and providing mitigation on a project and site-specific basis.
- 2.5.5 Mitigation options to eliminate or reduce the need for, and effects of, visible lighting are evolving quickly and developers are exploring these with consultees and the CAA in relation to specific sites. SNH has offered a perspective on the efficacy of different mitigation options, noting that the most effective appears to be radar activated, albeit accepting the considerable cost implications inherent in this potential option.

- 2.5.6 Ministers and planning authorities are using planning conditions to manage effects. It is recognised that developers need flexibility to utilise the most appropriate mitigation once they are ready to start discharging conditions. Conditions provide some flexibility for developers to identify the most appropriate mitigation option(s) post consent and prior to construction, and to agree these with the relevant decision maker.
- 2.5.7 In terms of visual effects, SNH's view (as expressed at a seminar in November 2019) is that lengthy debate about the exact brightness of lights (including in visualisations) is potentially not helpful and that it is better to focus on where they will be visible, how many lights will be visible and the level of change from the baseline situation. This is recognised in the visual assessment in this Appendix 16.5. SNH has also taken a pragmatic view with night-time visualisations, requesting that decision makers, consultees and communities require visualisations from a small number of relevant viewpoints to understand these effects. SNH also recognises the challenges of capturing night-time photography and accept that some post photographic manipulation of images to provide a good representation is acceptable.

2.6 SDNP Dark Skies Technical Advice Note

- 2.6.1 The SDNP Dark Skies Technical Advice Note (SDNPA, 2018) sets out guidance on the SDNPA's approach to lighting design and the protection and enhancement of dark skies within the SDNP.
- 2.6.2 It sets out general best practice lighting principles, including the following of relevance to the offshore elements of Rampion 2:
- *'New lighting should not adversely degrade the sky quality beyond the immediate area to be lit.*
 - *Point where the light is needed, not in a direction that causes a nuisance.*
 - *Switch off when not needed. Use proximity sensors. Avoid dusk-till-dawn sensors.*
 - *Light to the appropriate illuminance – do not over light needlessly'.*
- 2.6.3 Dark skies are identified as a special quality of the South Downs and generally defined as *'skies relatively free of light pollution where you can see a clear starry sky and importantly, our own galaxy the Milky Way, stretching as a ribbon of faint stars across the sky'.*
- 2.6.4 The SDNPA conducted a Sky Quality survey across the SDNP to establish the extent of darkness in a Sky Quality Map, which identified that around 70% of the SDNP has skies dark enough to qualify for a designation under International Dark Sky Association rules.
- 2.6.5 The South Downs was awarded International Dark Sky Reserve (IDSR) status in May 2016 to reflect the quality of skies and the commitment of the SDNPA in addressing light pollution and having a due regard for dark skies. The IDSR takes in the entire SDNP boundary but is largely defined by a critical core and buffer zone base where the darkest skies can be found.

- 2.6.6 Using sky quality measurements, the SDNP has been categorised into a number of dark zones, shown in **Figure 16.12, Volume 3** - Dark Sky Core (E0); 2km Buffer Zone (E1a); Transition Zone (E1b); and Urban (E3/4). These zones reflect the quality of the sky overhead, the IDSR designation and the general level of lighting, and are described further in **Section 5.2** of this Appendix with respect to the baseline conditions, and allow application of the guidance in combination with specific planning policy for the dark night skies of the SDNP (**Section 2.7**).
- 2.6.7 The Dark Skies Technical Advice Note (SDNPA, 2018) identifies that it is useful to regard the protection of dark skies as two distinct landscapes - *‘the skies above’* and *‘the land below’*. The *‘above’* landscape is the unobstructed sky full of stars. It is predominately affected by sky glow from the street-lights and lighting within the larger urban environment, but can also be affected by over-bright single sources. The guidance recommends *‘lighting designs that minimise light spill into the air’*.
- 2.6.8 The *‘below’* landscape is more the *‘continuity’* of darkness across the Downs themselves, where point sources of light can stand out due to the higher contrast between light and dark. While these sources may contribute less to the overhead quality, *‘being able to manage a landscape as a continuous dark habitat is of equal importance to protect this special quality and the relative tranquilly it offers’*.

Plate 2-4 Illustration of ‘dark skies’ and ‘dark landscape’ from SDNPA, 2018



- 2.6.9 With regards to the *‘below’* landscape and viewpoints, the Dark Skies Technical Advice Note (SDNPA, 2018) recommends (para 8.2.1.9) (emphasis added) that *‘There are many key daytime viewpoints across and outside the park which serve both the daytime and night. Proposals should consider the impact on these viewpoints, **particularly in regard to the disruption of the dark landscape continuity**. As large-scale developments are more likely outside the park, **consideration should be given to their impact on dark skies within the park.***

2.7 Planning Policy: South Downs Dark Night Skies

- 2.7.1 Strategic Policy SD8: Dark Night Skies of the South Downs Local Plan (SDNPA, July 2019) identified the specific lighting requirements and policy that developers need to meet with respect to the South Downs IDSR:
- 2.7.2 *“1. Development proposals will be permitted where they conserve and enhance the intrinsic quality of dark night skies and the integrity of the Dark Sky Core as shown on the Policies Map.*
- 2. Development proposals must demonstrate that all opportunities to reduce light pollution have been taken, and must ensure that the measured and observed sky*

quality in the surrounding area is not negatively affected, having due regard to the following hierarchy:

- a) *The installation of lighting is avoided; and*
- b) *If lighting cannot be avoided, it is demonstrated to be necessary and appropriate, for its intended purpose or use:*
 - i. *Any adverse impacts are avoided; or*
 - ii. *If that is not achievable, then adverse impacts are mitigated to the greatest reasonable extent.'*

Plate 2-5 Table form Strategic Policy SD8 (SDNPA, 2019)

Location	Requirements for level of protection				
Dark Sky Zone description	ILP guidance ³⁵	Landscape impact	Maximum Lux level (suggested 10 Lux)	Preferred lights-off curfew	Astronomical darkness curfew
E0 Dark Sky Core and areas outside this zone with a SQM ³⁶ of 20.5+	✓	✓	✓		✓
E1(a) 2km Buffer Zone and areas outside this and the above zone which are of intrinsic rural darkness with a SQM range of 20 to 20.5	✓	✓	✓	✓	
E1(b) Transition Zone and areas outside this and the above zones with a SQM range of ~15 to 20	✓	✓	✓		
E3/4 Urban zone with an SQM of <15	✓	✓			

3. Lighting which is proposed to be installed must meet or exceed the level of protection appropriate to the environmental zone, as shown on the Policies Map, as set out in the table above.

4. Outdoor lighting proposals are required to provide a statement to justify why the proposed lighting is required.

- 2.7.3 The purpose of Policy SD8 is to ensure that development does not harm the quality of dark night skies. The policy seeks to do this by ensuring that proposed lighting is necessary, and by reducing the unnecessary light spill that is often a result of poor design, in order to minimise the overall impact of light.
- 2.7.4 Policy SD8 applies across the International Dark Sky Reserve which covers the entirety of the SDNP. The lighting on the offshore elements of Rampion 2 is not located within any of the Dark Sky Zone areas defined in Policy SD8, being a minimum distance of 22.6km outside the Dark Sky Core; 20.6km outside the Buffer Zone; 16.1km outside the Intrinsic Rural Darkness Zone; and 13.5km outside the Transition Zone. Although the visible lighting of Rampion 2 is outside the IDSR, Policy SD8 aims to conserve and enhance all areas of intrinsic dark sky within the SDNP. The visual impacts of the lighting on the offshore elements of Rampion 2 is therefore assessed in this Appendix 16.5, since the aviation and marine navigation lighting may be visible in the seascape outside the IDSR (from locations within the IDSR), in order that the proposals take due consideration of the overall visual impact that the lighting will have on the landscape, in line with policy requirements.
- 2.7.5 In respect of the darkest areas of the IDSR, the South Downs LDP states at para 5.53 (emphasis added) that *'In the darkest areas, where control is more important, **the overall impact of the lighting should not harm the continuity of the dark landscape and ideally not be visible in any direction or in any form such as glare, skyglow, spill and reflection.** It also should **not reduce the measured and observed quality of easily visible astronomical features** such as the Milky Way and Andromeda Galaxy.*

3. Consultation

3.1 Consultation responses

- 3.1.1 A summary of the consultation responses received with regards to the visual impacts of aviation and marine navigation lighting on dark skies is provided in **Table 3-1**, summarised from the full responses set out in **Appendix 16.1, Volume 4**. Key information provided by consultees relevant to this visual assessment of aviation and marine navigation lighting is provided in **Table 3-1**, which also describes how issues raised by during these consultations have been addressed in this **Appendix 16.5, Volume 4**.

Table 3-1 Summary of consultation relevant to visual assessment of lighting

Consultee	Date/document	Comment	How this is addressed in this PEIR
PINS	Scoping Opinion August 2020	The ES should contain 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.	Assessment of the impact which the Proposed Development on dark skies undertaken in this Appendix 16.5, Volume 4. Figure 16.10, Volume 3 shows the SLVIA study area and South Downs IDSR.
MOD	Scoping Opinion August 2020	The report considers the requirement for aviation obstruction lighting and states that the development will comply with the legal requirements with regards to aviation marking and lighting. In the interests of air safety, the MOD would request that the development be fitted with MOD accredited aviation safety lighting in accordance with the Civil Aviation Authority, Air Navigation Order 2016.	The offshore elements of Rampion 2 will be with MOD accredited aviation safety lighting in accordance with the Civil Aviation Authority, Air Navigation Order 2016 as described in Chapter 4: The Proposed Development .

Consultee	Date/document	Comment	How this is addressed in this PEIR
South Downs National Park	Scoping Opinion August 2020	We welcome the confirmation given, in table 5.13.5, that the effects of the Rampion 2 lighting on the quality of dark night skies in the South Downs National Park is scoped in to the EIA. We also welcome the commitment given, in paragraph 6.2.84, that lighting requirements for the onshore elements of the proposed development will be reviewed and assessed and agreed with stakeholders between scoping and the PEIR.	Assessment of the impact which the Proposed Development on dark skies undertaken in this Appendix 16.5, Volume 4 . Lighting requirements and the scope of assessment for the offshore elements of the Proposed Development were reviewed and agreed with stakeholders during ETG meetings in September 2020 and March/April 2021. Assessment of lighting of onshore elements of the proposed development contained in Chapter 19: Landscape and Visual Impact, Volume 2 .
Natural England	Scoping Opinion August 2020	Aviation lighting. NE notes the intention to use medium density aviation warning lights (2000cd intensity) on the significant peripheral WTG. NE notes that other offshore windfarms currently in the design and determination phases are opting to use 200cd intensity lighting. NE requests that the applicant explores the possibility of using these lower intensity lights when weather conditions permit in order that any potential adverse effects on the South Downs IDSR are mitigated as far as possible.	As described in Section 4.1 and Section Error! Reference source not found. of this Appendix 16.5, Volume 4 , 2,000cd aviation lights may be dimmed to 10% of their intensity (200cd) where visibility conditions permit, when visibility from every WTG within the windfarm Area of Search is >5km.
Arun District Council	Viewpoint Selection Method Statement	Arun District Council would assume also that viewpoints have been	Night-time viewpoints have been selected within each of the dark

Consultee	Date/document	Comment	How this is addressed in this PEIR
	November 2020	selected in consideration of WTG lighting at night.	skies zone of the IDSR - Dark Sky Core; 2km Buffer Zone; Transition Zone; and Urban, as described and assessed in Section 7.2 of this Appendix 16.5, Volume 4 .
National Trust	ETG Meeting April 2020	We have checked the night skies areas and Bignor Hill is promoted for star gazing so we thought that a night-time impact assessment would be a good approach from this location.	Bignor Hill (Viewpoint 21) has been included in the assessment, however no night-time photography from this viewpoint is available in the PEIR. Night-time viewpoint photography will be undertaken within the core area of the South Downs IDSR, to be agreed in consultation with the SDNPA, likely at Bignor Hill (Viewpoint 21) (Dark Skies Discovery Site 5).
NE/SDNP	ETG Meeting April 2020	NE/SDNP to respond with confirmation of agreement or further recommendation of night time skies assessment viewpoints and methodology (as presented in the previous ETG meeting slides)	

4. Assessment methodology

4.1 Key maximum assessment assumptions

4.1.1 Based on the description of proposed WTG lighting in **Chapter 4: The Proposed Development** and the ICAO/CAA regulations and standards described in **Section 2.1**, the following assumptions have been made for the visual assessment with regards to lighting of the offshore elements of Rampion 2:

- the CAA requires that all obstacles at or above 150m above ground level are fitted with medium intensity (2,000cd) visible aviation lighting and, in the case of WTGs, these should be located on the nacelle;
- the CAA requires that a secondary light (of the same specification) is fitted for use only when the primary light fails and would not be lit concurrently; and
- there is an additional requirement for low intensity (32cd) aviation lights to be provided at an intermediate level of half the nacelle height. These would need to be fitted around the towers to allow for 360° horizontal visibility.

4.1.2 The visual assessment of WTG lighting is based on the following key maximum assessment assumptions.

- 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 the Rampion 2 Wind Farm). 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.

- 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.
- It is understood and assumed that the aviation lights operating on the Rampion 1 WTGs are 2000cd, which are not currently reduced in intensity when the visibility is more than 5km. The visible Rampion 1 aviation lights therefore illustrates worst-case in terms of light intensity that may be visible on the Rampion 2 aviation lights, however further mitigation will be applied to Rampion 2 as the lighting intensity will be reduced in good visibility (when visibility is greater than 5km).

4.1.3 On the basis of the CAA requirements, it is evident that the effect of the visible lights will be dependent on a range of factors, including the intensity of lights used, the clarity of atmospheric visibility and the degree of negative/ positive vertical angle of view from the light to the receptor. In compliance with EIA regulations, the likely significant effects of a 'worst-case' scenario for WTG lighting are assessed and illustrated in this visual assessment.

4.1.4 A worst-case approach is applied to the assessment that considers the potential effects of medium-intensity 2000cd lights in clear visibility, replicating the intensity of the Rampion 1 WTG aviation lights in the photomontages (which are understood to be 2000cd i.e. not dimmed in good visibility). It should be noted however, that medium intensity lights are only likely to be operated at their maximum 2,000cd during periods of poor visibility. A further assessment of the likely residual effects is therefore made factoring in embedded measures, described in **Section 6**, i.e. that the 2000cd Rampion 2 aviation lights will be dimmed to 10% of their value (200cd) if meteorological conditions permit (when visibility is greater than 5km).

4.1.5 It should be noted that the WTGs would also include infra-red lighting on the WTG hubs, which would not be visible to the human eye. Details of the lighting would be agreed with the MoD. The focus of the night-time visual assessment in this Appendix 16.5 is on the visible lighting requirements of the offshore elements of Rampion 2.

4.2 Spatial scope

4.2.1 Based on relevant guidance and the consultation responses received from relevant stakeholders, the assessment of visual effects of WTG lighting in this Appendix 16.5 includes both – an assessment of the effects of lighting on users of the South Downs IDSR (with reference to viewpoints and key routes/visitor locations within the South Downs IDSR); and an assessment of the effects of lighting on people in other nearby locations, outside the South Downs IDSR, where current lighting levels are low.

- 4.2.2 The study area for the visual assessment of WTG lighting is shown in **Figure 16.12, Volume 3** and is coincident with the 50km SLVIA study area, however is particularly focused on the area within 30km of the wind farm PEIR Assessment Boundary, extending to include the closest parts of the 'dark sky core' of the South Downs IDSR at the Goodwood to Arundel Wooded Estate Downland (LCT B1), as well as the 2km buffer zone and transition zones of the IDSR extending eastwards covering the Open Downlands (LCTs A1, A2 and A3) to the coast at Beachy Head; and the urbanised coastline to the south of the IDSR.

4.3 Types of effect

- 4.3.1 The assessment of the lighting of the offshore elements of Rampion 2 in this Appendix 16.5 is intended to determine the likely effects on the visual resource i.e. it is an assessment of the visual effects of aviation lighting on views experienced by people at night.
- 4.3.2 The assessment of WTG lighting in this Appendix 16.5 does not consider effects of aviation lighting on landscape character (i.e. landscape effects).
- 4.3.3 ICAO indicates a requirement for no lighting to be switched on until 'Night' has been reached, as measured at 50cd/m² or darker. It does not require 2,000 candela medium intensity to be on during 'twilight', when landscape character may be discerned.
- 4.3.4 The aviation and marine navigational lights may be seen for a short time during the twilight period when some recognition of landscape features/ profiles/ shapes and patterns may be possible. It is considered however, that level of recognition does not amount to an ability to appreciate in any detail landscape character differences and subtleties, nor does it provide sufficient natural light conditions to undertake a landscape character assessment.
- 4.3.5 The proposed aviation lighting will not have significant effects on the perception of landscape character, which is not readily perceived at night in darkness, particularly in rural areas. The matter of visible aviation and marine navigation lighting assessment is wholly a visual concern and the assessment presented in this Appendix 16.5 focusses on that premise.
- 4.3.6 This approach is supported by the recent Report to the Scottish Ministers for Crystal Rig IV Wind Farm (January 2021)² (page 8, Reporter's conclusions), which found that the proposed lighting *'is indeed a visual concern'* and that *'without being able to see and fully appreciate the features of the landscape and the composition of views it is not possible to carry out a meaningful landscape character assessment'*.
- 4.3.7 In summary, it is considered that the proposed aviation and marine navigation lighting will not result in effects on landscape character, which is not readily perceived at night in darkness, particularly in rural areas. The effects of aviation lighting on landscape character are therefore scoped out of this assessment, which focuses on the likely visual effects of aviation and marine navigational lighting.

² <https://www.dpea.scotland.gov.uk/Document.aspx?id=732056>

4.4 Assessment of significance

Overview

- 4.4.1 The nature of the daytime and night-time effects from visible aviation and marine navigation lighting are clearly very different, in that during day light hours visibility of the large-scale moving WTGs gives rise to effects that are very different to the pinpoint effects of lighting at night.
- 4.4.2 It is considered therefore, that the same criteria should not be used to assess these differences in daytime and night-time effect. For example, the criteria provided in **Table 1.5** in **Appendix 16.2: SLVIA methodology, Volume 4** underpinning the magnitude of visual effect, as a component of significance, includes definitions that are not appropriate or relevant to a night-time assessment.

Sensitivity to change

- 4.4.3 In relation to the sensitivity of visual receptors, this is defined through the application of professional judgement in relation to the interaction between the 'value' of the view experienced by the visual receptor and the 'susceptibility' of the visual receptor (or 'viewer', not the view) to the particular form of change likely to result from the Proposed Development. 'Value' and 'Susceptibility' are identified separately in this judgement, as per the GLVIA 3 Guidance as described in **Appendix 16.2, Volume 4**.
- 4.4.4 Factors are applied to determine whether the value attached to a view is classified as 'high'; 'medium' or 'low', which in turn is considered in the assessment of sensitivity of a receptor. It follows that the most highly valued views will add weight to the assessment of overall sensitivity. It is considered, however, that the factors weighed in reaching a decision on value are not all applicable at night-time, in the same way they may be during the day.
- 4.4.5 For example, with the exception of a viewpoint location within a Dark Sky Park/IDSR (where one clear objective is to observe the night sky) or from a residential property that has windows facing a wind farm, it is not appropriate to attribute value to views at night when the detail of the view, or of elements that add value to it within a landscape, cannot readily be discerned. Furthermore, the popularity of a viewpoint during the day may be completely different to its use at night. The offshore elements of Rampion 2 are not located within a Dark Sky Park/IDSR, although the aviation and marine navigational lights are likely to be visible from viewpoints within the South Downs IDSR, so heightened value to views may be ascribed in respect of viewing locations where one objective is to observe the night sky, however other value factors assessed for day-time viewpoints may of less relevance to the value judgement.
- 4.4.6 Descriptions of 'susceptibility' provided from **Section 1.6** in **Appendix 16.2, Volume 4** are considered appropriate for the purposes of establishing receptor sensitivity at night-time. The susceptibility of people to changes in their night-time amenity should form the main consideration when formulating sensitivity, with less weight attached to value at night.

- 4.4.7 In reaching a view on the significance of the likely visual effects from the visible aviation lighting, it is relevant to consider what parts of the landscape - where darkness qualities are well displayed - are likely to be affected by visibility of the aviation lights and, in turn, to understand what people might be doing in these areas at night to be susceptible to visibility of aviation lights.
- 4.4.8 The susceptibility of people experiencing night-time outdoors will depend on the degree to which their perception is affected by existing baseline lighting. In brightly lit areas, or when travelling on roads from where sequential experience of lighting may be experienced, the susceptibility of receptors is likely to be lower than from within areas where the baseline contains no or limited existing lighting.

Magnitude of change

- 4.4.9 In relation to the other key component in determining significance of effect, the magnitude of change, reference to 'loss of important features' and 'composition of the view' are not readily discernible or relevant at night and, on this basis, a distinct set of criteria to explain the magnitude of change at night, as a consequence of the appearance of aviation lights, is set out in **Table 4-1** below.

Table 4-1 Magnitude of change criteria for visible aviation and marine navigation lights

Level of Magnitude	Definition of magnitude
High	Addition of aviation and marine navigation lighting results in large scale of change/ large intrusion to the existing night-time baseline conditions/ darkness in the view, due to a full and/ or close range view of visible aviation lighting and/ or a high degree of contrast/ low degree of integration with level of baseline lighting in the view. Results in obtrusive light which compromises or diminishes the view of the night sky.
Medium	Addition of aviation lighting results in moderate scale of change/ moderate intrusion to the existing night-time baseline conditions/ darkness in the view, due to partial and/ or middle distance view of visible aviation lighting and/ or moderate level of contrast/ integration with level of baseline lighting in the view. Results in light that may partially compromise or diminish the view of the night sky, but which is not considered obtrusive.
Low	Addition of aviation and marine navigation lighting results in small scale of change/ minor intrusion to the existing night-time baseline conditions/ darkness in the view, due to limited and/ or distant view of aviation lighting and/ or low degree of contrast/ high degree of integration with level of baseline lighting in the view. Results in light that does not compromise or diminish the view of the night sky, nor is it considered obtrusive.
Negligible	Addition of aviation and marine navigation lighting results in a largely indiscernible change/ negligible intrusion to the existing

Level of Magnitude	Definition of magnitude
	night-time baseline conditions/ darkness in the view, due to glimpsed view of lighting and/ or slight degree of contrast/ very high degree of integration with level of baseline lighting in the view. Results in light that does not compromise or diminish the view of the night sky, nor is it considered obtrusive.

- 4.4.10 Intermediate levels of effect may be identified between these levels where, on the application of professional judgement, the assessor considers a level of change lies between the two definitions. The term 'obtrusive' used in the above definitions is interpreted as having the following meaning: *"noticeable or prominent in an incongruous or intrusive way"*.

Assessing significance

- 4.4.11 The significance of effects of aviation and marine navigation lighting is assessed through a combination of the sensitivity of the visual receptor and the magnitude of change that would result from the visible aviation lighting, taking into account the considerations described above, and informed by the matrix in **Section 1.8** and **Table 1.6** in **Appendix 16.2, Volume 4**. The matrix in **Table 1.6** gives an understanding of the threshold at which significant effects may arise.
- 4.4.12 A significant effect occurs where the aviation and marine navigation lighting would provide a defining influence on a view or visual receptor. A not significant effect would occur where the effect of the aviation and marine navigation lighting is not material, and the baseline characteristics of the view or visual receptor continue to provide the definitive influence. In this instance the aviation lighting may have an influence, but this influence would not be definitive.
- 4.4.13 In determining significance, particular attention is paid to the potential for 'Obtrusive Light' i.e. whether the lighting impedes a particular view of the night sky; creates sky glow (brightening of the night-sky); glare (uncomfortable brightness); or light intrusion (the spilling of light beyond the site or area being lit) (ILP) (2011) (GN01:2011).

4.5 Visual representations

ZTVs

- 4.5.1 A ZTV map has been produced to show the areas from which the medium-intensity aviation lights may be seen (**Figure 16.25, Volume 3**). This ZTV can be used to identify where the aviation lights may theoretically be visible and how many lights may be theoretically visible from different locations. The ZTV illustrates the 'bare ground' situation and does not take into account the screening effects of vegetation, buildings, or other local features that may prevent or reduce visibility. It also does not indicate the decrease in visibility of the lights that occurs with increased distance. The nature of what is visible from 5km away would differ

markedly from what is visible from 15km or 30km away, although both are indicated on the Nacelle Light ZTV as having the same level of visibility in terms of number of aviation lights visible,

Photomontage visualisations

- 4.5.2 Night-time baseline view panoramas and photomontage visualisations showing medium-intensity nacelle mounted aviation lighting and platform level marine navigational lighting are presented from four viewpoints in **Volume 3 – Figure 16.27i-j** Viewpoint 2 Birling Gap; **Figure 16.42j-m** Viewpoint 17 - Devil's Dyke; **Figure 16.50g-h** Viewpoint 27 Hollingbury Hillfort; and **Figure 16.53** Butser Hill. 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).
- 4.5.3 Although aviation lighting manufacturers must meet the minimum requirements, their products may vary in relation to recommended limits set out in ICAO standards, which makes it difficult producing accurate visualisations as the lighting characteristics of different light fittings, of the same intensity, may vary outside the minimum requirements stipulated by ICAO. The night-time photomontages shown in these figures have been produced to show 2,000cd lighting, to inform the assessment of worst-case effects assessed and replicating the 2,000cd intensity of the operational Rampion 1 aviation lights visible. If the horizontal meteorological visibility in all directions from every WTG in a group is more than 5km, the CAA allows that the intensity for the light may be reduced to not less than 10% of the minimum peak intensity specified for a light of this type, or 200cd in this case. The night-time photomontage representations assume full lighting intensity of the 2,000 candela (cd) warning lights as a worst-case and are therefore likely to substantially over-represent the likely visibility of aviation warning lighting experienced in reality as visibility is likely to be poorer when they operate at that level.
- 4.5.4 The night-time photography has therefore been captured in low light conditions, after the end of civil twilight, when 'night' has been reached and when other artificial lighting, such as streetlights, car headlamps and lights on buildings are on, to show how the aviation lighting would look compared to the existing baseline at such times.
- 4.5.5 Existing lights shown in the photographs appear larger and more blurred than those seen to the naked eye in the field when the photographs were captured. The term used in photography to describe this effect is 'Bokeh' which has been defined as 'the way the lens renders out-of-focus points of light'. This has proved difficult to avoid when taking photographs of light at varied distances across a view. The blurred nature of the lights is also exacerbated by their movement, particularly on vehicle headlights. Where the lights of the offshore elements of Rampion 2 have been added to the night-time photomontages, this effect has been emulated.
- 4.5.6 The WTGs used in the night-time visualisations have been positioned so that so that all the lights are visible within the visualisations, representing a worst-case impression. As the blades turn around in front of the lights there may be also incidences whereby the emitted light spills across the blades producing a further

incidental effect. These effects associated with WTG rotor movement cannot be captured within the limitations of the photomontages.

5. Baseline conditions

5.1 Study area

Overview

- 5.1.1 The study area for the SLVIA is shown in **Figure 16.11, Volume 3** relative to the South Downs IDSR.
- 5.1.2 The baseline lighting conditions across the study area vary considerably and OPEN is not aware of a single data source that serves to provide a detailed or quantitative evidence base. The assessment of night-time effects is not based on quantitative measurement of light levels but relies on the professional judgement of Chartered Landscape Architects.
- 5.1.3 To provide some context to the assessment, **Figure 16.11, Volume 3** illustrates information relating to light pollution in the study area information provided by Campaign to Protect Rural England (CPRE), who have produced interactive maps of the UK's light pollution and dark skies as part of a national mapping project. This is based upon data from the National Geophysical Data Center, part of the National Center for Environmental Information (NCEI) in the USA. Land Use Consultants (LUC) has processed this satellite data to prepare a map showing the areas of relative light pollution across England (LUC/CPRE, 2016). This Open Source data has been used to help understand and illustrate the existing baseline lighting levels of the Study Area and is mapped in **Figure 16.11, Volume 3**.
- 5.1.4 Each pixel in the mapping shows the level of radiance (night lights) shining up into the night sky, which have been categorised into colour bands to distinguish between different light levels, from colour band 1 (darkest) to 9 (brightest). The map clearly identifies the main concentrations of night-time lights, creating light pollution that spills up into the sky.
- 5.1.5 Most notably, this is in, and around the main settlements due to the influence of street and building lighting, particularly it identifies that the majority of the urban coastal strip between Bognor Regis, Brighton and Seaford falls within the brightest light influence category, with high night light pollution at the greatest, light-influenced end of the spectrum. Other large settlements such as Gosport, Portsmouth, Havant and Chichester in the west, and Eastbourne in the east, also have similarly high levels of light influence, as do the main settled areas on the Isle of Wight such as Ryde, Newport, Sandown and Shanklin.
- 5.1.6 By contrast, **Figure 16.11, Volume 3** also identifies areas where there is little night-time lighting. Much of the SDNP falls within the lowest three colour bands, containing areas where the sky would be expected to be 'dark', particularly as experienced from the inland downs of the western and central parts of the SDNP, where they are set back from the light influenced urban areas around the periphery of the SDNP, but also from the tops of the open downs extending to the maritime coastline of the SDNP between Beachy Head and Seaford Head. The South Downs uplands, within the eastern and western extents of the study area demonstrate most association with darker skies. There are however, a number of

areas within the SDNP where there is a transition between these areas that experience darker night-skies, with those that experience light pollution around the edges of settlements, such as the northern edges of the urbanised coastline between Seaford, Brighton and Worthing; the lights of Eastbourne influence the eastern edges of the SDNP; as well as around smaller settlements in the SDNP such as Lewes, Findon, Arundel, Petworth and Petersfield; and on its northern edges such as Storrington, Steyning and Burges Hill. Car lights along main transport routes such as the A3, A23, A24 and A27 also have a notable influence to the baseline levels of lighting within the SDNP.

5.1.7 **Figure 16.11, Volume 3** is definitive in illustrating the geographic position of the dark landscape of the core downs of the SDNP, set-back and separated from the seascape by the existing night lighting of the intervening urbanised coastal strip, which disrupts the dark landscape continuity between the majority of the SDNP and the seascape. The exception is the 12km maritime section of the SDNP between Beachy Head and Seaford Head, where the coastline and adjacent sea is within colour band 1 (darkest) and there is direct landscape continuity from this dark coastline out to sea. 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 aviation lighting and 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.

5.1.8 The impression gained from **Figure 16.11, Volume 3** is borne out by the assessment experience from visiting and inspecting the study area at night. Higher levels of darkness are experienced from the more remote, north-west core areas of the South Downs, with a general transition of reducing darkness moving eastwards through the SDNPs open downland and towards the swathe of urban development along coastline which is more heavily influenced by visible lighting at night that arises as consequence of a number of light sources including:

- towns and settlements (street lighting/ buildings/ retail areas);
- roads and road junctions, including service areas;
- industrial developments including Shoreham Port and Shoreham combined cycle gas-fired power station;
- vehicles using the road network, including occasional construction vehicles with flashing lights;
- lighting of entertainments on several piers, including at Brighton, Worthing and Bognor Regis that extend into the sea and spill light onto the water;
- red aviation lights on tall structures including construction cranes, communication masts, the i360 Tower at Brighton seafront and the Shoreham power station chimney;
- lighting of cardinal buoys and vessels in the sea;
- the operational 2,000cd Rampion 1 aviation lights situated at the nacelle level of perimeter WTGs. There are 45 locations where aviation lights are displayed, including the offshore substation where one aviation light is displayed. There

are two red aviation lights on each WTG, which flash in a morse 'W' sequence; and

- Rampion 1 marine navigational lights consist of yellow visible lights at platform level on all the Rampion 1 WTGs, positioned to ensure 360-degree visibility.

5.1.9 Lighting at these locations provides a considerable level of baseline illumination which is apparent when travelling through and around the coastal parts of the study area, from the transition between this urban environment and the southern periphery of the SDNP and in views from the open downs of the SDNP looking towards the seascape. Lighting within this urbanised coastline is demonstrably intrusive in interrupting the transition between dark landscape and dark skies above in views south towards the seascape.

5.1.10 While the skies above the northern part of the study area to the north of the SDNP and experienced across the Low Weald and High Weald is generally darker than coastline to the south of the SDNP, it is not devoid of light altogether and, where longer-range views open up, a discernible level of scattered baseline lighting from residential property, village and towns can be experienced across the landscape of the Weald in views from the tops of the South Downs. This most commonly is characterised by distinct points of white light, transport routes and concentrations of lighting within towns and villages, rather than through sky glow, which is notable to the south over the urban coast.

5.2 South Downs IDSR

Introduction

5.2.1 The South Downs was awarded International Dark Sky status in May 2016 to reflect the quality of skies and the commitment the SDNPA and its partners have shown in addressing light pollution and having a due regard for dark skies.

5.2.2 An IDA International Dark Sky Reserve (IDSR) is '*a public or private land possessing an exceptional or distinguished quality of starry nights and nocturnal environment that is specifically protected for its scientific, natural, educational, cultural, heritage and/or public enjoyment*'.

5.2.3 The South Down IDSR takes in the entire SDNP boundary but is largely defined by a critical 'core' and 'buffer zone' base where the darkest skies can be found.

Dark Sky Zones

Overview

5.2.4 Mapping has been undertaken of the quality of dark skies across the entire National Park in the SDNP Dark Skies Technical Advice Note (SDNPA, 2018). Using sky quality measurements, the SDNP has been categorised into a number of dark sky zones, replicated in **Figure 16.12, Volume 3**. These dark sky zones are as follows:

- Dark Sky Core (E0);

- Intrinsic Rural Darkness and Buffer (E1a);
- Transition Zones (E1b); and
- Urban Area (E3 and E4).

- 5.2.5 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 South Downs IDSR. Policies are largely concerned with lighting of developments within the South Downs 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.
- 5.2.6 These zones are described as follows, referring to definitions in the SDNP Dark Skies Technical Advice Note (SDNPA, 2018) and Policy SD8: Dark Night Skies of the South Downs Local Plan (SDNPA, July 2019).

Dark Sky Core (E0)

- 5.2.7 The Dark Sky Core (E0) is defined as follows:
- 5.2.8 *'These are large areas which have skies that can be classified as intrinsically dark. These areas form a continuous dark sky core (and 2km Buffer Zone) to the International Dark Sky Reserve, as shown on the Policies Map, which contain some of the darkest areas of the National Park'* (SDNPA, July 2019).
- 5.2.9 *'The International Dark-Sky Reserve was drawn using geographical boundaries (roads, woodland boundaries, RoW) under skies measuring 20.5 SQM. This value was the general measurement where the Milky Way can be easily seen by a non-astronomical expert in the South Downs with the naked eye. The map shows the main core boundary and a required buffer zone surrounding it, which was determined as the distance (2km) from an urban to intrinsic ambient sky. The conditions in the core zone are generally the best within National Park, and the South East of England, and as such will receive every protection to retain them as such. The ILP classify this zone as E0 – Dark Skies Reserves'* (SDNPA, 2018).
- 5.2.10 The skies above the Dark Sky Core are generally the darkest within the South Downs IDSR, formed by a secluded rural environment in the central area of the SDNP where the skies have been classified as intrinsically dark and have a measured and observed quality of easily visible astronomical features, such as the Milky Way and Andromeda Galaxy.
- 5.2.11 The Dark Sky Core attracts people wishing to appreciate the night-time sky with an absence of night-time light pollution. The SDNP promotes eight 'dark sky discovery sites', as locations to find the South Downs darkest skies, which offer specific points to view the night sky. These are shown in **Plate 5-1**.

Plate 5-1 Dark Skies Discovery Sites (SDNPA)



- 5.2.12 Four of the dark sky discovery sites are within the Dark Sky Core, three of which are within the SLVIA study area – Butser Hill, Iping Common and Bignor Hill, as shown in **Figure 16.12, Volume 3**. The sensitivity of these viewing locations to the potential effects of the aviation lights is considered to be higher than other areas of the South Downs IDSR, as they are specifically promoted by the SDNPA to encourage visitors to these sites with the express intention of viewing the night sky and this experience could be affected by other sources of light.
- 5.2.13 Two of these dark sky discovery sites have been identified and assessed as representative viewpoint locations within the Dark Sky Core, to illustrate the night-time baseline conditions and consider the visual effects of the proposed aviation lighting. These are located at Bignor Hill and Butser Hill, as mapped in **Figure 16.25, Volume 3**. Night-time baseline panoramas from these two viewpoints are presented from Viewpoint 21: Bignor Hill (to be included in the ES) and **Figure 16.53, Volume 3** (Viewpoint 31 Butser Hill). The baseline conditions from these viewpoints at night are described in the assessment of these viewpoints in **Section 7.2**.
- 5.2.14 The Dark Sky Core is however, located 22.6km from the wind farm Area of Search at its closest point, with these three dark sky discovery sites located 28.1km (Bignor Hill), 40.7km (Iping Common) and 45.1km (Butser Hill) from the wind farm Area of Search respectively, at considerable distance.
- 5.2.15 The Dark Sky Core is also separated from the seascape by the coastal plain and extensive urban coastline with the highest levels of night lighting influence, where streetlights, building and vehicle lights create skyglow brightening of the night sky around the towns and cities, spreading into the countryside of the intervening coastal plain, caused by a scattering of artificial light. The seascape is generally viewed 'through' or beyond the skyglow of the intervening urban areas, that forms

existing light influenced section between the 'dark landscape' of the Dark Sky Core and the 'dark skies' above.

Intrinsic Rural Darkness and Buffer Zone (E1a)

- 5.2.16 The Intrinsic Rural Darkness and Buffer Zone (E1a) is defined as follows:
- 5.2.17 *'These are areas that measure 20 SQM and above, excluding the core zone. They include other areas in the National Park that would be classified as a 'dark sky' and includes isolated areas that may not be connected to the main core. The Milky Way will be visible and in some areas measurements may approach 21 SQM and are therefore of great importance. The ILP would classify this as E1 – National Park'* (SDNPA, 2018).
- 5.2.18 Broadly this area is defined as being around the edges or buffer zone around the Dark Sky Core, including the Wooded Estate Download and the South Downs Upper Coastal Plain to the west of Arundel; sections of open downs between the Arun, Adur and Ouse (set-back to the north of Worthing, Shoreham and Brighton; and the open downs to the east of the Ouse and Cuckmere valleys extending to the maritime coast of the SDNP between Beachy Head and Seaford Head.
- 5.2.19 Three of the dark sky discovery sites are within the Intrinsic Rural Darkness and Buffer Zone – Devil's Dyke, Ditchling Beacon and Birling Gap as shown in **Figure 16.12, Volume 3**. Two of these dark sky discovery sites have been identified and assessed as representative viewpoint locations within the Intrinsic Rural Darkness and Buffer Zone, to illustrate the night-time baseline conditions and consider the visual effects of the proposed aviation lighting. These are located at Birling Gap and Devil's Dyke, as mapped in **Figure 16.25, Volume 3**. The dark sky discovery site at 'Birling Gap' identified in **Plate 5-1** is at the car parking area on Crowlink Lane near East Dean and has been moved to the National Trust site at Birling Gap to allow consideration of the visual effects of aviation lighting from the coastal viewpoint location at Birling Gap. Night-time baseline panoramas from these two viewpoints are presented in **Figure 16.27i, Volume 3** (Viewpoint 2 Birling Gap) and **Figure 16.42j, Volume 3** (Viewpoint 17: Devil's Dyke).
- 5.2.20 The Buffer Zone is however, located 20.6km from the wind farm Area of Search at its closest point, and the area of Intrinsic Rural Darkness 16.2km, with these two dark sky discovery sites located 21.9km (Birling Gap) and 20.3km (Devil's Dyke) from the wind farm Area of Search respectively, at considerable distance. The baseline conditions from these viewpoints at night are described in the assessment of these viewpoints in **Section 7.2**.

Transition Zones (E1b)

- 5.2.21 The Transition Zones (E1b) are defined as follows:
- 5.2.22 *'Areas that lie between the larger urban settlements and the surrounding darker skies notably vulnerable to light pollution. These areas are generally in the buffer zones and rural transition areas. Generally, this will be where the sky quality changes from poor to the edge of an intrinsic dark sky zone typically with SQM39 values of 10 Lux'* (SDNPA, July 2019).

- 5.2.23 *'These are areas that lie between dark zones and the urban environment and measure between 15 and 20 SQM. Conditions in this zone will be variable but most rural areas will measure near to the 20 SQM darkness limit. While the skies are relatively brighter it is still important to reduce light pollution as these areas have the potential to become dark zones in the future. The ILP would classify these zones under E2 rural but - is superseded by the South Downs NP designation. In areas where the buffer zone overlays these transitional skies, stronger buffer zone policies will apply. This is to afford the core the strongest level of protection (SDNPA, 2018).*
- 5.2.24 These areas of the SDNP are consistently brighter than the Dark Sky Core and Buffer Zones 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.
- 5.2.25 Broadly this area is defined as being around the edges of the SDNP, between the darker zones (E0/E1a) and the urban environment, often around the periphery of the SDNP where there is a transition into landscapes where that have a greater degree of night lighting in the baseline environment. It includes the southern slopes of the South Downs immediately to the north of the coastal plain and urbanised coastline, along the northern edges of Littlehampton, Worthing, Shoreham, Brighton, Newhaven, Peacehaven and Seaford. It also includes the main sections of maritime coast of the SDNP, consisting the chalk cliffs and shoreline between Seaford Head and Beachy Head; the eastern edges of the SDNP on the periphery of Eastbourne; and the northern periphery of the SDNP along the Low Weald.
- 5.2.26 None of the dark sky discovery sites are within the Transition Zones, however Viewpoint 2 at Birling Gap, is on the edge of the Transition Zone (E1b) and Buffer Zone (E1a), within a notable section of the transition zone along the maritime coast of the SDNP consisting the chalk cliffs and shoreline between Seaford Head and Beachy Head. The night-time baseline panorama from Viewpoint 2 Birling Gap is shown in **Figure 16.27i, Volume 3**. A further night-time viewpoint has been included within the Transition Zone in this preliminary assessment on the northern edges of Brighton at Viewpoint 27 Hollingbury Hillfort (**Figure 16.50g, Volume 3**). The baseline conditions from these viewpoints at night are described in the assessment of these viewpoints in **Section 7.2**.
- 5.2.27 The Transitions Zone is however, located 13.5km from the wind farm Area of Search at its closest point, with Viewpoint 27 Hollingbury Hillfort located 17.9km from the wind farm Area of Search, at relative distance.

Urban Area (E3 and E4)

- 5.2.28 The Urban Areas (E3 and E4) are defined as follows:
- 5.2.29 *'Larger settlements of the National Park have substantially lower quality of dark night sky, primarily due to street lighting and light spill from buildings' (SDNPA, July 2019).*
- 5.2.30 *'These are areas that have high ambient brightness and generally measure below 15 SQM. Street lighting will typically be present in town centres, larger roads and residential streets. The ILP classify these areas as E3 (small town centres or*

suburban locations) and will include most parts of the larger towns in the National Park such as Midhurst, Lewes and Petersfield' (SDNPA, 2018).

- 5.2.31 Broadly this area is defined as being the larger settlements within the SDNP, including Lewes, Ditchling, Petworth, Midhurst, Femhurst, East Liss and Petersfield. There is no visibility of the aviation and marine navigational lighting from these urban areas within the SDNP, as shown in **Figure 16.25, Volume 3**, with the exception of very low levels of theoretical visibility from Petworth at a distance of approximately 35km from the windfarm Area of Search.
- 5.2.32 None of the dark sky discovery sites are within Urban Areas, however a night-time viewpoint has been included in Brighton at Viewpoint 8 (**Figure 16.33I-o, Volume 3**) in order to illustrate the inform the assessment of effects of aviation lighting at night from one of the closest urban areas outside the SDNP. The baseline conditions from Viewpoint 8 Brighton Seafront at night are described in the assessment in **Section 7.2**.

6. Environmental measures

6.1 Options for environmental measures

- 6.1.1 The options for environmental measures (mitigation) of visual effects of aviation lighting that are currently available for Rampion 2 are outlined in **Table 6-1**. Environmental measures that will be embedded in the project design are shaded in purple. Potential Environmental measures that are being considered for Rampion 2, in discussion with regulators, are shown in grey. Any measures will have to be agreed with stakeholders and regulators

Table 6-1 Aviation lighting options for environmental measures

Mitigation Option	How it works
Reduce intensity of lights from 2,000cd to 200cd	Already provided for in CAA guidance CAP 393. 2,000cd aviation lights may be dimmed to 10% of their intensity (200cd) in where visibility conditions permit, when visibility from every WTG within the windfarm Area of Search is >5km. Visibility conditions are measured using a visibility sensor, which can then be dimmed automatically to respond to prevailing meteorological conditions. 2,000cd lights will therefore only be experienced in visibility of <5km; and their intensity would be dimmed to 200cd in visibility of >5km.
Directional intensity	Established in ICAO (Annex 14) guidance. This focusses the 2,000 cd lighting in the horizontal plane (+ or – a few degrees) and reduces the intensity of the light from above and from below the horizontal plane. Most current aviation light models on the market will incorporate this as standard.
'Smart' aviation lighting (or 'surveillance activated') (aviation obstruction lighting detection system)	'Smart' aviation lighting would only be switched on when aircraft approach a defined airspace around the wind farm. The CAA is in the process of consulting on a new policy statement on En-Route Aviation Detection Systems for Wind Turbine Obstruction Lighting Operation. The draft guidance would allow the aviation lights only to be illuminated when an aircraft is detected by a surveillance system entering a volume bounded by 4 km (horizontal distance) from the perimeter WTGs and 300m above the highest WTG tip of the Site. The aviation lighting would not be activated when commercial airlines pass over the Site as such aircraft ordinarily operate in Controlled Airspace (CAS).

6.2 Proposed environmental measures

- 6.2.1 The Proposed Development will incorporate the following environmental measures in respect of WTG aviation lighting:
- **Reduce intensity of lights from 2,000cd to 200cd** - it is proposed that visibility sensors are installed on relevant WTGs to measure prevailing atmospheric conditions and visibility range. Should atmospheric conditions mean that visibility from every WTG within the Proposed Development is >5 km from the proposed Development, CAA policy permits lights to operate in a lower intensity mode of 200 candela (being a minimum of 10% of their capable illumination). If visibility is restricted to 5 km or less, the lights would operate at 2,000 candela.
 - **Directional intensity** - it is proposed that aviation light models that incorporate directional intensity will be installed, in order to focus the lighting intensity in the horizontal plane (+ or – a few degrees) and reduce the intensity of the light from above and below the horizontal plane. By implementing the ICAO recommendations with current models of aviation lights, it is possible to attenuate the vertical downwards light to a level that reduces the visual impact from receptors at ground levels below the lights. For example, implementing the ICAO recommendations, at -1 degrees the aviation lights should only be 1,125cd and at -10 degrees should only be 75cd (when visibility is >5km).
- 6.2.2 In addition to the control measures that may be applied to dim the lighting in certain conditions, as described above, or reduce the light intensity at locations below the horizontal, it is proposed to explore the possibility of using 'smart' aviation lighting (aviation obstruction lighting detection system) whereby the lights would only be switched on when aircraft approach them (see **Chapter 16: Civil and military aviation, Volume 2**
- 6.2.3 The CAA is in the process of consulting on a new policy statement on En-Route Aviation Detection Systems for Wind Turbine Obstruction Lighting Operation. As this technology is not yet fully approved at the time of writing, the assessment has not considered or relied upon this mitigation in its conclusions. The draft guidance would allow the aviation lights only to be illuminated when an aircraft is detected by a radar entering a volume bounded by 4km (horizontal distance) from the perimeter group of WTGs and 300m above the highest WTG tip of the Site. It is estimated that the upper boundary of this volume would be around 3,000ft above ground level. It is likely that the aviation lights would only be turned on for short durations when an aircraft passes within this airspace, provided the radar can track the aircraft across the windfarm, resulting in the aviation lights having short duration visual effects of limited frequency.
- 6.2.4 The aviation lighting would not be activated when commercial airlines pass over the Site, as such aircraft ordinarily operate in Controlled Airspace (CAS), the base of which CAS over the Site being 5,000ft and above. Given the lights are only required for general aviators flying at night in the vicinity of the Site at altitudes of up to 3,000ft, it is anticipated that the lights will be rarely turned on in this quiet airspace.

- 6.2.5 If this technology could be installed, the level of exposure of visual receptors in the area to WTG lights would be greatly reduced, in line with the amount of time during which passing air traffic would activate the aviation lights. As this technology is not yet approved, the assessment has not assessed this environmental measure in the impact assessment contained in **Section 7**.

7. Assessment of visual effects

7.1 Zone of Theoretical Visibility (ZTV)

Nacelle aviation light ZTV

- 7.1.1 Visual effects of the aviation lighting will only occur where their introduction influences the visual amenity and views experienced by people in the area. The geographic areas where these visual effects may occur is defined by the ZTV shown in **Figure 16.25, Volume 3**. The nacelle aviation light ZTV (**Figure 16.25, Volume 3**) can be used to identify where the aviation lights may theoretically be visible and how many lights may be visible from different locations. It is based on the hub height ZTV, given the location of the aviation lights on the hub/nacelle of each of the perimeter WTGs (**Figure 16.1, Volume 3**). The base mapping has been darkened to give an indication of those areas that will not be affected by visibility of the aviation lighting.
- 7.1.2 There are extensive areas of the study area that will afford no visibility of the aviation lights, including the vast majority of the Low Weald and High Weald landscapes to the north of the SDNP, where there are only limited and scattered areas with 1-9 lights visible at distances between 25-50km from the windfarm Area of Search. The landscape to the north of the South Downs, and to the north-east of the study beyond Beachy Head/Eastbourne, is largely screened by the intervening landform and generally affords either no visibility of the aviation lights, or scattered, limited areas of low theoretical visibility, at long distances.
- 7.1.3 The majority of the Isle of Wight will also afford no visibility of the aviation lights, with visibility concentrated to the East Wight coastline between Nettlestone Point and Dunnose, including Foreland (Bembridge) and the coastal settlements of Sandown and Shanklin in Sandown Bay, at distances of 30-40km from the windfarm Area of Search. The ZTV indicates very limited visibility of the aviation lights from the wider landscape of the Isle of Wight, other than occasional scattered areas of elevated downs with open views.
- 7.1.4 The majority of the Dark Sky Core of the South Downs IDSR has no visibility of the aviation lights, with the principal area of the Dark Sky Core with theoretical visibility of the aviation lights occurring along a limited area of the east-west ridgeline of elevated tops of the wooded downlands to the north-west of Arundel and extending to Queen Elizabeth Country Park, at distances between approximately 23km – 45km from the windfarm Area of Search.
- 7.1.5 The areas of the South Downs IDSR that are likely to afford higher visibility of the aviation lights occur along the tops of the open downs between the Arun, Adur and Ouse to the north of the urban coastal conurbations of Worthing, Shoreham, Brighton and Peacehaven; and from the eastern open downs between the Ouse, Cuckmere and Beachy Head, falling within either the Intrinsic Rural Darkness and Buffer Zone (E1a) or Buffer Zone or Transition Zones (E1b) of the South Downs IDSR. Areas of high and most consistent geographic spread of visibility of the aviation lighting of Rampion 2 occur along the urban coastal conurbations outside

the South Downs IDSR between Selsey, Bognor Regis, Littlehampton, Worthing, Brighton, Peacehaven, Newhaven and Seaford.

- 7.1.6 While the theoretical visibility of the aviation lights spreads across quite a notable proportion of the study area coastline between Selsey and Seaford, within approximately 13-18km of the windfarm Area of Search, it is relevant to note that this coincides in the majority of instances with locations where people will experience high levels of urban lighting in the baseline at night, which will alter their perception of the aviation lights.

7.2 South Downs IDSR

- 7.2.1 The assessment of effects of aviation lighting on users of the South Downs IDSR is informed by the nacelle light ZTV (**Figure 16.25, Volume 3**) and an understanding of the nature of the likely effects of the proposed lighting, gained from observing windfarm aviation lighting at operational windfarms, including the operational Rampion 1 aviation lights. The ZTV and wirelines of Rampion 2 have been used to review the visibility of lighting from viewing locations within the South Downs IDSR and consider the potential effects. As described in the baseline in **Section 5.2**, there are eight dark sky discovery sites mapped and promoted by the SDNPA as specific viewing sites. These viewpoints, in particular, have been considered in the visual assessment due to their potential sensitivity as viewing sites that people visit with the express intention of viewing the night sky.

Dark Sky Core (E1)

Overview

- 7.2.2 The majority of the Dark Sky Core of the South Downs IDSR has no visibility of the aviation lights, as illustrated in ZTV in **Figure 16.25, Volume 3**. The Dark Sky Core covers 417.83 km². There is only theoretical visibility of the aviation lighting from 68.3 km² of the Dark Sky Core, with the remaining 349.53km² of the Dark Sky Core (or 83.62% of its total area) affording no visibility of the Rampion 2 aviation lights. A considerably large majority of the geographic area of the Dark Sky Core will therefore not be affected by visibility of the aviation lights.
- 7.2.3 Within the area of theoretical visibility from within the Dark Sky Core, the number of visible lights varies. 'Low' visibility of 1-9 WTGs occurs for approximately 27 km² of the Dark Sky Core (around 6.5% of its area), whereas 'high' visibility of 40-47 aviation lights (the highest visibility in terms of number of lights) is limited to approximately 11 km² of the Dark Sky Core, only 2.6% of its total area. The geographic area of high visibility of aviation lights is relatively small in comparison to the overall area of the Dark Sky Core.
- 7.2.4 The ZTV in **Figure 16.25, Volume 3** indicates that 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. This principal band of visibility extends from the area around Bignor Hill/Glatting Beacon/Burton Down (near dark sky discovery site 5), westwards along the ridgeline of wooded and open tops of Heyshott Down; Linch Down/Cocking Down; Harting Downs and Queen Elizabeth Forest/Butser Hill (near dark sky discovery

site 3). 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. Changes to views at night would occur principally from the remaining sections of isolated open hill tops of the downs in 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.

- 7.2.5 With reference to **Figure 16.25, Volume 3**, visible aviation lighting of the offshore elements of Rampion 2 would not be seen by people viewing the night sky from two of the dark skies discovery sites with the dark sky core (2 – Old Winchester Hill; and 4 – Ipping Common) as they are all outside the area of theoretical visibility shown in the ZTV. Aviation lighting of the offshore elements of Rampion 2 would be theoretically visible from the other two dark skies discovery sites within the Dark Sky Core, 2 – Butser Hill (Viewpoint 31) and 5 - Bignor Hill (Viewpoint 21).
- 7.2.6 An assessment of the effects of the aviation lighting on views experienced from the Dark Sky Core of the South Downs IDSR is undertaken with reference to these representative viewpoints in the following assessment.

Viewpoint 21 Bignor Hill

- 7.2.7 A further viewpoint within the Dark Sky Core of the South Downs IDSR, at Dark Sky Discover Site 5 at Bignor Hill (Viewpoint 21), is proposed for inclusion in the assessment. The existing night-time view from Bignor Hill could not be surveyed or photographed during the surveys undertaken for PEIR, due to health and safety considerations and risks that were actively assessed during night-time winter conditions experienced by the surveyors while on site in November 2020. It has been agreed with the ETG to undertake night-time photography from Bignor Hill during summer 2021, in order to produce baseline photography and photomontages for assessment in the ES.

Viewpoint 31 Butser Hill

Baseline Conditions and Sensitivity

- 7.2.8 The existing night-time view from Butser Hill is shown in **Figure 16.53d, Volume 3**. Butser Hill is the highest hill within Queen Elizabeth Country Park and Butser Hill NNR, forming a natural observation point over the South Downs. The night-time viewpoint has been sited near to the visitor facilities/car parking area, which provides relatively easy and safe access to people visiting the Country Park to view the night-skies, compared to the hill-top OS viewpoint. The viewpoint is located within an area of wooded downs within the Dark Sky Core of the South Downs IDSR. The outline of the undulating landform of the spine of the South Downs extends to the west and falls away to the south-east and south, affording views across the lights of the south coast plain.
- 7.2.9 The view looks out across the 'dark landscape' of the South Downs extending eastwards, within which there are no visible forms of lighting, other than the slight skyglow beyond the downs caused by the distant urban areas beyond, which are not visible in this direction, but do give rise to some visible skyglow beyond the dark landscape of the downs. The view south-east and south across the coastal

plain has a higher degree of baseline night-time lighting. Vehicle lights on the main A3 road corridor are notable below the viewpoint, interrupting the dark landscape below, and leading to the urban lighting of the Portsmouth and Gosport, which are illuminated at night with street lighting, lighting within housing and tall buildings, and red aviation lights on tall structures. There are a number of distinct and relatively brighter light sources at the coastal edge. The lighting extends eastwards along the coast forming a clear strip of visible lighting between the dark landscape below, and the dark skies above, in the views south-east. The aviation and marine navigation lighting of Rampion 1 Wind Farm, which is located 54.7km from the viewpoint, were not observed to be visible in the view during the survey visit, likely due to the substantial intervening distance and atmospheric conditions.

- 7.2.10 The sensitivity of the viewpoint at night is considered to be **Medium**, reflecting that the view has high value at night-time and the receptors experiencing the view have a low susceptibility to change at night. The viewpoint is within the Dark Sky Core of the South Downs IDSR which are generally the darkest within the South Downs IDSR, formed by a secluded rural environment in the central area of the SDNP where the skies have been classified as intrinsically dark that are of importance and value to protect. Butser Hill is a dark sky discovery site, which is considered to have higher sensitivity to the potential effects of the aviation lights than other areas of the IDSR, as it is specifically promoted by the SDNPA to encourage visitors to this site with the express intention of viewing the night sky and this experience could be affected. The viewpoint is popular and well-used at night, it is accessible from the nearby visitor parking area, with many people likely to visiting to either look at the night sky or watch the sunset.
- 7.2.11 The viewpoint is however, located some 45.1km from the potential source of light within the windfarm Area of Search, 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. There are also many readily discernible light sources that are visible in the view across the coastal plain and intervening urban coastal conurbations to the south-east in the direction towards the windfarm Area of Search. Although there is a continuity between the dark landscape of the downs below to the dark skies above when looking east along the undeveloped spine of the South Downs, the relatively high levels of baseline lighting in the intervening landscape to the south-east and south reduce susceptibility to further lighting in this direction, and the ability of receptors to perceive the intensity of lights out to sea, through the skyglow, such that the 'susceptibility' of receptors to aviation lighting on the proposed Rampion 2 WTG is reduced in the view.

Magnitude of Change and Significance of Effect

- 7.2.12 The magnitude of change on the night-time view as a result of the aviation and marine navigation lighting of the proposed Rampion 2 WTGs, with the aviation lights operating at 2,000cd, is assessed as **Negligible** and when combined with the Medium sensitivity of the viewpoint, this results in a **Not Significant (Minor/negligible)** visual effect.

Intrinsic Rural Darkness and Buffer Zone (E1a)

- 7.2.13 The ZTV in **Figure 16.25, Volume 3** indicates that the principal areas of the Intrinsic Rural Darkness and Buffer (E1a) with theoretical visibility of the aviation lights occurs along South Downs Upper Coastal Plain between Chichester and Arundel; the south-facing slopes of the open downs between the Arun, Adur and Ouse (set-back to the north of Worthing, Shoreham and Brighton), such as from Dark Skies Discovery Site 6 (Viewpoint 17 - Devil's Dyke); and the tops of the open downs to the east of the Ouse and Cuckmere valleys extending to the maritime coast of the SDNP between Beachy Head and Seaford Head, such as from Dark Skies Discovery Site 8 (Viewpoint 2 - Birling Gap).
- 7.2.14 Changes to views at night would occur principally from the elevated sections of isolated open hill tops of these downs in these areas of Intrinsic Rural Darkness and Buffer Zone, 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.
- 7.2.15 Views from the open downland of the SDNP are set-back and separated from the seascape by the existing night lighting of the intervening urbanised coastal strip to the south, which disrupts the dark landscape continuity between the downs and the seascape. This area of Intrinsic Rural Darkness and Buffer Zone is also separated from the seascape by an extensively lit townscape, with the highest levels of night lighting influence, where streetlights, building and vehicle lights create skyglow brightening of the night sky around the towns and cities lining the coast and there are views through this to the seascape and the existing Rampion 1 aviation lights and marine navigation lights, as illustrated in Viewpoint 17 - Devil's Dyke (**Figure 16.42j-m, Volume 3**).
- 7.2.16 The exception is the 12km maritime section of the SDNP between Beachy Head and Seaford Head, where there is direct landscape continuity from this dark coastline out to sea. The relatively less light influenced, darker coastal areas coincide with the headlands, chalk cliffs and shoreline between Seaford Head and Beachy Head, where there are direct views out to a relatively dark seascape, interspersed with the baseline lighting of cardinal buoys, vessels and the visible aviation lighting and fixed marine navigational lighting on the existing Rampion 1 WTGs, as illustrated in Viewpoint 2 – Birling Gap (**Figure 16.27i-j, Volume 3**).
- 7.2.17 An assessment of the effects of the aviation lighting on views experienced from the Intrinsic Rural Darkness and Buffer of the South Downs IDSR is undertaken with reference to these representative viewpoints in the following assessment.

Viewpoint 2 Birling Gap

Baseline Conditions and Sensitivity

- 7.2.18 The existing night-time view from Birling Gap is shown in **Figure 16.27i, Volume 3**. The viewpoint is located at Birling Gap, on the platform at the top of the steps that provide a specific viewing point, a specific and well-known viewpoint at the National Trust site on the maritime coast of the SDNP, which is within the Intrinsic Rural Darkness and Buffer Zone of the South Downs IDSR. The view looks directly out to sea over the beach and along the chalk cliffs of the Seven Sisters.

- 7.2.19 There is limited existing lighting in the view across the open seascape, with the overall impression of the night-time view of a dark seascape and dark skies above, with only lighting from cardinal marks, transient lights on boats, occasional building lighting on the cliff tops, night lighting at the nearby National Trust cafe and the night-time lighting on the distant Rampion 1 WTGs visible in the sea skyline. The red, medium intensity aviation lighting of the existing Rampion 1 WTGs is visible in the view at night, from 29.0 km to the closest WTG, on peripheral WTGs (which flash in sequence). The visible aviation lights form a distant array of multiple small points of relatively faint red light on the horizon to the south-west. The Rampion 1 aviation lights, lights on vessels and cardinal marks stand out as point sources of light due to the higher contrast with the otherwise dark seascape. The marine navigational lighting is not visible in this view, due to the curvature of the earth which results in the lights at platform level being situated behind the horizon. Fundamentally it is a view that has a relatively low level of lighting in the existing seascape in the baseline, with no urban lighting visible and relative continuity between the sea below and skies above.
- 7.2.20 The sensitivity of the viewpoint at night is considered to be **Medium-high**, reflecting that the view has medium-high value at night-time and the receptors experiencing the view have a medium-high susceptibility to change. The viewpoint is within the area of Intrinsic Rural Darkness and Buffer Zone of the South Downs IDSR which has skies classified as 'dark sky' that are of importance and value to protect, being distinguishable from other brighter areas of the SDNP. Birling Gap is a dark sky discovery site, which is considered to have higher sensitivity to the potential effects of the aviation lights than other areas of the IDSR, as it is specifically promoted by the SDNPA to encourage visitors to this site with the express intention of viewing the night sky and this experience could be affected. The viewpoint is relatively remote from main settlements and has accessible at night from the nearby visitor parking area, with people likely to visit to view the night skies in the context of the chalk cliffs and seascape. The viewpoint is unrestricted out to sea overlooking the relatively dark seascape context of the maritime coast of the SDNP and does not take in any intervening urban lighting. This general lack of readily discernible light sources in the view, other than the Rampion 1 WTG lighting, cardinal marks and vessels in the seascape, increases the susceptibility to further lighting, and the ability of receptors to perceive the intensity of lights out to sea against a relatively dark background. There is relative continuity between the dark seascape below, to the dark skies above, when looking out to sea from this coastal edge, which has potential to be interrupted by further lighting.

Magnitude of Change and Significance of Effect

- 7.2.21 The predicted view of the aviation lights at 2000cd is shown in the photomontage in **Figure 16.27j, Volume 3**.
- 7.2.22 Aviation and marine navigation lighting of the proposed Rampion 2 WTGs will be visible in the view at night, from 21.9 km to the closest WTG, including both the red medium intensity lighting at nacelle height on peripheral WTGs (which flash in sequence) and yellow marine navigational lighting at platform level of all WTGs. The principal effect of the lighting of the Rampion 2 WTGs will be to extend the lateral spread of existing multiple point features of red and yellow light over

towards the viewpoint, over a slightly wider portion of the view, increasing the visual influence of offshore lighting in the existing view of the sea at night, due to the wider spread and closer proximity of the lighting.

- 7.2.23 The extension of the lighting effect occurs to the east of Rampion 1, viewed next to the existing offshore WTG lighting, and is therefore seen as a continuation of an existing lighting effect in the seascape, rather than an entirely new or unfamiliar feature. The eastwards extension of the array of lights does, however, increase the lateral extent of skyline effected by the lights, bringing them closer to the viewpoint this maritime coastline of the South Downs IDSR. In doing so, the Rampion 2 aviation lights slightly increase the interruption of continuity between the dark sea below and the dark skies above, in a relatively contained part of the view which is already affected by the Rampion 1 WTG lighting. In the main however, the proposed Rampion 2 WTG lighting does not affect the 'continuity' of darkness, which will continue to occur across the wide expanse of seascape in the offshore panorama.
- 7.2.24 The majority of the aviation lights will be visible above the Rampion 1 WTG aviation lights, due to the higher nacelle height and will be backdropped by dark sky, however the aviation lights are 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. The stars were observed in the dark skies above and will continue to be visible and unimpeded in the skies above the viewer. 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.
- 7.2.25 A result of these factors, the magnitude of change on the night-time view as a result of the aviation lights operating at 2000cd is assessed as **Medium-low** and when combined with the Medium-high sensitivity of the viewpoint, this results in a **Not Significant (Moderate)** visual effect, occurring primarily due to the extended spread of existing and familiar visible lights in the seascape and a slight additional interruption of part of the continuity between dark seascape and dark skies. The effect of the aviation and marine navigation lights is considered not significant on balance, because the lights integrate with the baseline WTG lighting in the view forming an extension of a familiar feature and at long distance, such that they do not compromise or diminish the view of the night sky or the dark landscape of the visible parts of the South Downs maritime coastline.
- 7.2.26 The operation of aviation lights at the lower intensity of 200cd when visibility from every WTG is >5 km will provide further mitigation and reduction in the perceived intensity of the visible lighting.

Viewpoint 17 Devil's Dyke

Baseline Conditions and Sensitivity

- 7.2.27 The existing night-time view from Devil's Dyke is shown in **Figure 16.42j-k, Volume 3**. The viewpoint is located at the trig marked high point (217m AOD) on the route of the South Downs Way, close to the visitor car park, however the

formal Devil's Dyke viewpoint orientates northwards over the Low Weald away from the coast. The viewpoint is located within the open area of undeveloped downs between the Adur and Ouse to the north of Brighton, within the Intrinsic Rural Darkness and Buffer Zone of the South Downs IDSR. The view looks out across the 'dark landscape' below in the immediate foreground, over the urban areas of Brighton and its seascape setting beyond, as well as the wider conurbations extending along the coast. The city is illuminated at night with street lighting, lighting within housing and tall buildings, retail areas, vehicles using the road network, and red aviation lights on tall structures such as cranes, the i360 Tower at Brighton seafront and the Shoreham power station chimney. These combine to create notable skyglow brightening of the night sky, visible as a pink/orange glow over the coastal conurbations, caused by the scattering of artificial light.

- 7.2.28 The night-time lighting on the Rampion 1 WTGs, cardinal marks and transient lights on boats in the seascape are visible 'through' and beyond this skyglow. Lighting of the existing Rampion 1 WTGs is visible in the view at night, from 20.3 km to the closest WTG, including both the red medium intensity lighting at nacelle height on peripheral WTGs (which flash in sequence) and yellow marine navigational lighting at platform level of all WTGs, forming an array of multiple small points of red and yellow light extending across the view beyond the City of Brighton. Fundamentally it is a view that is highly influence by lighting in the intervening urban environment and seascape in the baseline, however the dark landscapes of the South Downs are present in the foreground and extending westwards along the chalk ridge of the downs.
- 7.2.29 The sensitivity of the viewpoint at night is considered to be **Medium-high**, reflecting that the view has medium-high value at night-time and the receptors experiencing the view have a medium susceptibility to change. The viewpoint is within the area of Intrinsic Rural Darkness and Buffer Zone of the South Downs IDSR which has skies classified as 'dark sky' that are of importance and value to protect, being distinguishable from other brighter areas of the SDNP. Devil's Dyke is a dark sky discovery site, which is considered to have higher sensitivity to the potential effects of the aviation lights than other areas of the IDSR, as it is specifically promoted by the SDNPA to encourage visitors to this site with the express intention of viewing the night sky and this experience could be affected. The viewpoint is popular and well-used at night, it is accessible from the nearby visitor parking area and Devil's Dyke pub, with many people visiting to watch the sunset to the west. The main formal viewpoint is however overlooking the darker landscape of the Weald to the north, rather than the intervening urban landscape to the south. There are the many readily discernible light sources that are visible in the view, across the urban coastal conurbations, including the i360 tower and existing Rampion 1 WTG lighting in the seascape beyond. To the south, there is a visible transition between the dark landscape below, into landscapes that have a greater degree of night lighting; whereas to the west, there is a continuity between the dark landscape of the downs below, to the dark skies above, when looking along the undeveloped spine of the South Downs. The relatively high levels of baseline lighting in the intervening landscape to the south reduce susceptibility to further lighting in this direction, and the ability of receptors to perceive the intensity of lights out to sea, through the skyglow, such that the 'susceptibility' of receptors to aviation lighting on the proposed Rampion 2 WTG is reduced in the view.

Magnitude of Change and Significance of Effect

- 7.2.30 The predicted view of the aviation lights at 2000cd is shown in the photomontage in **Figure 16.42l-m, Volume 3**.
- 7.2.31 Aviation and marine navigation lighting of the proposed Rampion 2 WTGs will be visible in the view at night, from 19.8 km to the closest WTG, including both the red medium intensity lighting at nacelle height on peripheral WTGs (which flash in sequence) and yellow marine navigational lighting at platform level of all WTGs. These lights will extend the existing array of multiple small points of red and yellow light extending across the seascape in the view behind the City of Brighton, Shoreham and Worthing. The principal effect of the lighting of the Rampion 2 WTGs will be to extend the lateral spread of existing multiple point features of red and yellow light over a wider portion of the view, adding to the visual influence of offshore lighting in the existing view of the sea at night, due to the wider spread of lighting.
- 7.2.32 The extension of the lighting effect occurs to the east and west of Rampion 1, viewed next to the existing offshore WTG lighting, 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. The westwards extension of the array of lights does however, slightly interrupt some of the continuity between the dark landscape of the downs below and the dark skies above, in the view west across the rolling landscape of the downs, where the downs obscure the coastal strip. In the main however, 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 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.
- 7.2.33 The majority of the aviation lights will be visible above the Rampion 1 WTG aviation lights, due to the higher nacelle height and will be backdropped by dark sky, however the aviation lights are 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. The stars were observed in the dark skies above and will continue to be visible and unimpeded in the skies above the viewer. 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.
- 7.2.34 A result of these factors, the magnitude of change on the night-time view as a result of the aviation lights operating at 2000cd is assessed as **Medium-low** and when combined with the Medium-high sensitivity of the viewpoint, this results in a **Not Significant (Moderate)** visual effect, occurring primarily due to the extended spread of existing and familiar visible lights in the seascape and slightly interrupting part of the continuity between dark landscape and skies in the view west over the downs. The effect of the aviation and marine navigation lights is considered not significant on balance, because the lights integrate with the baseline WTG lighting in the view 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 to the west.

- 7.2.35 The operation of aviation lights at the lower intensity of 200cd when visibility from every WTG is >5 km will provide further mitigation and reduction in the perceived intensity of the visible lighting.

Transition Zone (E1b)

- 7.2.36 The ZTV in **Figure 16.25, Volume 3** indicates that the principal areas of the Transition Zone (E2) with theoretical visibility of the aviation lights occurs along the southern periphery of the SDNP, including the southern slopes of the South Downs immediately to the north of the coastal plain and urbanised coastline, along the northern edges of the coastal conurbations, the areas of open coastal downland between Brighton and Peacehaven, the eastern edge of the SDNP alongside Eastbourne, and the main section of maritime coast of the SDNP between Seaford Head and Beachy Head. Visibility of the aviation lights occurs from these areas where there is generally a transition into landscapes that have a greater degree of night lighting in the baseline environment, between the darker zones (E0/E1a) and the urban environment.
- 7.2.37 None of the dark sky discovery sites are within the Transition Zones, however Viewpoint 2 at Birling Gap, is on the edge of the Transition Zone (E1b) and Buffer Zone (E1a), and a further night-time viewpoint has been included within the Transition Zone on the northern edges of Brighton at Viewpoint 27 Hollingbury Hillfort (**Figure 16.50g, Volume 3**).
- 7.2.38 An assessment of the effects of the aviation lighting on views experienced from the Transition Zone of the South Downs IDSR is undertaken with reference to these representative viewpoints in the following assessment.

Viewpoint 27 Hollingbury Hillfort

Baseline Conditions and Sensitivity

- 7.2.39 The existing night-time view from Hollingbury Hillfort is shown in **Figure 16.50g, Volume 3**. The viewpoint is located on the hillfort within Hollingbury Golf Course, within an open area of undeveloped downs and recreational land within the Transition Zone of the South Downs IDSR. The view looks out across the 'dark landscape' below in the immediate foreground, over the urban areas of Brighton and its seascape setting beyond, as well as the wider conurbations extending along the coast. The city is illuminated at night with street lighting, lighting within housing and tall buildings, retail areas, vehicles using the road network, and red aviation lights on tall structures such as cranes and the i360 Tower at Brighton seafront. These combine to create notable skyglow brightening of the night sky, visible as a pink/orange glow over the coastal conurbations, caused by the scattering of artificial light.
- 7.2.40 The night-time lighting on the Rampion 1 WTGs, cardinal marks and transient lights on boats in the seascape are visible 'through' and beyond this skyglow.

Lighting of the existing Rampion 1 WTGs is visible in the view at night, from 18 km to the closest WTG, including both the red medium intensity lighting at nacelle height on peripheral WTGs (which flash in sequence) and yellow marine navigational lighting at platform level of all WTGs, forming an array of multiple small points of red and yellow light extending across the view beyond the City of Brighton. Fundamentally it is a view that is highly influence by lighting in the intervening urban environment and seascape in the baseline, however the dark landscape of the South Downs are present in the foreground, and the stars are visible at night and can be seen in **Figure 16.50g, Volume 3**.

- 7.2.41 The sensitivity of the viewpoint at night is considered to be **Medium**, reflecting that the view has medium value at night-time and the receptors experiencing the view have a medium-low susceptibility to change. The viewpoint is within the Transition Zone of the South Downs IDSR which is consistently brighter than the Dark Sky Core and Buffer Zones but has skies that they remain of value to protect and distinguish from other brighter areas. It is not identified as a dark sky discovery site or promoted as a particular location for viewing the night sky, however it does provide a natural vantage point from which to experience night-time views over the City of Brighton, is relatively accessible, however is likely to be valued at least in part for the view over the lights of the city at night, rather than its darkness as such. The main attention and points of interest include the many readily discernible light sources that are visible, including the i360 tower and existing Rampion 1 WTG lighting in the seascape. There is a visible transition between the dark landscape below, into landscapes that have a greater degree of night lighting. The relatively high levels of baseline lighting in the intervening landscape reduce susceptibility to further lighting and the ability of receptors to perceive the intensity of lights out to sea, through the skyglow, such that the 'susceptibility' of receptors to aviation lighting on the proposed Rampion 2 WTG is reduced in the view.

Magnitude of Change and Significance of Effect

- 7.2.42 The predicted view of the aviation lights at 2000cd is shown in the photomontage in **Figure 16.50h, Volume 3**.
- 7.2.43 Aviation and marine navigation lighting of the proposed Rampion 2 WTGs will be visible in the view at night, from 17.9 km to the closest WTG, including both the red medium intensity lighting at nacelle height on peripheral WTGs (which flash in sequence) and yellow marine navigational lighting at platform level of all WTGs. These lights will extend the existing array of multiple small points of red and yellow light extending across the seascape in the view behind the City of Brighton. The principal effect of the lighting of the Rampion 2 WTGs will be to extend the lateral spread of existing multiple point features of red and yellow light over a wider portion of the view, adding 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 lighting of the proposed Rampion 2 WTGs will, however, be viewed next to the existing offshore WTG lighting, 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.
- 7.2.44 The view of the dark skies above is predominately affected by 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.

The continuity of the dark landscape of the downs ‘below’ to the dark skies ‘above’ is already fundamentally interrupted by the urban lighting, and to a lesser extent the existing Rampion 1 WTG lighting beyond. The proposed Rampion 2 WTG lighting does not affect the ‘continuity’ of darkness across the Downs in the landscape below, nor does it influence the existing level of discontinuity between the dark landscape and skies above.

- 7.2.45 The majority of the aviation lights will be visible above the Rampion 1 WTG aviation lights, due to the higher nacelle height and will be backdropped by dark sky, however the aviation lights are 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. The stars were observed and will continue to be visible in the skies above the viewer, as shown in **Figure 16.50h, Volume 3**. 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.
- 7.2.46 A result of these factors, the magnitude of change on the night-time view as a result of the aviation lights operating at 2000cd is assessed as **Medium-low** and when combined with the medium sensitivity of the viewpoint, this results in a **Not Significant (Moderate-minor)** visual effect. The effect of the aviation and marine navigation lights is considered not significant on balance, because the lights integrate with the baseline WTG lighting in the view forming an extension of a familiar feature, they are viewed primarily beyond the intervening urban lighting of the City of Brighton 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 in the foreground and to the east.
- 7.2.47 The operation of aviation lights at the lower intensity of 200cd when visibility from every WTG is >5 km will provide further mitigation and reduction in the perceived intensity of the visible lighting.

Urban (E3/4) (outside IDSR)

- 7.2.48 Broadly this area is defined as being the larger settlements within the SDNP, including Lewes, Ditchling, Petworth, Midhurst, Farnham, East Liss and Petersfield. There is no visibility of the aviation and marine navigational lighting from these urban areas within the SDNP, as shown in **Figure 16.25, Volume 3**, with the exception of very low levels of theoretical visibility from Petworth at a distance of approximately 35km from the windfarm Area of Search.

Urban areas out outside the South Downs IDSR

- 7.2.49 Areas of high theoretical visibility of the aviation lighting of Rampion 2 and most extensive geographic spread of visibility of the aviation lighting of Rampion 2 occur along the urban seafront and across the urban coastal conurbations outside the South Downs IDSR, between Selsey, Bognor Regis, Littlehampton, Worthing, Brighton, Peacehaven, Newhaven and Seaford. Visibility of the aviation and marine navigation lights will be considerably reduced due to the extensive

screening provided by buildings within these urban environments, with views of the aviation and marine navigational lights focused along the seafront areas of these settlements, where there are direct views out to sea, and areas of higher ground set back from the coast where there are more open views out to sea from within these settlements.

- 7.2.50 Visibility of the proposed aviation and marine navigational lights occurs from these urban areas where there are clear views of the Rampion 1 aviation and marine navigation lights at night and where the influence of existing urban lighting in the night-time baseline is greatest. The existing Rampion 1 aviation and marine navigation lights are clearly visible out to sea from this urban coastline at distances between approximately 13.5km – 16km offshore, forming an array of white navigation lights on the horizon with red aviation lights above them on the peripheral WTGs. There are high levels of lighting caused by street-lights, building lights and vehicle lighting, but also from the many and varied lighting of entertainments and visitor attractions along the seafronts, including piers at Bognor Regis, Worthing and Brighton which extend into the nearshore waters and spill light onto the sea.
- 7.2.51 An assessment of the effects of the aviation lighting on views experienced from the Brighton seafront, representative of the closest urban areas outside the South Downs IDSR is undertaken with reference to the night-time Viewpoint 8 (**Figure 16.33l-o, Volume 3**).

Viewpoint 8 Brighton Seafront

Baseline Conditions and Sensitivity

- 7.2.52 The existing night-time view from Brighton sea-front is shown in **Figure 16.33i-m Volume 3**. The viewpoint is located on the sea front promenade to the west of Brighton pier on a brightly lit sea-front promenade with street lighting, lighting at beach shelters, adjacent building frontages and passing car lights on the busy main road. The view looks out across Brighton beach to the sea, in which Brighton Palace Pier is illuminated at night with bright lighting within its arcades, restaurants/bars and rides. There is a red light at the top of the helter-skelter. The lighting of Brighton Palace Pier spills light reflections onto the nearshore sea. The red lights on the i360 tower are visible to the west of the viewpoint.
- 7.2.53 The seascape includes visible night-time lighting on the Rampion 1 WTGs, cardinal marks and transient lights on boats in the inshore waters. Lighting of the existing Rampion 1 WTGs is visible in the view at night, from 13.9 km to the closest WTG, including both the red medium intensity lighting at nacelle height on peripheral WTGs (which flash in sequence) and yellow marine navigational lighting at platform level of all WTGs, forming an array of multiple small points of red and yellow light extending across the view between the dark sea below and dark sky above. Fundamentally it is a view that is highly influence by lighting in urban environment and seascape in the baseline.
- 7.2.54 The sensitivity of the viewpoint at night is considered to be **Low**, reflecting that the view has low value at night-time and the receptors experiencing the view have a low susceptibility to change. The value of the view is assessed to be low at night-time, since it is not a location that people visit to experience a dark landscape or

dark skies, in fact people value and are attracted to the area at night for the 'bright lights' of the sea front and its night-time attractions. The viewpoint is located on the promenade overlooking Brighton beach which provides access for visitors to other sea front visitor facilities, however it is within a brightly lit urban landscape outside the South Downs IDSR. Although it is visited by a large number of people, their main attention and interest includes the many readily discernible light sources that are visible, including the lighting of Brighton Palace Pier, the i360 tower and existing Rampion 1 WTG aviation and marine navigation lighting in the seascape. There are high levels of baseline lighting around the viewpoint that reduce susceptibility to further lighting and the ability of receptors to perceive the intensity of lights out to sea, such that the 'susceptibility' of receptors to aviation lighting on the proposed Rampion 2 WTG is reduced in the view.

Magnitude of Change and Significance of Effect

- 7.2.55 The predicted view of the aviation lights at 2000cd is shown in the photomontage in **Figure 16.33n-o, Volume 3**.
- 7.2.56 Aviation and marine navigation lighting of the proposed Rampion 2 WTGs will be visible in the view at night, from 13.9 km to the closest WTG, including both the red medium intensity lighting at nacelle height on peripheral WTGs (which flash in sequence) and yellow marine navigational lighting at platform level of all WTGs. These lights will extend the existing array of multiple small points of red and yellow light extending across the view between the dark sea below and dark sky above. The lighting of the Rampion 2 WTGs will extend the lateral spread of multiple point features of red and yellow light over a wider portion of the view, adding to the visual influence of offshore lighting in the existing view of the sea at night, due to the contrast of the lights with the dark seascape and sky into which the lights extend primarily westwards in the view. The aviation and marine navigation lighting of the proposed Rampion 2 WTGs will however, always be viewed next to the existing offshore WTG lighting and in the context of the bright baseline lighting around the viewpoint, which will reduce the perceived intensity of the lights out to sea.
- 7.2.57 The majority of the aviation lights will be visible above the Rampion 1 WTG aviation lights, due to the higher nacelle height and will be backdropped by dark sky, however the aviation lights are relatively low to the horizon and do not extend high into the sky above the viewpoint, thus limiting the amount of the night-sky that is impeded. The stars were observed and will continue to be visible in the skies above, as shown in **Figure 16.33n-o, Volume 3**. 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 and seascape in this view.
- 7.2.58 A result of these factors, the magnitude of change on the night-time view as a result of the aviation lights operating at 2000cd is assessed as **Low** and when combined with the Low sensitivity of the viewpoint, this results in a **Not Significant (Negligible)** visual effect, occurring primarily due to the extended spread of existing and familiar visible lights in the seascape, from a viewpoint that is used at night for the purpose of enjoying the bright lights and attractions of the sea front.

- 7.2.59 The operation of aviation lights at the lower intensity of 200cd when visibility from every WTG is >5 km will provide further mitigation and reduction in the perceived intensity of the visible lighting.

8. Summary and conclusions

- 8.1.1 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. It has formed the basis of the following conclusions on the effects of the proposed lighting.
- 8.1.2 An assessment of effects from visible aviation lighting rests to a large extent on a perceptual appreciation of the lighting effects that someone might experience in different levels of darkness at night.
- 8.1.3 Acknowledging the subjectivity of the impact metrics, the role of this assessment in Appendix 16.5 is to identify where, and to what degree, parts of the study area may be significantly affected by visibility of part or all of the aviation lights and to present a judgement on the significance of those effects.
- 8.1.4 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.
- 8.1.5 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
- 8.1.6 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.
- 8.1.7 The Dark Sky Core is located 22.6km from the wind farm Area of Search at its closest point; the Buffer Zone is 20.6km and Transition Zone 13.5km.
- 8.1.8 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 – Ipping Common) as they are outside the ZTV.
- 8.1.9 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).
- 8.1.10 The Dark Sky Core is also located 22.6km from the wind farm Area of Search at its closest point, with the three dark sky discovery sites in the study area located 28.1km (Bignor Hill), 40.7km (Ipping Common) and 45.1km (Butser Hill) from the wind farm Area of Search respectively, at considerable distance.
- 8.1.11 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.

- 8.1.12 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.
- 8.1.13 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.
- 8.1.14 Views from the Dark Sky Core are located at long distances from the potential source of light within the windfarm Area of Search, 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.
- 8.1.15 There are also many readily discernible light sources that are visible in the views from the tops of the downs of the Dark Sy Core across the coastal plain and intervening urban coastal conurbations to the south-east in the direction towards the windfarm Area of Search.
- 8.1.16 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.
- 8.1.17 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.
- 8.1.18 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.
- 8.1.19 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.
- 8.1.20 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.

- 8.1.21 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.
- 8.1.22 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.
- 8.1.23 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.
- 8.1.24 In summary, the assessment has considered the impact on the zones of the south Downs IDSR with reference to viewpoints within each area, particularly in regard to the potential disruption of the dark landscape continuity and impact on dark skies above the South Downs IDSR. It has found the following.
- The proposed aviation and marine navigation lighting will not result in effects on landscape character, which is not readily perceived at night in darkness, particularly in rural areas. The effects arising are wholly a visual concern.
 - Rampion 2 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.
 - 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.
 - The overall impact of the lighting will not harm the continuity of the dark landscape of the South Downs IDSR and will not be visible as glare, skyglow, spill or reflection. It will also not reduce the measured and observed quality of easily visible astronomical features.
 - People within the South Downs IDSR will be located considerably greater than 5km from the windfarm Area of Search, and therefore experience the aviation lights at 200cd during periods of 'clear' visibility; and only at 2,000cd in periods of poor visibility (when the influence of the lights would be reduced in poor visibility conditions).
 - A relatively small number of people would be affected by visibility of the aviation lights, with a low likelihood of people being present at the viewpoints at night and only for periods of relatively short duration.

- Visual effects arising for a relatively small number of people at night-time on the South Downs Way, for example, cannot be as important as significant visual effects that arise from that same location during daytime, that may affect a vastly greater number of people. The relatively few people that are likely to experience these visual effects cannot be overstated.
- The likelihood of people visiting the Dark Skies Discovery Sites having some form of personal light sources with them for their own safety, which will create some element of baseline light.
- There are no settlements or communities would experience significant visual effects.
- The duration of the effect of the lights on receptors is likely to be over a relatively short period, more commonly experienced during evening and morning hours of darkness, after dusk and before sunrise, when people are not sleeping. The ICAO standard requires for 2,000 candela medium intensity red lights, to be switched on when 'Night' has been reached, as measured at 50cd/m² or darker, removing the likelihood of visible lighting during twilight.
- The nature of red medium intensity aviation lights, of the type proposed at Rampion 2, is that they tend to appear as a point of light when seen in the seascape, rather than causing any discernible 'glare' or 'sky glow'.
- All opportunities have been made to reduce light pollution. The lighting cannot be avoided, however adverse impacts are mitigated to the greatest reasonable extent through the use of omni-directional lights which mitigate the perceived intensity of light above and below the horizontal plane; and through the operation of the lights in accordance with Air Navigation Order 2016 (CAP393) Article 223 (8), which allows the 2,000cd aviation lights to be dimmed to 200cd, if visibility is greater than 5km.
- One of the key findings of the visual assessment of the aviation lights is that they 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 night-skies.
- The proposed aviation and marine navigational lighting therefore do not significantly affect the intrinsic quality of dark night skies and the integrity of the Dark Sky Core of the South Downs IDSR.

9. References

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