

4.19



Volume 4, Chapter 19

Landscape and Visual Impact Appendices



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Volume 4, Appendix 19.1

Landscape and visual impact assessment methodology



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1. Landscape and Visual Impact Assessment Methodology

1.1 Overview

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 landscape and visual impact assessment (LVIA) of the Preliminary Environmental Information Report (PEIR) and Environmental Statement (ES) for the onshore elements of the Proposed Development.

1.1.2 The onshore elements of the Proposed Development relate to the landfall located at Climping in West Sussex; approximately 36km of onshore cable corridor containing transmission cables; and a new onshore substation that will connect to the existing National Grid substation at Bolney, Mid Sussex. The time period for the assessment covers the construction phase of the onshore elements of the Proposed Development (up to 3.5 years for the duration of the onshore cable corridor compounds and 3 years for the onshore substation) which will include the implementation and establishment of embedded environmental measures (e.g. landscape planting). The operation and maintenance phase is around 30 years, beyond which the onshore substation will be decommissioned (up to 4 years) and reinstated with electrical cables left in-situ to minimise environmental effects associated with removal. Further details on the onshore elements of the Proposed Development are provided in **Chapter 4: The Proposed Development, Volume 2**. This appendix has been structured as follows:

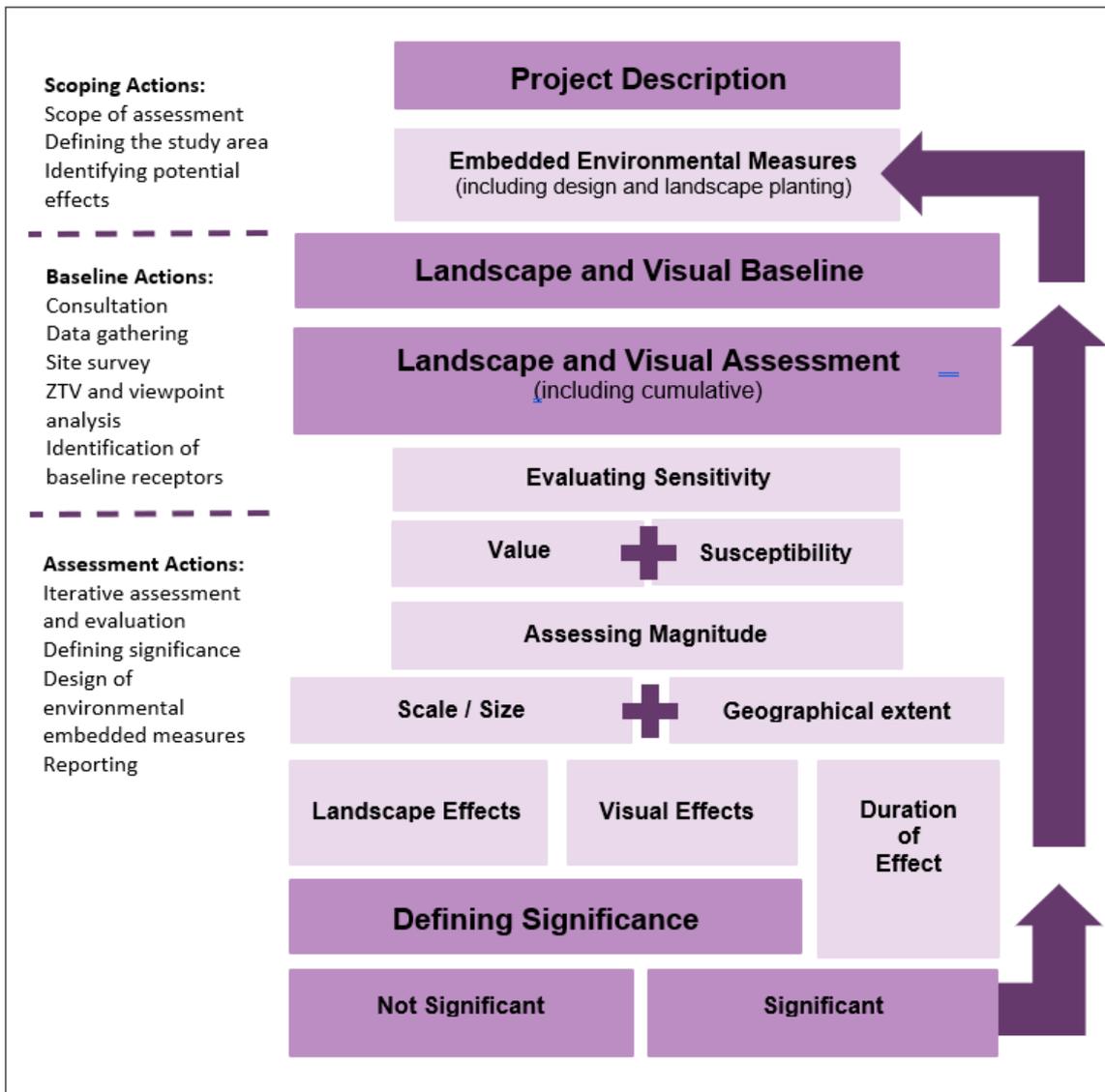
- **Section 1.2: Overview of LVIA methodology;**
- **Section 1.3: Iterative assessment and design;**
- **Section 1.4: Guidance, data sources and site surveys;**
- **Section 1.5: Assessing landscape effects;**
- **Section 1.6: Assessing visual effects;**
- **Section 1.7: Assessing cumulative landscape and visual effects;**
- **Section 1.8: Evaluation of significance;**
- **Section 1.9: Nature of effects;**
- **Section 1.10: Visual representations;**
- **Section 2: Glossary of terms and abbreviations; and**
- **Section 3: References.**

1.2 Overview of the LVIA methodology

Introduction

- 1.2.1 The LVIA has been undertaken in accordance with the Landscape Institute and IEMA (2013) *Guidelines for Landscape and Visual Impact Assessment*, 3rd Edition (GLVIA 3), and other best practice guidance listed in **Chapter 19: Landscape and visual impact assessment, Volume 2**. An overview or summary of the LVIA process is provided here and illustrated, diagrammatically in **Graphic 1-1**.
- 1.2.2 The LVIA assesses the likely effects that the onshore elements of the Proposed Development on the landscape and visual resource, encompassing effects on landscape elements, characteristics and landscape character, designated landscapes, visual effects and cumulative effects.
- 1.2.3 Essentially, the landscape and visual effects (and whether they are significant) are determined by an assessment of the nature or 'sensitivity' of each receptor or group of receptors and the nature of the effect or 'magnitude of change' that will result from the onshore elements of the Proposed Development. The evaluation of sensitivity takes account of the value and susceptibility of the receptor to the onshore elements of the Proposed Development. This is combined with an assessment of the magnitude of change which takes account of the size and scale of the proposed change, the geographical extent and the duration of that change. By combining assessments of sensitivity and magnitude of change, a level of 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 type of effect is described as either direct or indirect; temporary or permanent (reversible); cumulative; and beneficial, neutral or adverse.

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



1.2.4 The assessment has also considered the whole Proposed Development or combined effects of the offshore and onshore elements of the Proposed Development, as well as the cumulative effects likely to result from the Proposed Development and other similar committed developments.

1.2.5 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). Due to the nature of landscape and visual assessment, the LVIA will be subject to detailed assessment with only the operation of the underground onshore cable corridor and landfall elements of the onshore Proposed Development scoped out. The 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

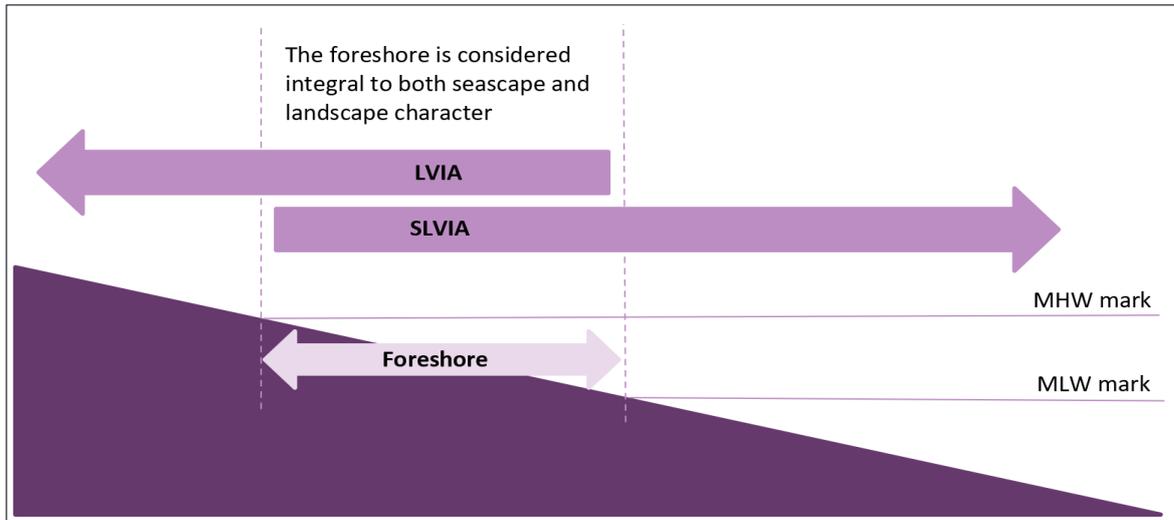
Overview

- 1.2.6 Together, the LVIA and the offshore Seascape, Landscape and Visual Impact Assessment (SLVIA) provide a whole Proposed Development assessment of the effects of Rampion 2 (the Proposed Development). The offshore elements of the Proposed Development (the offshore array area, offshore substations and offshore export cable corridor) are assessed in the SLVIA and the onshore elements of the Proposed Development (the landfall location, onshore cable corridor and onshore substation) are assessed in the LVIA. Both the SLVIA and the LVIA follow a broadly similar assessment methodology that uses the same glossary and terminology.
- 1.2.7 The LVIA also refers to potential interrelated effects likely to result from any areas where the construction, operation and maintenance, and decommissioning of the offshore and onshore elements combine, or inter-relate to affect receptors within the LVIA study area. An example includes effects on views where both offshore and onshore elements are visible, potentially resulting in whole Proposed Development landscape and visual effects as a result of the construction, operation and decommissioning of the onshore and offshore elements. In those instances, the LVIA provides whole Proposed Development assessment focusing on the onshore elements that will be referenced for consistency in the SLVIA. The SLVIA also provides a whole Proposed Development assessment focusing on the offshore elements.

Assessment of the foreshore

- 1.2.8 In England, landscape character “principally applies to terrestrial areas lying to the landward side of the high-water mark’ and seascape character ‘principally applies to coastal and marine areas seaward of the low-water mark” (Natural England, *An Approach to Seascape Character Assessment 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, *An Approach to Seascape Character Assessment 2012*), indicating a subtler transition between seascape and landscape than defined in the guidance.
- 1.2.9 **Graphic 1-2** illustrates the foreshore area between the mean high water springs (MHWS) and the mean low water springs (MLWS) and overlap of the LVIA/SLVIA assessments.

Graphic 1-2 Extent of SLVIA and LVIA assessment of landscape and seascape along the coastline.



- 1.2.10 In order to avoid under-valuing, the intertidal area between the high and low-water mark, the LVIA will assess landscape character areas (LCAs) lying to the landward side of the MLW and the SLVIA will assess offshore seascape effects on Marine Character Areas (MCAs) where they are seaward of the MHW; and the effect on terrestrial landscape character, assessed as part of the SLVIA, will be assessed on landscape character areas (LCAs) lying to the landward side of the MLW.
- 1.2.11 This approach means that the 'foreshore', which includes beaches, intertidal areas and coastlines between the MLW and the MHW, will be considered in both the landscape and seascape character assessments. This ensures adequate consideration will be given to assessing the relationship between terrestrial and marine areas and interactions across the land/sea interface. This is consistent with the published Marine Management Organisation (MMO) Seascape Assessment (MMO, 2014) which extends to the MHWS; and published landscape character assessments.

Defining the study area

- 1.2.12 The study area for the LVIA is illustrated in **Figure 19.1, Volume 3** and extends to a 2km buffer beyond the PEIR Assessment Boundary, and is supported by a number of elevated, long-distance panoramic viewpoint locations within the wider landscape, beyond 2km, as agreed with consultees, in particular the South Downs National Park to demonstrate any visibility at these distances.
- 1.2.13 Institute of Environmental Management and Assessment (IEMA) Guidance (IEMA, 2015 and 2017) recommends a proportionate assessment focused on the likely significant effects of a development, and a proportionate technical aspect chapter. The LVIA study area must therefore be large enough to capture all likely significant effects. However, an overly large LVIA study area may be considered disproportionate if it makes understanding the key impacts of the development more difficult by including extraneous baseline information, and hence receptors which are unlikely to be significantly affected by the Proposed Development.

- 1.2.14 This is supported by the Landscape Institute (GLVIA 3) (Landscape Institute, 2013) (paragraph 3.16) which recommends that “*The level of detail provided should be that which is reasonably required to assess the likely significant effects*”. Paragraph 5.2 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*”.
- 1.2.15 The LVIA study area therefore defines a limit, based on professional judgement, beyond which it is considered unlikely for significant effects to arise. This judgement of up to 2km is based on a detailed analysis of the Zone of Theoretical Visibility (ZTV) (**Figures 19.2 – 19.4, Volume 3**), site surveys to establish an understanding of the local landscape character and the scale of the construction and development proposed, and knowledge of similar projects including East Anglia TWO and THREE, Rampion 1, Norfolk Vanguard and Thanet Extension offshore wind farms.

1.3 Iterative assessment and design

Overview

- 1.3.1 The LVIA is part of an iterative environmental impact assessment (EIA) process which aims to ‘design out’ significant effects via a range of embedded environmental measures including avoidance and design that aim to reduce or eliminate significant effects. Design is an integrated part of the LVIA process and embedded 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 to the Proposed Development. Potentially significant landscape and visual effects and the constraints and opportunities connected with their resolution are identified through the LVIA process. Where possible embedded environmental measures, such as design modification or landscape planting schemes, are incorporated into the onshore elements of the Proposed Development in order to mitigate landscape and visual effects.
- 1.3.2 Embedded environmental measures are recorded in **Appendix 4.1: Commitments register, Volume 4** which details how the measures will be secured as well as documenting the design evolution of the onshore elements of the Proposed Development. Measures relating specifically to the LVIA are reported in **Table 19-20 in Chapter 19: Landscape and visual impact assessment, Volume 2**.

Potential effects during the construction phase

- 1.3.3 A range of potential effects on the landscape and visual resource are likely during the construction of the onshore elements of the Proposed Development (up to three years for the onshore cable corridor and up to four years for the onshore substation). This appraisal of the potential effects helps define the scope and nature of the LVIA methodology. The potential effects likely to result from construction are described below.

- Landscape effects:
 - ▶ Effects on landscape elements, features and patterns (including, but not limited to soils, landform, ground vegetation, hedgerows/field boundaries, trees, woodland and buildings) as a result of land preparation including site clearance and earthworks;
 - ▶ Effects on landscape character and key characteristics, including perceptual characteristics and qualities as a result of construction activities. The construction activities are likely to include the presence of construction staff and machinery, cranes, vehicle movements, contractors' facilities and site access associated with the onshore substation and onshore cable corridor. Landscape works to implement the Landscape Design Plan for the onshore substation and reinstatement works along the onshore cable corridor will also need to be accounted for in the assessment; and
 - ▶ Effects on the special landscape qualities and integrity of designated landscapes as a result of the above construction activities.
- Visual effects:
 - ▶ Effects on the views and visual amenity experienced by people undertaking various activities at various locations, distances and directions from the proposed land preparation and construction activities. These visual effects could be experienced from one location or sequentially as part of a route through the landscape such as a National Trail or long-distance footpath.
- Whole Proposed Development effects:
 - ▶ Whole Proposed Development effects could occur as a result of multiple construction activities related to the onshore and / or the offshore elements of the Proposed Development collectively affecting a landscape or visual receptor; and
 - ▶ Whole Proposed Development effects could also result from the construction phasing of the onshore elements of the Proposed Development and influence the nature and type of effect. For example, construction works on the cable corridor are likely to occur sequentially, resulting in relatively short bursts of construction activity and reinstatement occurring at different locations along the cable corridor. Construction activity at the landfall and/or substation may also be programmed to occur sequentially or concurrently with other onshore elements of the Proposed Development.

Potential effects during the operation and maintenance phase

- 1.3.4 The potential effects during the operation and maintenance phase relate principally to the presence of the onshore substation, its ongoing maintenance and the establishment of planting associated with the landscape design plan, which forms part of the embedded environmental measures to mitigate significant landscape and visual effects.
- 1.3.5 The operation and maintenance phase of the onshore substation is around 30 years resulting in a long-term (reversible) effect on landscape and visual

receptors. These effects would be partly and increasingly mitigated by the implementation and establishment of the landscape design plan.

- 1.3.6 The onshore cable corridor and landfall are underground with landscape reinstatement effects assessed as part of the construction phase. As such these onshore elements of the Proposed Development have been scoped out from further assessment during the operation and maintenance phase.
- 1.3.7 The potential effects during the operation and maintenance phase are assessed at Year 1 only. This is due to the ongoing development of the Landscape Design Plan which will be completed between PEIR and ES following which the potential effects during the operation and maintenance phase at both Year 1 and Year 15 will be assessed in the ES. It is therefore expected that any potential effects at Year 15 will be materially reduced by mitigation planting than those assessed at Year 1.

Potential effects during the decommissioning phase

- 1.3.8 The onshore substation may be used as a substation site after decommissioning of the Proposed Development or it may be upgraded for use by another offshore wind projects. This would be subject to a separate planning application. Should the onshore substation need to be decommissioned fully, the decommissioning works are likely to be undertaken in reverse to the sequence of construction works and involve similar levels of equipment. All relevant sites will be restored to their original states or made suitable for an alternative use. This assessment has therefore assumed a worst-case scenario that the substation will be decommissioned after the operation and maintenance phase over a period of up to four years. Given the assessment of the onshore substation during the operation and maintenance phase at Year 15 will be undertaken in the ES after the development of the Landscape Design Plan, the effects during the decommissioning phase take into account the worst-case scenario which would mean cutting down all established trees / mitigation planting and completely restoring the land to a field, and the effects are therefore likely to be similar during the construction phase of the onshore substation. However, following the development of the Landscape Design Plan, it is therefore expected that the significance of these effects will be materially reduced by mitigation planting in the ES.
- 1.3.9 Electrical cables associated with the onshore cable corridor and the landfall will be left in-situ to minimise environmental effects associated with removal. This will lead to a reversal of the landscape and visual effects.

1.4 Guidance data sources and site surveys

Guidance on methodology

- 1.4.1 This methodology accords with the guidance set out in the GLVIA 3. Where it clarifies or diverges from specific aspects of the guidance, in a small number of areas, reasoned professional justification for this is provided as follows.

- GLVIA 3 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. The assessors consider 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 will be overlooked if effects are diluted down due to their limited geographical extents and/or duration or reversibility.
- The assessors have chosen to keep the consideration of the size or scale of the effect, its geographical extent and its duration and reversibility separate, by basing the magnitude of change 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 effect is significant or not significant.
- The assessment methodology utilises six word scales to describe the magnitude of change – high, medium-high, medium, medium-low, low and negligible-zero; which are preferred to the ‘maximum of five categories’ suggested in GLVIA 3 (paragraph 3.27), as a means of clearly defining and summarising magnitude of change judgements.

1.4.2 These are not new deviations from GLVIA 3 and follow practice established on other similar 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 **Sections 19.6 to 19.7 of Chapter 19: Landscape and visual impact assessment, Volume 2**. Whilst many of these guidance documents will be prepared by NatureScot for projects in Scotland, in the absence of alternative guidelines they have become best practice across the UK.

Data sources

1.4.4 A list of the data sources used for this assessment is provided in **Table 19-11 of the Chapter 19, Volume 2**.

Desk-based and site survey work

1.4.5 The LVIA undertaken as part of the PEIR and ES is informed by desk-based studies and site and field survey work undertaken within the proposed sites for the onshore elements of the Proposed Development and LVIA study area.

- 1.4.6 A preliminary desk-based assessment has been undertaken of landscape and visual receptors using a range of map based data and related computer and digital analysis including Zone of Theoretical Visibility (ZTV), digital and/or surface terrain modelling and wireframe and street view software. This information is used to inform initial assessments and focus the site survey work and likely locations for viewpoint photography and sequential route assessment.
- 1.4.7 A series of site surveys have been undertaken to verify the initial desk-based assessments which may only require simple assessment techniques to complete. This may be due to receptors falling outside the ZTV or confirmation of screening from vegetation and/or built form that means there would be no view of the onshore elements of the Proposed Development.
- 1.4.8 Site and field survey activities include:
- field survey verification of landscape elements within the onshore substation search areas and onshore cable corridor and recommendations for embedded environmental measures where potentially significant effects are identified;
 - field survey verification of the ZTV from landscape and visual receptor locations and transport and recreational routes through the LVIA study area;
 - micro-siting of viewpoint locations and recording of panoramic baseline photography and subsequent visual assessment from the assessment viewpoints; and
 - identification of interactions between onshore and offshore elements of the Proposed Development such as whole Proposed Development visibility or landscape and seascape effects.
- 1.4.9 The viewpoint photography and visual assessment surveys for PEIR were undertaken between October and December 2020, and January 2021.
- 1.4.10 All site survey work was undertaken in fair weather conditions with good to excellent visibility. A number of viewpoints will be rephotographed during the summer of 2021 due to the low sun position of the winter photography. These are likely to include viewpoints A, E, F, F5, J1, J2, J5, G3, G5 and S3.

1.5 Assessing landscape effects

Overview

- 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’. In this assessment, the term ‘landscape’ is used to describe landscape and seascape unless otherwise noted.

Areas of landscape and seascape are relevant to this assessment and they are described below.

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, (HM Government, Northern Ireland Executive, Scottish Government and Welsh Assembly Government, March 2011, paragraph 2.6.5.1) 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.”*

Landscape effects

- 1.5.6 The potential landscape effects, occurring during the construction, operation and maintenance, and decommissioning phases of the Proposed Development may therefore include, but are not restricted to the following:
- changes to landscape elements: the addition of new elements (onshore substation, landfall and onshore cable corridor) or the removal of existing elements such as trees, vegetation and buildings and other characteristic elements or valued features of the landscape character;
 - changes to landscape qualities: degradation or erosion of landscape elements and patterns and perceptual characteristics, particularly those that form key characteristic elements of the landscape character or contribute to the landscape value;
 - changes to landscape character: 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 landscape character within a particular area;
 - changes to designated landscapes, including the South Downs National Park (SDNP) and High Weald Area of Outstanding Natural Beauty (AONB) that would affect the special landscape qualities underpinning the designation and its integrity; and
 - cumulative landscape effects: where more than one development of a similar type may lead to a cumulative landscape effect.
- 1.5.7 Development may have a direct effect on the landscape as well as an indirect effect which would be perceived from the wider landscape, outside the immediate site area and its associated landscape character.

Evaluating landscape sensitivity to change

Overview

- 1.5.8 The assessment of sensitivity takes account of the landscape value and the susceptibility of the receptor to the onshore elements of the Proposed Development.
- 1.5.9 Landscape sensitivity often varies in response to both the type and phase of the development proposed and its location, such that landscape 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 sensitive or susceptible to particular development, and of variable sensitivity across its geographical area. Alternatively, an undesignated landscape may be of high sensitivity to a particular development regardless of the lack of local or national designation.

Value of the landscape receptor

- 1.5.10 The value of a landscape receptor is a reflection of the value that society attaches to that landscape. The assessment of the landscape value is classified as high, high-medium, medium, medium-low or low and the basis for this assessment is made clear using evidence and professional judgement, based on the following range of factors:
- 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 designation does not however preclude value, as an undesignated landscape receptor may be valued as a resource in the local or immediate environment;
 - Landscape quality – The quality of a landscape 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 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; and
 - Landscape experience – The experiential qualities that can be evoked by a landscape receptor can add to its value. These responses relate to a number of factors including cultural associations that may exist in art, literature or history; the recreational value of the landscape, or the iconic status of the landscape in its own right; and its contribution of other values such as nature conservation or archaeology.

Landscape susceptibility to change

- 1.5.11 The susceptibility of a landscape receptor to change is a reflection of its ability to accommodate the changes that will occur as a result of the addition of the onshore elements of the Proposed Development 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.
- 1.5.12 The assessment of the susceptibility of the landscape receptor to change is classified as high, high-medium, medium, medium-low or low and the basis for this assessment will be made clear using evidence and professional judgement. Indicators of landscape susceptibility to the type of development proposed (construction, operation and maintenance, and decommissioning of the onshore substation, landfall and onshore cable corridor) are based on the following criteria:
- Overall strength and robustness – Collectively the overall characteristics and qualities of a particular landscape result in a strong and robust landscape that is capable of reasonably accommodating the onshore elements of the Proposed Development 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 landscape character or a particular element it is valued.

- Landscape scale and topography – The scale and topography are large enough to physically accommodate the development footprint without the requirement of invasive earthworks or drainage. Topographical features such as narrow valleys or more complex and small-scale landforms such as drumlins, incised river valleys/gorges, cliffs or rock outcrops are likely to be more susceptible to this type of development than broad, homogenous topography.
- Openness in the landscape may increase susceptibility to change because it can result in wider visibility of the Proposed Development, however open landscape may also be larger scale and simple which would decrease susceptibility. Conversely enclosed 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. In general, landscapes with greater enclosure are likely to be less susceptible to the onshore elements of the Proposed Development, than more open landscapes which may be less able to accommodate the onshore substation and landscape mitigation in the form of planting schemes.
- Land cover pattern – Ancient and mature or long-established vegetation such as mature trees, woodland and protected hedgerows are likely to be more susceptible to the onshore elements of the Proposed Development, particularly where these elements form part of a valued characteristic landscape pattern or feature. Conversely grassland or arable crops and field boundaries comprising post and wire fencing, small, gappy hedges or young pioneer trees are likely to be less susceptible because they can be readily reinstated in the case of the onshore cable corridor and are likely to be of lower landscape value.
- 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 such as the onshore substation 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 (substations and pylons) 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 susceptibility to development in comparison to areas characterised by smaller scale, historic development and landmarks (historic villages with dense settlement patterns and associated buildings such as church towers).
- Rationale – Some site locations have an obvious visual rationale for the onshore elements of the Proposed Development in terms of the available space, access, simplicity and relationship to other similar forms of development. The design quality and embedded environmental measures will be high. Conversely a site may appear overly constrained and require greater engineering or additional construction activity to accommodate the onshore

elements of the Proposed Development with lower design quality and few embedded environmental measures.

- Remoteness, naturalness, wildness/tranquillity – Notably 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 adjacent landscapes – The extent to which the onshore elements of the Proposed Development will influence landscape receptors across the study area relates to the associations that exist between the landscape receptor within which the Proposed Development is located and the landscape receptor from which the onshore elements of the Proposed Development are being experienced. In some situations, this association will be strong, where the landscapes are directly related. For example, adjacent areas of landscape character may share or ‘borrow’ a high number of common characteristics. Landscape elements may be linked to or associated with wider landscape patterns such as individual trees forming part of an avenue or pattern of woodland copses, for example. In other situations, the association between adjacent landscapes will be weak. The context and visual connection to areas of adjacent landscape character or designations has a bearing on the susceptibility to development.

Landscape sensitivity rating

- 1.5.13 An overall sensitivity assessment of the landscape receptor is made by combining the assessment of the value of the landscape character receptor and its susceptibility to change. The evaluation of landscape sensitivity is described as ‘High’, ‘Medium-high’, ‘Medium’, ‘Medium-low’ or ‘Low’ and is drawn from the consideration of a range of criteria that indicate landscape value and susceptibility. The basis for the assessment is 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 1-1**.

Table 1-1 Landscape sensitivity to change

Value / Susceptibility criteria	Level of value/susceptibility ranging from ‘High’ to ‘Medium’ to ‘Low’	
<u>Value – Landscape Value is determined by consideration a range of indicators/criteria with examples as follows:</u>		
Designation	Designated landscapes/elements with national policy level protection or defined for their natural beauty. Evidence that the landscape/element is valued or	Landscapes without formal designation. Despoiled or degraded landscape with little or no evidence of being valued by the community.

Value / Susceptibility criteria	Level of value/susceptibility ranging from 'High' to 'Medium' to 'Low' High ←————→ Medium ←————→ Low	
	used substantially for recreational activity.	Elements that are uncharacteristic such as non-natives or self-seeded vegetation that may need to be cleared.
Quality	Higher quality landscapes/elements with consistent, intact and well-defined, distinctive attributes.	Lower quality and indistinct landscapes/elements or features that detract from its inherent attributes.
Rarity	Rare or unique landscape character types, features or elements.	Widespread or 'common' landscape character types, features or elements.
Aesthetic/scenic	Aesthetic/scenic or perceptual aspects of designated wildlife, ecological or cultural heritage features that contribute to landscape character.	Limited wildlife, ecological or cultural heritage features, or limited contribution to landscape character.
Perceptual qualities	Landscape with perceptual qualities of wildness, remoteness or tranquillity.	Limited or no evidence that the landscape is used for recreational activity.
Cultural associations	Landscape with strong cultural associations that contributes to scenic quality.	Landscape with few cultural associations.
<u>Susceptibility – Landscape Susceptibility is determined by consideration a range of indicators/criteria with examples as follows:</u>		
Strength and robustness	Fragile landscape vulnerable and lacking the ability to accommodate change.	Robust landscape, able to accommodate change or loss of features without undue adverse effects.
Landscape Scale	A landscape of a suitably large enough scale to accommodate the onshore elements of the Proposed Development.	A smaller scale landscape that may require further engineering to accommodate the onshore elements of the Proposed Development.
Openness/Enclosure	An open landscape with limited screening and higher susceptibility to the onshore elements of the Proposed Development.	An enclosed landscape with screening and lower susceptibility to the onshore elements of the Proposed Development.

Value / Susceptibility criteria	Level of value/susceptibility ranging from 'High' to 'Medium' to 'Low' High ←————→ Medium ←————→ Low	
Reinstatement	Lower value, non-characteristic landcover and elements capable of rapid reinstatement or replacement.	Higher value, characteristic landcover and elements that cannot be easily reinstated or replaced.
Skyline	Distinctive undeveloped skylines with landmark features.	Developed, nondistinctive skylines.
Association	Weak and indirect association. Other development may be of a smaller scale or historic.	Strong or direct association other similar contemporary developments/landscape character.
Rationale	Strong landscape rationale and opportunity with high degree of design quality and/or environmental measures.	Landscape with numerous environmental and technical constraints and fewer environmental measures.
Perceptual Qualities	Perceptual qualities associated with particular scenic qualities, wildness or tranquillity.	Contemporary, cultivated/settled or developed landscapes are likely to have a lower susceptibility.
Landscape Context	Adjacent landscape character context connected by borrowed character and views.	Host landscape character is separate from surrounding/adjacent landscape character
<u>Sensitivity</u>	Sensitivity drawn from consideration of the above Value and Susceptibility criteria with the final conclusion on the level of Sensitivity ranging from 'High' to 'Medium' to 'Low'.	

Landscape magnitude of change

Overview

- 1.5.14 The magnitude of change affecting landscape receptors is an expression of the scale of change that would result from the onshore elements of the Proposed Development. 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).

Size or scale of change

- 1.5.15 This criterion relates to the size or scale of change to the landscape that would arise as a result of the onshore elements of the Proposed Development, based on the following factors:

- Landscape elements – The degree to which the landscape elements or pattern of elements that makes up the landscape character would be altered by the onshore elements of the Proposed Development, through the loss, alteration or addition of elements in the landscape. The magnitude of change would generally be higher if the features that make up the landscape character are extensively removed or altered, and/or if many new components are added to the landscape.
- Landscape characteristics – The extent to which the effect of the onshore elements of the Proposed Development change (physically or perceptually) the key characteristics of the landscape which may be important to its distinctive character. This may include, for example, the scale of the landform, its relative simplicity, complexity or irregularity, seasonal changes, the nature of the landscape context, the grain or orientation of the landscape, the degree to which the receptor is influenced by external features and the juxtaposition of the onshore elements of the Proposed Development in relation to these key characteristics.
- Landscape character/designation – The degree to which landscape character receptors would be changed by the addition of the onshore elements of the Proposed Development. If the onshore elements of the Proposed Development are located in a landscape receptor that has similar development/activities present within its character. This may for example reduce the magnitude of change if there is a high level of integration and the developments form a unified and cohesive feature in the landscape. 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 or may be seasonal/natural. 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 character areas and their overall integrity.

- Distance – The size and scale of change is also strongly influenced by the proximity of the onshore elements of the Proposed Development 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 onshore elements of the Proposed Development 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 onshore elements of the Proposed Development are likely to be most affected. Host landscapes (where the development is located within a 'host' landscape character unit) would be directly affected whilst adjacent areas of landscape character would be indirectly affected.

Geographical extent

- 1.5.16 Landscape effects are described in terms of the geographical extent or physical area that would be affected (described as a linear or area measurement which could also be described as local, medium or large scale). This should not be confused with the scale of the development or its physical footprint. The manner in which the geographical extent of the landscape effect is described for different landscape receptors is explained as follows:
- Landscape elements – The geographical extent of landscape elements may be objectively measured in terms of numbers, area or linear measurement. For example, the number of trees, area of woodland or length of hedgerow affected may be recorded.
 - Landscape character/characteristics – The extent of the effects on landscape character will vary depending on the specific nature of the onshore elements of the Proposed Development. This is not simply an expression of visibility or the extent of the ZTV. It is a specific assessment of the extent of landscape character that would be changed by the onshore elements of the Proposed Development in terms of its character, key characteristics and elements. The geographical extent may be described as local (within the local vicinity of the onshore elements of the Proposed Development or field unit within which it is located) medium, or large/wide scale (affecting areas beyond the local vicinity or field unit).
 - 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 (with the support of panel and/or peer review) and whether the integrity of the designation is affected. As with the landscape character the geographical extent may be described as local (within the local vicinity of the onshore elements of the Proposed Development or field unit within which it is located) medium, or large/wide scale (affecting areas beyond the local vicinity or field unit).

Duration and reversibility

- 1.5.17 The duration or time period over which a landscape effect is effect is likely to occur is judged on a scale of 'short', 'medium' or 'long' term and is assessed for the onshore elements of the Proposed Development as follows:
- long-term – more than 10 years;
 - medium-term – 6 to 10 years; and
 - short-term – 1 to 5 years.
- 1.5.18 In addition, the nature or type of effect may also be described as temporary or permanent.
- 1.5.19 Reversibility is a separate, but linked consideration concerning the prospects and practicality of a particular effect being reversed. Some forms of development, such as housing can be considered as permanent, whereas other forms of development such as wind farms can be considered as reversable because they have a limited

operational life and after their removal the land would be restored. Mineral workings for example may be partially reversible with the landscape restored, although not completed the same as the original.

Landscape magnitude of change rating

- 1.5.20 The 'magnitude' or 'degree of change' resulting from the onshore elements of the Proposed Development is described as 'High', 'Medium-high', 'Medium', 'Medium-low', 'Low' or 'Negligible-Zero'. 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 of change for each receptor will be made clear using evidence and professional judgement.
- 1.5.21 The levels of magnitude of change that can occur are defined in **Table 1-2**.

Table 1-2 Landscape magnitude of change ratings

Magnitude of landscape change	Examples of Landscape Magnitude
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 would affect the landscape character and the special landscape qualities/integrity of a landscape designation. Directly affecting a host landscape receptor or indirectly affecting a nearby receptor. Geographical extent – The size or scale of change would typically, but not always affect a large geographical extent or area and may be close to the onshore elements of the Proposed Development.
Medium-high	Intermediate rating with combination of criteria from high or medium magnitude.
Medium	<ul style="list-style-type: none"> Size/Scale – 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 landscape character and the special landscape qualities/integrity of a landscape designation. Directly affecting a host landscape receptor or indirectly affecting a nearby receptor. Geographical extent – The size or scale of landscape change would typically, but not always affect a more localised geographical extent at an intermediate distance from the onshore elements of the Proposed Development.

Magnitude of landscape change	Examples of Landscape Magnitude
Medium-low	Intermediate rating with combination of criteria from medium or low magnitude.
Low	<ul style="list-style-type: none"> • Size/Scale – 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 landscape character/designations. • Geographical extent – There may be a small partial change in landscape character, typically, but not always affecting a localised geographical extent at some distance from the onshore elements of the Proposed Development.
Negligible - Zero	<ul style="list-style-type: none"> • Size/Scale – A very small-scale change that may include the loss or addition of some landscape elements of limited characterising influence. The landscape characteristics and character would be unaffected. • Geographical extent – Typically affecting a very small geographical extent at greater distance from the onshore elements of the Proposed Development.

Evaluating landscape effects and significance

Overview

- 1.5.22 The level of landscape effect is evaluated through the combination of 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 EIA Regulations. This process is assisted by the matrix in **Table 1-5**, 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 onshore elements of the Proposed Development and their conclusion, will be presented in a comprehensive, clear and transparent manner.
- 1.5.23 Further information is also provided about the nature of the effects (whether these would be direct/indirect; temporary/permanent/reversible; beneficial/neutral/adverse and/or cumulative).

Significant landscape effects

- 1.5.24 A significant effect would occur where the combination of the variables results in the onshore elements of the Proposed Development having a defining effect on the landscape receptor, or where changes of a lower magnitude affect a landscape receptor that is of particularly high sensitivity. A major loss or irreversible effect over an extensive area or landscape character, affecting

landscape elements, characteristics and/or perceptual aspects that are key to a nationally valued landscape are likely to be significant.

Not-significant landscape effects

- 1.5.25 A not-significant effect would occur where the effect of the onshore elements of the Proposed Development 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 development on views, and the general visual amenity and are defined by the Landscape Institute in GLVIA 3, paragraph 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 would 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 would be brought about by the construction, operation and maintenance, and decommissioning of the onshore elements of the Proposed Development.

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 development or part of a development, 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 would 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 would occur. By arranging the viewpoints in order of distance it is possible to define a threshold or outer geographical limit, beyond which significant effects would 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 LVIA therefore includes viewpoint analysis prepared for each viewpoint and presented as supporting evidence in an appendix to the LVIA (**Appendix 19.2: Viewpoint analysis, Volume 4**). A summary table of the findings will also be provided in order of distance from the centre of the PEIR Assessment Boundary. This summary table will assist 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 Two sets of viewpoints will be used, one set for the onshore LVIA study area and another set for the offshore elements of the Proposed Development which has a wider study area.
- 1.6.10 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

- 1.6.11 In accordance with paragraphs 6.31-6.37 of GLVIA 3, the sensitivity of visual receptors is 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 onshore elements of the Proposed Development on the view and visual amenity.

Value of the view

- 1.6.12 The value of a view or series of views reflects the recognition and 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 is classified as high, high-medium, medium, medium-low or low and the basis for this assessment will be 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 Ordnance Survey (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 would be 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; and
- 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 and appreciated by a large number of people would generally have greater importance than one gained by very few people.

Susceptibility to change

1.6.13 Susceptibility relates to the nature of the viewer experiencing the view and how susceptible they are to the potential effects of the onshore elements of the Proposed Development. 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, high-medium, 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 would 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 onshore elements of the Proposed Development 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 onshore elements of the Proposed Development, the experience

of the visual receptor would be altered more notably than if the experience relates to a glimpsed view seen at an oblique angle from a car travelling at high 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 onshore elements of the Proposed Development.

Visual sensitivity rating

- 1.6.14 An overall level of sensitivity is 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 is 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 1-3**.

Table 1-3 Visual sensitivity to change

Value/ Susceptibility criteria	Level of value / susceptibility ranging from 'High' to 'Medium' to 'Low'	
	High	Low
	←————→	←————→
<u>Value – is determined by consideration a range of indicators/criteria with examples as follows:</u>		
Map/tourist information	Specific viewpoint identified in OS maps and/or tourist information and signage.	Viewpoint not identified in OS maps or tourist information and signage.
Facilities	Facilities provided at viewpoint to aid the enjoyment of the view.	No facilities provided at viewpoint to aid enjoyment of the view.
Planning recognition	View afforded protection in planning policy.	View is not afforded protection in planning policy.
Landscape value	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.
Recognition	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.
Art/Literature	View or viewpoint is recognised through references in art or literature.	View or viewpoint is not recognised in references in art or literature.

Value/ Susceptibility criteria	Level of value / susceptibility ranging from 'High' to 'Medium' to 'Low' High ← Medium → Low	
Scenic Quality	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.
<u>Susceptibility – is determined by consideration a range of indicators/criteria with examples as follows:</u>		
Activity of the viewer	Viewer who is likely or liable to be influenced by the onshore elements of the Proposed Development such as residents, walkers, or tourists, whose main attention and interest may be on their surroundings.	Viewer who is un or less likely to be influenced by the onshore elements of the Proposed Development such as viewers whose attention is not focused on their surroundings (e.g. people at work, or team sports).
Nature of the View	Residents that gain static, long-term views of the development in their principal outlook.	Mobile viewers whose views are transient and dynamic (e.g. travelling in cars or on trains with glimpsed views).
Numbers of Viewers	Viewpoint is visited or used by a large number of people.	View is visited or gained by relatively very few people. An exception may be wild land.
Direction/ Field of View	A view that is focused in a specific directional vista, with notable features of interest in a particular part of the view.	Open views with no specific point of interest.
	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.	The visual amenity experienced at the location by viewers is less pleasant or attractive than might otherwise be the case.
<u>Sensitivity</u>	Sensitivity drawn from consideration of the above Value and Susceptibility criteria with the final conclusion on the level of Sensitivity ranging from 'High' to 'Medium' to 'Low'.	

Visual magnitude of change

Overview

1.6.15 The visual magnitude of change is an expression of the scale of change that would result from the visibility of the onshore elements of the Proposed Development. 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).

Size or scale of change

1.6.16 An assessment is made of the size or scale of change in the view that is likely to be experienced as a result of the onshore elements of the Proposed Development, based on the following criteria:

- Distance – The distance between the visual receptor/viewpoint and the onshore elements of the Proposed Development. Generally, the greater the distance, the lower the magnitude of change, as the onshore elements of the Proposed Development would constitute a smaller-scale component of the view.
- Size – The amount and size of the onshore elements of the Proposed Development that would be seen. Visibility may range from a small or partial visibility of the onshore elements of the Proposed Development to all of the onshore elements of the Proposed Development being visible. Generally, the larger and greater number of the onshore elements of the Proposed Development that appear in the view, the higher the magnitude of change. This is also related to the degree to which development may be wholly or partly screened by landform, vegetation (seasonal) and/or built form. Conversely open views are likely to reveal more of a development, 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 onshore elements of the Proposed Development may appear larger or smaller relative to the scale of the receiving landscape.
- Field of View – The vertical/horizontal field of view (FoV) and the proportion of view that is affected by the onshore elements of the Proposed Development. Generally, the more of the proportion of a view that is affected, the higher the magnitude of change would be. If the onshore elements of the Proposed Development extend across the whole of the open outlook, the magnitude of change would generally be higher as the full view would be affected. Conversely, if the onshore elements of the Proposed Development extend over a narrow part of an open view, the magnitude of change is likely to be reduced as the onshore elements of the Proposed Development would not affect the whole view or 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 onshore elements of the Proposed Development would 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. 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 onshore elements of the Proposed Development in relation to other developments. The magnitude of change for the onshore elements of the Proposed Development is likely to be lower if it appears broadly similar to other developments in the landscape 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 onshore elements of the Proposed Development would be viewed against the skyline or a background landscape may affect the level of contrast and magnitude. For example, skyline developments may appear more noticeable, particularly where they affect open and uninterrupted or undeveloped horizons. Conversely, development may also appear more noticeable when viewed against a darker background landscape, such as forestry. In these cases, the magnitude of change would tend to be higher.

If the onshore elements of the Proposed Development add to an already developed skyline the magnitude of change would tend to be lower.

- Number – Generally, the greater the number of separate development components seen simultaneously or sequentially, the higher the magnitude of change and this may lead to whole Proposed Development effect. Further cumulative effects would occur in the case of separate developments and their spatial relationship to each other would affect the magnitude of change. For example, development that appears as an extension to an existing development would 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 onshore elements of the proposed Development may be subject to various phases of development change and the manner in which the development may be viewed could be intermittent or continuous and/or seasonally, due to periodic management or leaf fall.

Geographical extent

- 1.6.17 The geographic extent over which the visual effects would be experienced is also 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 would be experienced (described as a linear or area measurement). The extent of the effects would vary according to the specific nature of the onshore elements of the Proposed Development 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 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 the common land or a golf course 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 view exists).

Duration and reversibility

- 1.6.18 The duration or time period over which a visual effect is likely to occur is judged on a scale of 'short', 'medium' or 'long' term and is assessed for the onshore elements of the Proposed Development as per the method set out in **paragraph 1.5.17**.
- 1.6.19 Reversibility is a separate, but linked consideration, also assessed for the onshore elements of the Proposed Development as per the method set out in **paragraph 1.5.19**.

Visual magnitude of change rating

- 1.6.20 The 'magnitude' or 'degree of change' resulting from the onshore elements of the Proposed Development is described as 'High', 'Medium-high', 'Medium', 'Medium-low', 'Low' and 'Negligible-Zero'. 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 will be made clear using evidence and professional judgement and some examples of the levels of magnitude of change that can occur on views are defined in **Table 1-4**.

Table 1-4 Visual magnitude of change

Magnitude of visual change	Examples of visual magnitude
High	<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 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	<p>Intermediate rating with combination of criteria from high or medium magnitude of change category.</p>
Medium	<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 and a medium horizontal FoV. • Nature of visibility – Multiple phase development, intermittently and sequentially visible. • 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	<p>Intermediate rating with combination of criteria from medium or low magnitude of change category.</p>

Magnitude of visual change

Examples of visual magnitude

Low

- 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 and a 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.

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.

Negligible - Zero

- 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 small vertical and a very narrow horizontal FoV.
- 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.

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.

Evaluating visual effects and significance

Overview

- 1.6.21 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 1-5** 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 onshore elements of the Proposed Development and their conclusion, is presented in a comprehensive, clear and transparent manner.

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

Significant visual effects

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

Not-significant visual effects

- 1.6.24 A not-significant effect is more likely to occur where a combination of the variables results in the onshore elements of the Proposed Development 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

- 1.6.25 The assessment of visual effects is undertaken in clear weather with good to excellent visibility. This means that the viewpoint assessment represents a maximum or fair assessment of the likely visual effects. The same viewpoint may be experienced under less optimal viewing conditions resulting in a significant effect appearing as not-significant, due to the change in the variable weather conditions. Due to the conditions of the assessment the reverse (a not-significant effect appearing as significant) is unlikely to occur.

1.7 Assessing cumulative landscape and visual effects

- 1.7.1 The approach to cumulative effects assessment is set out in **Chapter 5: Approach to the EIA, Volume 2**.
- 1.7.2 NatureScot'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 onshore and offshore windfarms. Both GLVIA 3 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).*

LVIA: Cumulative Assessment

- 1.7.3 The LVIA cumulative assessment concerns the cumulative effects of the onshore elements of the Proposed Development in combination with other similar development within the LVIA Study Area. A plan of other cumulative development included in the LVIA cumulative assessment is illustrated in **Figure 5.4.2, Volume 3** and includes other consented or proposed development such as the A27 Arundel Bypass, Coombe Solar Farm and housing development schemes.
- 1.7.4 ‘Whole Proposed Development’ effects resulting from the combined effects of the onshore and offshore elements of the Proposed Development are assessed as part of the LVIA in **Chapter 19, Volume 2**. This part of the assessment has taken account of the SLVIA in respect of the likely effects of the offshore elements of the Proposed Development but reports on the effects on a range of receptors, at a finer grain of assessment within the LVIA Study Area only.

SLVIA: Cumulative Assessment

- 1.7.5 The SLVIA cumulative assessment is detailed in **Appendix 16.2: SLVIA Methodology, Volume 4** and concerns the cumulative effects of the offshore elements of the Proposed Development in combination with other similar development (wind farms) within the SLVIA Study Area.
- 1.7.6 As of May 2021, and with the exception of Rampion 1, there are no other existing, consented or proposed offshore windfarms within the 50km radius SLVIA study area (**Figure 5.2, Volume 3**), nor within UK waters within approximately 140km 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 80km to the south. Further, whilst it is currently unknown, it is unlikely that there will be any other similar developments to the onshore elements of the Proposed Development within the onshore study area.
- 1.7.7 For this reason, the potential cumulative effects 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 the Proposed Development. These effects are assessed as part of the main SLVIA/LVIA in **Chapter 16: Seascape, Landscape and Visual Impact Assessment** and **Chapter 19, Volume 2**.
 - The cumulative effects of Rampion 2 in addition to and in combination with the existing Rampion 1 offshore wind farm.
 - The cumulative effects of Rampion 2 in addition to and in combination with other similar development (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 Planning Inspectorate (PINS) Programme of Projects and MMO 'Marine Case Management System' being the source most relevant for this assessment).

1.8 Evaluation of significance

- 1.8.1 The matrix presented in **Table 1-5** is used as a guide to illustrate the LVIA process. In line with the emphasis placed in GLVIA 3 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 will be 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 1-5** should therefore be considered as a guide and any deviation from this guide will be clearly explained in the assessment.
- 1.8.3 Significant landscape and visual effects are highlighted in bold and shaded dark purple in **Table 1-5**. 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 will be explained as part of the assessment, where they occur. White or un-shaded boxes in **Table 1-5** indicate a not-significant effect.
- 1.8.4 In those instances where there would be no effect, the magnitude of change has been recorded as '**Zero**' and the level of effect as '**No Effect**'.

Table 1-5 Evaluation of landscape and visual effects

Sensitivity	Magnitude of change					
	High	Medium-high	Medium	Medium-low	Low	Negligible-Zero
High	Major (Significant)	Major (Significant)	Major / Moderate (Significant)	Moderate*	Moderate*	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/may not be significant subject to the assessor's opinion which shall be clearly explained.

1.9 Nature of effects

Overview

- 1.9.1 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*”.
- 1.9.2 Cumulative effects have been described in **Section 1.7**, and ‘*short-term, medium-term and long-term, permanent and temporary*’ are described in **Sections 1.5 and 1.6** under the heading ‘Duration of effect’. Transboundary effects apply only to the SLVIA and concern the overlap of the SLVIA 50km study area with French maritime waters.
- 1.9.3 The definition of the remaining terms used in this assessment is provided in this Section.

Direct and indirect effects

- 1.9.4 Direct landscape effects relate to the host landscape and concern both physical and perceptual effects on the receptor.
- 1.9.5 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.
- 1.9.6 Visual effects are generally all considered as direct effects. An indirect visual effect may however be used to define a visual effect on a view that is not in the direction of the main view of the viewer as described by the following examples:
- Road users generally face the road directly ahead in the direction of travel and visual effects affecting those views may be described as direct effects. Where the visual effect is experienced in views oblique to the direction of travel they may be described as indirect; and
 - Designed landscapes and vistas / viewpoints may be orientated in a particular direction and visual effects affecting those views may be described as direct effects. Where the visual effect is experienced in views oblique to the direction of the designed or main / primary view they may be described as indirect.
- 1.9.7 Secondary effects (or effects subsequent to an initial effect) are covered in this assessment by indirect effects.

Positive and negative effects

- 1.9.8 Guidance provided by the in GLVIA 3 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 onshore elements of the Proposed Development is positive or negative (herein referred to as ‘beneficial’/‘neutral’ or ‘adverse’).
- 1.9.10 In relation to many forms of development, the LVIA will identify ‘beneficial’ and ‘adverse’ effects by assessing these under the term ‘Nature of effect’. The landscape and visual effects of large-scale infrastructure are difficult to categorise in either of these brackets as, unlike other disciplines, there are no definitive criteria by which the effects can be measured as being categorically ‘beneficial’ or ‘adverse’. In other technical aspects, such as noise or terrestrial ecology, it is possible to quantify the effect 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 As a starting point, unless stated otherwise, the effects assessed in the LVIA are considered to be adverse/negative. This may alter subject to mitigation proposals which are adopted as part of the onshore elements of the Proposed Development. Beneficial/positive or neutral effects may, however, arise in certain situations and are stated in the assessment where relevant, based on the following definitions:
- Beneficial effects contribute to the 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 landscape character or visual amenity. The development neither contributes to or detracts from the landscape and visual resource and can be accommodated with neither beneficial or adverse effects, or where the effects are so limited that the change is hardly noticeable. A change to the 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 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 landscape and visual resource, or through the removal of elements that are key in its characterisation.

1.10 Visual representations

- 1.10.1 ZTVs and visualisations are graphical images produced to assist and illustrate the LVIA and the cumulative effects assessment. The methodology use for viewpoint photography and photomontages has been produced in accordance with 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).

Methodology for production of ZTVs

- 1.10.2 The ZTVs have been calculated using computer software to generate a ZTV of the onshore elements of the Proposed Development, 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 onshore elements. The computer model includes the entire study area and takes account of the effects caused by atmospheric refraction and the Earth's curvature; and
 - Ordnance Survey LIDAR Composite 2m: Used to produce a more detailed ZTV plots using 2m grid squares with surface features. It therefore 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 includes the entire study area and takes account of atmospheric refraction and the Earth's curvature.
- 1.10.4 The resulting ZTV plots are 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 onshore elements of the Proposed Development and other relevant developments within the study area are also produced.
- 1.10.6 There are limitations in this theoretical production, and these should be considered in the interpretation and use of the ZTV:
- Where the ZTV has been calculated using Ordnance Survey Terrain 50 this will not account for vegetation or built form unless added in the form of OS Vectormap data or digitally added and stated on the figure;
 - Where the ZTV has been calculated using Ordnance Survey LIDAR Composite 2m only those surface features picked up by LIDAR data will be represented;
 - The ZTVs are based on theoretical visibility from 2m above ground level;
 - The ZTV shows higher to lower visibility based on the amount of the onshore elements of the Proposed Development visible as represented by a grid of data points representing the 3D envelope, model or annotation of the onshore elements of the Proposed Development; and
 - The ZTV does not indicate the decrease in visibility that occurs with increased distance from the offshore elements of the Proposed Development. The nature

of what is visible from 2km away will differ markedly from what is visible from 500m away, although both could be indicated in the ZTV as having the same level of visibility.

- 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 onshore elements of the Proposed Development would be theoretically visible and tending to present a 'worst case' or overestimate of the theoretical visibility. The information drawn from the ZTV is checked by field survey observation.

Methodology for baseline photography

Overview

- 1.10.8 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.
- 1.10.9 The following photographic information is recorded:
- Date, time, weather conditions and visual range;
 - GPS recorded 12 figure grid reference accurate to ~5-10m;
 - 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.
- 1.10.10 The photographs used to produce the photomontages have been taken with a digital SLR camera set to produce photographs equivalent to that of a manual 35mm SLR camera with a fixed 50mm focal length lens. The photographs are taken on a tripod with a pano-head at a height of approximately 1.5m above ground.
- 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 onshore elements, based on current information and photomontage methodology.

Weather conditions

- 1.10.12 GLVIA 3 paragraph 8.22 states:

“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 LVIA, photographs will be taken in favourable weather conditions. Weather conditions shown in the photographs for all viewpoints have, where possible, will be taken during periods of 'very good' or 'excellent' visibility conditions, seeking to represent a maximum visibility scenario when the developments may be highly visible.

Methodology for production of visualisations

- 1.10.14 Two different forms of visualisation have been prepared to inform the assessment of landscape and visual effects in the PEIR as follows:
- Annotated photographs (90° FoV) for the majority of viewpoints which show the extent of the onshore elements of the Proposed Development (onshore substation search area in orange, the indicative centre line of the onshore cable corridor in blue and temporary construction compound in pink) visible during the construction, operation and maintenance, and decommissioning phases, where appropriate; and
 - For the very close-range onshore substation viewpoints (SA1, SA2, SB3, SB6, SC1 and SC7), the boundary for the onshore substation search areas is indicated by an orange cross hatch.
- 1.10.15 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 would 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° view but appears essentially as a flat plane. Tonal alterations are made using Adobe software to create an even range of tones across the photographs once joined.
- 1.10.16 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 will be 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 visualisations

- 1.10.17 The visualisations used in the LVIA are for illustrative purposes only and, whilst useful tools in the assessment, are not considered to be completely representative of what will be 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.
- 1.10.18 The visualisations of the onshore substation (and any development proposal) have a number of limitations when using them to form a judgement on visual effect. These include:
- A visualisation can never show exactly what a development 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 and the distance to the onshore elements of the Proposed Development but can never be 100% accurate to the as constructed effect;
- A static image cannot convey movement or reflection from the sun;
- The viewpoints illustrated are representative of views in the area but cannot represent visibility at all locations;
- To form the best impression of the effects, these images are best viewed at the viewpoint location shown;
- The images must be printed and viewed at the correct size (841mm x 297mm);
- 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 personal computer (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.

2. Glossary of terms and abbreviations

Table 2-1 Glossary of terms and abbreviations

Term (acronym)	Definition
AONB	Area of Outstanding Natural Beauty
Baseline conditions	The environment as it appears (or would appear) immediately prior to the implementation of the Proposed Development together with any known or foreseeable future changes that will take place before completion of the Proposed Development.
Beneficial or Adverse Types of Landscape Effect	The landscape effects may be beneficial, neutral, or adverse. In landscape terms – a beneficial effect would require development to add to the landscape quality and character of an area. Neutral landscape effects would include low or negligible changes that may be considered as part of the ‘normal’ landscape processes such as maintenance or harvesting activities. An adverse effect may include the loss of landscape elements such as mature trees and hedgerows as part of construction leading to a reduction in the landscape quality and character of an area.
Beneficial or Adverse Types of Visual Effect	The visual effects may be beneficial, neutral, or adverse. In visual terms – beneficial or adverse effects are less easy to define or quantify and require a subjective consideration of a number of factors affecting the view, which may be beneficial, neutral, or adverse. However, it is not the assumption of this assessment that all change, including significant change is a negative experience. Rather this assessment has considered factors such as the visual composition of the landscape in the view together with the design and composition, which may or may not be reasonably, accommodated within the scale and character of the landscape as perceived from the receptor location.
Cumulative effects	Additional changes caused by a Proposed Development in conjunction with other similar developments or as a combined effect of a set of developments, taken together.
Cumulative Effects Assessment (CEA)	Assessment of impacts as a result of the incremental changes caused by other past, present and reasonably foreseeable human activities and natural processes together with the Proposed Development.
Cumulative landscape effects	Effects that ‘can impact on either the physical fabric or character of the landscape, or any special values attached to it’ (SNH, 2012)

Term (acronym)	Definition
Cumulative visual effects: In combination In succession Sequentially	<p>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)</p> <ul style="list-style-type: none"> • In combination: Where two or more developments are or would be within the observer’s arc of vision at the same time without moving his/her head (GLVIA 3, 2013 Table 7.1). • In succession: Where the observer has to turn his/her head to see the various developments – actual and visualised (GLVIA 3, 2013 Table 7.1). • Sequential cumulative effect. Occurs where the observer has to move to another viewpoint to see the same or different developments. Sequential effects may be assessed for travel along regularly used routes such as major roads or popular paths (GLVIA 3, 2013 Table 7.1).
Decommissioning	The period during which a development and its associated processes are removed from active operation.
Degree of change	A combination of the scale extent and duration of an effect also defined as ‘magnitude’.
Designated Landscape	Areas of landscape identified as being of importance at international, national or local levels, either defined by statute or identified in development plans or other documents.
Direct effects	An effect that is directly attributable to the Proposed Development.
Elements	Individual parts which make up the landscape, such as, for example, trees, hedges and buildings.
Embedded environmental measures	Equate to ‘primary environmental measures’ as defined by Institute of Environmental Management and Assessment (2016). They are measures to avoid or reduce environmental effects that are directly incorporated into the preferred masterplan for the Proposed Development.
Environmental Impact Assessment (EIA)	The process of evaluating the likely significant environmental effects of a proposed project or development over and above the existing circumstances (or ‘baseline’).
Environmental Measures	Measures which are proposed to prevent, reduce and where possible offset any significant adverse effects (or to avoid,

Term (acronym)	Definition
	reduce and if possible, remedy identified effects. (GLVIA 3, 2013 Para 3.37).
Environmental Statement (ES)	The written output presenting the full findings of the Environmental Impact Assessment.
Feature	Particularly prominent or eye-catching elements in the landscape such as tree clumps, church towers or wooded skylines OR a particular aspect of the project proposal.
FoV	Field of View
GLVIA 3	Guidelines for Landscape and Visual Impact Assessment, Third Edition, published jointly by the Landscape Institute and Institute of Environmental Management and Assessment, 2013.
GPS	Global Positioning System
Heritage	The historic environment and especially valued assets and qualities such as historic buildings and cultural traditions.
IEMA	Institute of Environmental Management and Assessment
Impact	The changes resulting from an action.
Indirect effects	<p>Effects that result indirectly from the proposed project as a consequence of the direct effects, often occurring away from the site, or as a result of a sequence of interrelationships or a complex pathway. They may be separated by distance or in time from the source of the effects.</p> <p>Often used to describe effects on landscape character that are not directly impacted by the Proposed Development such as effects on perceptual characteristics and qualities of the landscape.</p>
Key characteristics	Those combinations of elements which are particularly important to the current character of the landscape and help to give an area its particularly distinctive sense of place.
km	kilometre
Land cover	The surface cover of the land, usually expressed in terms of vegetation cover or lack of it. Related to but not the same as land use.
Landscape and Visual Impact Assessment (LVIA)	A tool used to identify and assess the likely significance of the effects of change resulting from development both on the landscape as an environmental resource in its own right and on people's views and visual amenity.

Term (acronym)	Definition
Landscape character	A distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than better or worse.
Landscape Character Area (LCA)	These are single unique areas which are the discrete geographical areas of a particular landscape type.
Landscape Character Assessment	The process of identifying and describing variation in the character of the landscape and using this information to assist in managing change in the landscape. It seeks to identify and explain the unique combination of elements and features that make landscapes distinctive. The process results in the production of a Landscape Character Assessment.
Landscape Character Types (LCTs)	Distinct types of landscape which are relatively homogenous in character. They are generic in nature in that they may occur in different areas in different parts of the country, but wherever they occur they share broadly similar combinations of geology, topography, drainage patterns, vegetation and historical land use and settlement patterns, and perceptual and aesthetic attributes (GLVIA 3 2013).
Landscape effects	<p>Effects on the landscape as a resource in its own right.</p> <p>An assessment of landscape effects deals with the effects of change and development on landscape as a resource. The concern here 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. (GLVIA 3 2013, Para 5.1).</p>
Landscape patterns	Spatial distributions of landscape elements combining to form patterns, which may be distinctive, recognisable and describable e.g. hedgerows and stream patterns.
Landscape qualities	A term used to describe the aesthetic or perceptual and intangible characteristics of the landscape such as scenic quality, tranquillity, sense of wildness or remoteness. Cultural and artistic references may also be described here.
Landscape quality (condition)	A measure of the physical state of the landscape. It may include the extent to which typical character is represented in individual areas, the intactness of the landscape and the condition of individual elements.
Landscape receptors	Defined aspects of the landscape resource that have the potential to be affected by a proposal

Term (acronym)	Definition
Landscape resource	The combination of elements that contribute to landscape context, character, and value.
Landscape sensitivity	The sensitivity of the landscape to a particular development considers the susceptibility of the landscape and its value.
Landscape value	The relative value that is attached to different landscapes by society. A landscape may be valued by different stakeholders for a whole variety of reasons.
Level of effect	Determined through the combination of sensitivity of the receptor and the proposed magnitude of change brought about by the development.
Likely Significant Effects	It is a requirement of Environmental Impact Assessment Regulations to determine the likely significant effects of the Proposed Development on the environment which should relate to the level of an effect and the type of effect.
Magnitude (of change)	A term that combines judgements about the size and scale of the effect, the extent of the area over which it occurs, whether it is reversible or irreversible and whether it is short term or long term in duration'. Also known as the 'degree' or 'nature' of change.
Nationally Significant Infrastructure Project (NSIP)	Nationally Significant Infrastructure Projects are major infrastructure developments in England and Wales which are consented by DCO. These include proposals for renewable energy projects with an installed capacity greater than 100MW.
Onshore part of the PEIR Assessment Boundary	An area that encompasses all planned onshore infrastructure.
OS	Ordnance Survey
PC	Personal Computer
PEIR Assessment Boundary	The PEIR Assessment Boundary combines the search areas for the offshore and onshore infrastructure associated with the Proposed Development. It is defined as the area within which the Proposed Development and associated infrastructure will be located, including the temporary and permanent construction and operational work areas.
Perception	Combines the sensory (that we receive through our senses) with the cognitive (our knowledge and understanding gained from many sources and experiences).

Term (acronym)	Definition
Perceptual Aspects	A landscape may be valued for its perceptual qualities, notably wildness and/or tranquillity. (GLVIA 3, 2013 Box 5.1)
Photomontage	A visualisation which superimposes an image of the Proposed Development upon a photograph or series of photographs.
Planning Inspectorate (PINS)	The Planning Inspectorate deals with planning appeals, national infrastructure planning applications, examinations of local plans and other planning-related and specialist casework in England and Wales.
Preliminary Environmental Information Report (PEIR)	The written output of the Environmental Impact Assessment undertaken to date for the Proposed Development. It is developed to support formal consultation and presents the preliminary findings of the assessment to allow an informed view to be developed of the Proposed Development, the assessment approach that has been undertaken, and the preliminary conclusions on the likely significant effects of the Proposed Development and environmental measures proposed.
Proposed Development	The development that is subject to the application for development consent, as described in Chapter 4: The Proposed Development, Volume 2 .
Rarity	The presence of rare elements or features in the landscape or the presence of a rare Landscape Character Type. (GLVIA 3 2013, Box 5.1)
Receptor	Physical landscape resource, special interest, or viewer group that will experience an effect.
Representativeness	Whether the landscape contains a particular character and/or features or elements which are considered particularly important examples.
Scenic quality	Depends upon perception and reflects the particular combination and pattern of elements in the landscape, its aesthetic qualities, its more intangible sense of place or 'genius loci' and other more intangible qualities. (GLVIA 3 2013, Box 5.1)
SDNP / SDNPA	South Downs National Park / South Downs National Park Authority
Seascape	Landscapes with views of the coast or seas, and coasts and adjacent marine environments with cultural, historical and archaeological links with each other.

Term (acronym)	Definition
Sense of Place (genius loci)	The essential character and spirit of an area: 'genius loci' literally means 'spirit of the place'.
Sensitivity	A term applied to specific receptors, combining judgements of the susceptibility of the receptor to the specific type of change or development proposed and the value associated to that receptor.
Significance	A measure of the importance of the environmental effect, defined by criteria specific to the environmental aspect.
Significant effects	<p>It is a requirement of the EIA Regulations to determine the likely significant effects of the development on the environment which should relate to the level of an effect and the type of effect. Where possible significant effects should be mitigated.</p> <p>The significance of an effect gives an indication as to the degree of importance (based on the magnitude of the effect and the sensitivity of the receptor) that should be attached to the impact described.</p> <p>Whether or not an effect should be considered significant is not absolute and requires the application of professional judgement.</p> <p>Significant – 'noteworthy, of considerable amount or effect or importance, not insignificant or negligible'. The Concise Oxford Dictionary.</p> <p>Those levels and types of landscape and visual effect likely to have a major or important / noteworthy or special effect of which a decision maker should take particular note.</p>
SLVIA	Seascape, Landscape and Visual Impact Assessment
Susceptibility	The ability of a defined landscape or visual receptor to accommodate the specific Proposed Development without undue negative consequences.
Temporary or permanent effects	Effects may be considered as temporary or permanent. In the case of wind energy development, the application is for a 30 year period after which the assessment assumes that decommissioning will occur and that the site will be restored. For these reasons the development is referred to as long term and reversible.
The Proposed Development / Rampion 2	The onshore and offshore infrastructure associated with the offshore wind farm comprising of installed capacity of up to 1,200MW, located in the English Channel in off the south coast of England.

Term (acronym)	Definition
Type or Nature of effect	Whether an effect is direct or indirect, temporary or permanent, positive (beneficial), neutral or negative (adverse) or cumulative.
Viewpoints	<p>Selected for illustration of the visual effects fall broadly into three groups:</p> <p>Representative Viewpoints: selected to represent the experience of different types of visual receptor, where larger numbers of viewpoints cannot all be included individually and where the significant effects are unlikely to differ – for example certain points may be chosen to represent the view of users of particular public footpaths and bridleways;</p> <p>Specific Viewpoints: chosen because they are key and sometimes promoted viewpoints within the landscape, including for example specific local visitor attractions, such as landscapes with statutory landscape designations or viewpoints with particular cultural landscape associations.</p> <p>Illustrative Viewpoints: chosen specifically to demonstrate a particular effect or specific issues, which might, for example, be the restricted visibility at certain locations. (GLVIA 3 2013, Para 6.19)</p>
Visual amenity	The overall views and surroundings, which provide a visual setting or backdrop to the activities of people living, working, recreating, visiting or travelling through an area.
Visual effect	Effects on specific views and on the general visual amenity experienced by people.
Visual Receptors	Individuals and/or defined groups of people who have the potential to be affected by a proposal.
Visual sensitivity	The sensitivity of visual receptors such as residents, relative to their location and context, to visual change proposed by development.
Visualisation	Computer visualisation, photomontage, or other technique to illustrate the appearance of the development from a known location.
Wireline	A computer-generated line drawing of the DTM (digital terrain model) and the Proposed Development from a known location.
Zone of Theoretical Visibility (ZTV)*	A map, usually digitally produced, showing areas of land within which, a development is theoretical visible.

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4.19.2



Volume 4, Appendix 19.2

Viewpoint analysis



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1. Viewpoint analysis

1.1 Introduction

- 1.1.1 The viewpoint analysis is used to assist the design and further define the scope of the assessment process. In particular, the outer distance from the onshore elements of the Proposed Development, where significant visual effects may be likely has been identified. This has been used to focus the baseline information and detailed reporting of the Landscape and Visual Impact Assessment (LVIA) in **Chapter 19: Landscape and visual impact, Volume 2.**

1.2 Viewpoint analysis

Introduction

- 1.2.1 The viewpoint analysis has been conducted from 56 viewpoint locations as illustrated in **Figures 19.10 – 19.65a-b, Volume 3.**

Geographical extent of likely significant visual effects

Overview

- 1.2.2 The outer distance from the onshore elements Proposed Development, where significant effects may be likely has been identified by the viewpoint analysis.

Potential threshold for significant effects: Onshore substation search area option A: Bolney Road/Kent Street

- 1.2.3 The viewpoint analysis indicates that significant visual effects are likely to affect limited locations within approximately 180m distance from onshore substation search area Option A: Bolney Road / Kent Street, as indicated by viewpoints SA1, SA2, SA3 and SA7 with the greatest visibility from the south near Taintfield Wood, and north along part of the A272. Visibility from the northeast and east will be largely screened by intervening vegetation with the greatest effects during winter. Visibility from the west will be restricted due to a combination of screening from intervening vegetation and built-form including the Oakendene Industrial Estate. Viewpoints SA5 and SA8 will also be significantly affected due to the construction works associated with the temporary construction access route and onshore cable corridor, and not the onshore substation. None of the viewpoints will be cumulatively affected.
- 1.2.4 With regards to Whole Proposed Development effects, none of the viewpoints will be affected by visibility of the offshore elements of the Proposed Development.

Potential Threshold for Significant Effects: Onshore substation search area option B: Wineham Lane North

- 1.2.5 The viewpoint analysis indicates that significant visual effects are likely to affect limited locations within approximately 220m distance from onshore substation

search area option B: Wineham Lane North, as indicated by viewpoints SB1, SB3 and SB6 with the greatest visibility from the eastern edge of the substation search area, and west along part of Wineham Lane, with some partial views from the north and northeast. Visibility from the south and much of the west (except a small stretch along Wineham Lane) will be largely screened by intervening vegetation and the existing National Grid Bolney substation and Rampion 1 substation to the south. Viewpoint SB6 will also be significantly affected due to the construction of the onshore cable corridor. Viewpoint SB1 will also be cumulatively affected by the proposed Coombe Solar Farm and onshore substation search area option B, with the greatest visual effect due to the Solar Farm. Viewpoint SB3 will be cumulatively affected only by the proposed Coombe Solar Farm.

- 1.2.6 With regards to Whole Proposed Development effects, none of the viewpoints will be affected by visibility of the offshore elements of the Proposed Development.

Potential threshold for significant effects: Onshore cable corridor

- 1.2.7 The viewpoint analysis indicates that significant visual effects (during construction) are likely to affect limited locations within approximately 1km distance from the onshore cable corridor (including temporary construction compounds and temporary construction access routes), as indicated by viewpoints A, B, B1, C1, F, F1 – F3, F5, G, J1, J4, J5, K, K1, L, S3, T, T1, V1, V2, W, Y and onshore substation search area assessment viewpoints SA1, SA3, SA5, SA7, SA8 and SB6. The majority of these views are largely within 100-200m of the onshore cable corridor with significant views limited to within 1-2 field boundaries.
- 1.2.8 At the end of Year 1 of the operation and maintenance phase, the number of significantly affected viewpoints reduces to 6 locations (B1, S3, T, V1, V2 and W) and is expected to reduce further pending the establishment of new planting to restore the onshore cable corridor post-construction.
- 1.2.9 Viewpoint B1 will be cumulatively affected due to the consented Mixed-Use Development on land west of Church Lane. Viewpoint E will also be cumulatively affected by the proposed A27 Arundel bypass and although cumulatively visible the onshore elements of the Proposed Development will not significantly affect this view. None of the remaining viewpoints will be cumulatively affected.
- 1.2.10 With regards to Whole Proposed Development effects, views of the offshore elements of the Proposed Development will be visible from viewpoints A, E, G, I, N, O and U.

Interpretation of viewpoint analysis summary table

- 1.2.11 The information set out in **Table 1-1** and **Table 1-2** provides a summary of the viewpoint analysis of the effects of the onshore elements of the Proposed Development.
- 1.2.12 The summary table list the names of the viewpoints and include the following information:
- Viewpoint analysis:

- ▶ Distance: Approximate distance of the viewpoint location from the onshore substation search area or onshore cable corridor, set out in **Table 1-1** and **Table 1-2**.
- ▶ Sensitivity: The sensitivity of the viewer at the viewpoint location is recorded (ranging from High, Medium-high, Medium, Medium-low, or Low) in accordance with the methodology in **Appendix 19.1: Landscape and Visual Impact Assessment Methodology, Volume 4**.
- ▶ Magnitude of change: The magnitude of change, taking account of the onshore elements of the Proposed Development only is recorded (ranging from High, Medium - high, Medium, Medium-low, Low, and Negligible-Zero) in accordance with the methodology. The magnitude of change for the onshore substation and onshore cable corridor is assessed during the construction, operation and maintenance, and decommissioning phases.
- ▶ Embedded environmental measures: The relevant embedded environmental measures in **Table 19-20** of **Chapter 19, Volume 2** have been taken into account in the assessment tables.
- ▶ Level of effect: The level of visual effect for the onshore elements of the Proposed Development is recorded and takes account of the sensitivity and magnitude of change in accordance with the methodology outlined in **Appendix 19.1: Landscape and Visual Impact Assessment Methodology, Volume 4**. The level of effect for the onshore substation and onshore cable corridor is assessed during the construction, operation and maintenance, and decommissioning phases.
- For the operation and maintenance phase, the assessment reports on the potential effects of the onshore elements of the Proposed Development at Year 1 only. This is due to the ongoing development of the Landscape Design Plan which will be completed between the Preliminary Environmental Information Report (PEIR) and Environmental Statement (ES) following which an assessment of the onshore elements of the Proposed Development will be reported at both Years 1 and 15 in the ES. It is therefore expected that any potential effects at Year 15 will be materially reduced by mitigation planting than those assessed at Year 1.
- For the decommissioning phase, given the assessment of the onshore substation during the operation and maintenance phase at Year 15 will be undertaken in the ES after the development of the Landscape Design Plan, the effects during the decommissioning phase take into account the worst-case scenario which would mean cutting down all established trees / mitigation planting and completely restoring the land to a field, and the effects are therefore likely to be similar during the construction phase of the onshore substation. However, following the development of the Landscape Design Plan, it is therefore expected that the significance of these effects will be materially reduced by mitigation planting in the ES.
- Cumulative viewpoint analysis:
 - ▶ Cumulative developments included in the assessment are listed in **Appendix 5.4: Cumulative effects assessment short list, Volume 4**, and illustrated on **Figures 5.4.1** and **5.4.2, Volume 3**. Existing and under

construction developments are included as part of the baseline conditions in the main assessment. Consented and other application developments are included in the cumulative assessment.

- ▶ If a cumulative development is not visible from a viewpoint location, there will be no cumulative effect.
- ▶ If a cumulative development is visible, the following information is included:
 - ▶ **Magnitude of change (additional):** The magnitude of change of adding the onshore elements of the Proposed Development to the cumulative baseline (consented and other application developments) that may be visible is recorded in accordance with the methodology;
 - ▶ **Level of effect (Additional):** The level of effect of adding the onshore elements of the Proposed Development to the cumulative baseline of consented and other application developments is recorded (taking account of the sensitivity and magnitude in accordance with the methodology). Those levels of effect shown in bold relate to significant effects in accordance with the relevant EIA Regulations (Infrastructure Planning (Environmental Impact Assessment) Regulations 2017) and the developments contributing most to the cumulative effects are recorded in brackets;
 - ▶ **Magnitude of change (Combined):** The combined magnitude of change, taking account of other consented and other application developments that may be visible is recorded in accordance with the methodology;
 - ▶ **Level of effect (Combined):** The combined level of effect of the onshore elements of the Proposed Development and consented and other application developments is recorded (taking account of the sensitivity and magnitude in accordance with the methodology). Those levels of effect shown in bold relate to significant effects in accordance with the relevant EIA Regulations (Infrastructure Planning (Environmental Impact Assessment) Regulations 2017) and the developments contributing most to the cumulative effects are recorded in brackets.

1.3 Sunlight and weather conditions

- 1.3.1 The viewpoint analysis has been conducted on site during the autumn and winter period of 2020. This has the advantage of reduced leaf cover ensuring that the analysis identifies the maximum visibility and likely visual effect of the onshore elements of the Proposed Development. A disadvantage of this approach is that in some south facing views a low sun position is unavoidable and the levels of light are generally lower during the winter periods. Whilst the analysis has taken account of this, further summer photographs of selected viewpoints will be re-taken during the summer months in 2021.
- 1.3.2 Changing weather patterns and local climatic conditions will influence the visibility of the onshore elements of the Proposed Development which will vary from periods of low visibility (fog, low cloud, and bright sunny conditions that are accompanied by haze generated by temperature inversions) as well as periods of high visibility in clear weather.

- 1.3.3 All of the viewpoint analysis and assessment has assumed conditions of good weather and clear visibility.

Table 1-1 Summary of viewpoint analysis (onshore substation viewpoints)

Viewpoint Number	Viewpoint Title	Distance to onshore substation search area (m)	Viewpoint Analysis												
			Sensitivity	Magnitude of change						Level of effect					
				Construction		Operation and maintenance (Year 1)		Decommissioning		Construction		Operation and maintenance (Year 1)		Decommissioning	
				Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor
Onshore substation search area Option A: Bolney Road / Kent Street															
SA1	Kent Street	14	Medium	High to Medium - high	Medium	High to Medium - high	Zero	High to Medium - high	Zero	Major / Moderate to Moderate	Moderate	Major / Moderate to Moderate	N/A	Major / Moderate to Moderate	N/A
SA2	A272	27	Medium	High to Medium - high	N/A	High to Medium - high	Zero	High to Medium - high	Zero	Major / Moderate to Moderate	N/A	Major / Moderate to Moderate	N/A	Major / Moderate to Moderate	N/A
SA3	PRoW 1786, Taintfield Wood	111	High	High to Medium - high	Medium - high to Medium	High to Medium - high	Low	High to Medium - high	Zero	Major to Major / Moderate	Major / Moderate to Moderate	Major to Major / Moderate	Moderate	Major to Major / Moderate	N/A
SA4	PRoW 1775 Eastlands Farm, Cowfield	825	High	N/A	N/A	N/A	Zero	N/A	Zero	N/A	N/A	N/A	N/A	N/A	N/A
SA5	PRoW 1730 between Dragons and Crateman's Farms	1,479	High	N/A	Medium to Low	N/A	Zero	N/A	Zero	N/A	Major / Moderate (temporary construction access) to Moderate (Onshore cable corridor)	N/A	N/A	N/A	N/A
SA6	PRoW 1750 north of Aglands	1,425	High	N/A	N/A	N/A	Zero	N/A	Zero	N/A	N/A	N/A	N/A	N/A	N/A
SA7	PRoW 1788 southwest of Site, west of Taintfield Wood	172	High	High	High	High	Zero	High	Zero	Major	Major	Major	N/A	Major	N/A
SA8	PRoW 1789 north of Eastridge Farm	782	High	N/A	Medium-low to Low	N/A	Zero	N/A	Zero	N/A	Moderate	N/A	N/A	N/A	N/A
Onshore substation search area Option B: Wineham Lane North															

Viewpoint Number	Viewpoint Title	Distance to onshore substation search area (m)	Viewpoint Analysis												
			Sensitivity	Magnitude of change						Level of effect					
				Construction		Operation and maintenance (Year 1)		Decommissioning		Construction		Operation and maintenance (Year 1)		Decommissioning	
				Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor
SB1	PRoW 34Bo south of Coombe House	212	High	Medium to Medium-low	N/A	Medium to Medium-low	Zero	Medium to Medium-low	Zero	Moderate	N/A	Moderate	N/A	Moderate	N/A
SB2	Bolney Chapel Road	822	Medium	Low to Negligible-Zero	N/A	Low to Negligible-Zero	Zero	Low to Negligible-Zero	Zero	Minor to Minor / Negligible	N/A	Minor to Minor / Negligible	N/A	Minor to Minor / Negligible	N/A
SB3	Wineham Lane	29	Medium	High	N/A	High	Zero	High	Zero	Major / Moderate	N/A	Major / Moderate	N/A	Major / Moderate	N/A
SB4	PRoW 32Bo Nyeshill Farm	822	High	Low to Negligible-Zero	N/A	Low to Negligible-Zero	Zero	Low to Negligible-Zero	Zero	Moderate to Minor	N/A	Moderate to Minor	N/A	Moderate to Minor	N/A
SB5	Hickstead Lane	1,904	Medium	N/A	N/A	N/A	Zero	N/A	Zero	N/A	N/A	N/A	N/A	N/A	N/A
SB6	PRoW 8T southeast of Site	8	High	High	Medium	High	Zero	High	Zero	Major	Major / Moderate	Major	N/A	Major	N/A

Note: Significant effects are indicated in **bold** text.

PRoW – Public Right Of Way

Table 1-2 Summary of viewpoint analysis (onshore cable corridor viewpoints)

Viewpoint Number	Viewpoint Title	Distance to centre of onshore cable corridor (m)	Viewpoint Analysis												
			Sensitivity	Magnitude of change						Level of effect					
				Construction		Operation and maintenance (Year 1)		Decommissioning		Construction		Operation and maintenance (Year 1)		Decommissioning	
				Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor
A	PRoW 829 Climping Beach	147	High	N/A	Medium	N/A	Zero	N/A	Zero	N/A	Major / Moderate	N/A	N/A	N/A	N/A
B	PRoW 168, Climping Caravan Park	338	High	N/A	High to Medium - high	N/A	Zero	N/A	Zero	N/A	Major to Major / Moderate	N/A	N/A	N/A	N/A
B1	Church Lane, Climping	24 (temporary construction compound) 939 (onshore cable corridor)	High to Medium	N/A	High	N/A	Medium	N/A	Zero	N/A	Major to Major / Moderate	N/A	Major / Moderate to Moderate	N/A	N/A
C	A259, Littlehampton	314	Medium	N/A	Low	N/A	Zero	N/A	Zero	N/A	Minor	N/A	N/A	N/A	N/A
C1	Benjamin Gray Drive, Littlehampton	182	High	N/A	High to Medium - high	N/A	Zero	N/A	Zero	N/A	Major to Major / Moderate	N/A	N/A	N/A	N/A
D	Ford Road, near Tortington	1,442	Medium	N/A	Low	N/A	Zero	N/A	Zero	N/A	Minor	N/A	N/A	N/A	N/A
E	Arundel Castle (The Keep)	1,278	High	N/A	Low to Negligible-Zero	N/A	Zero	N/A	Zero	N/A	Moderate to Minor	N/A	N/A	N/A	N/A
E1a	Arundel Park	2,484	High	N/A	Low	N/A	Zero	N/A	Zero	N/A	Moderate to Minor	N/A	N/A	N/A	N/A
E1b	PRoW 2266 near Offham Farm, Arundel	1,216	High	N/A	Low to Negligible-Zero	N/A	Zero	N/A	Zero	N/A	Moderate to Minor	N/A	N/A	N/A	N/A
F	Wepham Down PRoW 2191	335	High	N/A	Medium-low	N/A	Zero	N/A	Zero	N/A	Major / Moderate to Moderate	N/A	N/A	N/A	N/A
F1	PRoW 2191_2 Barpham Hill	279	High	N/A	Medium - high	N/A	Negligible - Zero	N/A	Zero	N/A	Major to Major / Moderate	N/A	Minor	N/A	N/A

Viewpoint Number	Viewpoint Title	Distance to centre of onshore cable corridor (m)	Viewpoint Analysis												
			Sensitivity	Magnitude of change						Level of effect					
				Construction		Operation and maintenance (Year 1)		Decommissioning		Construction		Operation and maintenance (Year 1)		Decommissioning	
				Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor
F3	PRoW 2173 North of Blackpatch Hill	875	High	N/A	Medium	N/A	Negligible - Zero	N/A	Zero	N/A	Major / Moderate	N/A	Minor	N/A	N/A
F4	Peppering Lane, north of Burpham	1,340	Medium-high	N/A	Low	N/A	Zero	N/A	Zero	N/A	Moderate	N/A	N/A	N/A	N/A
F5	PRoW 2221 / 2226, southeast of Wepham	86	High	N/A	High	N/A	Low to Negligible - Zero	N/A	Zero	N/A	Major	N/A	Moderate to Minor	N/A	N/A
G	Chantry Hill	611	High	N/A	Low	N/A	Zero	N/A	Zero	N/A	Moderate	N/A	N/A	N/A	N/A
H	Washington	6	High to Medium	N/A	Low to Negligible-Zero	N/A	Zero	N/A	Zero	N/A	Moderate to Minor	N/A	N/A	N/A	N/A
H1	Junction of The Pike and A283, Washington	88	Medium	N/A	Medium to Negligible-Zero	N/A	Zero	N/A	Zero	N/A	Moderate to Minor / Negligible	N/A	N/A	N/A	N/A
I	Chanctonbury Ring / Hill	1,218	High	N/A	Low to Negligible-Zero	N/A	Zero	N/A	Zero	N/A	Moderate to Minor	N/A	N/A	N/A	N/A
J1	PRoW 2709 at All Saints Church, Wiston	86	High	N/A	High	N/A	Negligible - Zero	N/A	Zero	N/A	Major	N/A	Minor	N/A	N/A
J2	PRoW 2617 west of Abbots Farm	490	High	N/A	Low to Negligible-Zero	N/A	Zero	N/A	Zero	N/A	Moderate to Minor	N/A	N/A	N/A	N/A
J4	A283 at Lower Chancton Farm	37	High to Medium	N/A	High	N/A	Zero	N/A	Zero	N/A	Major to Major / Moderate	N/A	N/A	N/A	N/A

Viewpoint Number	Viewpoint Title	Distance to centre of onshore cable corridor (m)	Viewpoint Analysis												
			Sensitivity	Magnitude of change						Level of effect					
				Construction		Operation and maintenance (Year 1)		Decommissioning		Construction		Operation and maintenance (Year 1)		Decommissioning	
				Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor
J5	PRoW 2604 Upper Chancton Farm	1,060	High	N/A	Medium - high to Negligible-Zero	N/A	Zero	N/A	Zero	N/A	Major to Major / Moderate (temporary construction compound) Minor (onshore cable corridor)	N/A	N/A	N/A	N/A
K	PRoW 2519 at Ashurst	84	High	N/A	High	N/A	Low	N/A	Zero	N/A	Major	N/A	Moderate	N/A	N/A
K1	PRoW 2594 near College Wood	41	High	N/A	High	N/A	Low	N/A	Zero	N/A	Major	N/A	Moderate	N/A	N/A
L	Downs Link between Henfield and Partridge Green	148	High	N/A	Medium	N/A	Low	N/A	Zero	N/A	Major / Moderate	N/A	Moderate	N/A	N/A
M	High Weald, Landscape Trail (near Bolney)	2,958	High	Zero	Zero	Zero	Zero	Zero	Zero	N/A	N/A	N/A	N/A	N/A	N/A
N	Devil's Dyke	8,790	High	N/A	Negligible-Zero	N/A	Zero	N/A	Zero	N/A	Minor	N/A	N/A	N/A	N/A
O	Cissbury Ring	5,039	High	N/A	Zero	N/A	Zero	N/A	Zero	N/A	N/A	N/A	N/A	N/A	N/A
Q	Ferry Road, Sustrans Cycle Route 2	156	High to Medium	N/A	Negligible-Zero	N/A	Zero	N/A	Zero	N/A	Minor	N/A	N/A	N/A	N/A
R	PRoW 2207, Lyminster	306	High	N/A	Low	N/A	Zero	N/A	Zero	N/A	Moderate	N/A	N/A	N/A	N/A
S2	Blakehurst Lane, Warningcamp	483	Medium-high	N/A	Low to Negligible-Zero	N/A	Zero	N/A	Zero	N/A	Moderate / Minor to Minor	N/A	N/A	N/A	N/A
S3	Junction of Clay Lane and Blakehurst Lane	36	Medium-high	N/A	High	N/A	High-medium	N/A	Zero	N/A	Major to Major / Moderate	N/A	Major / Moderate	N/A	N/A

Viewpoint Number	Viewpoint Title	Distance to centre of onshore cable corridor (m)	Viewpoint Analysis												
			Sensitivity	Magnitude of change						Level of effect					
				Construction		Operation and maintenance (Year 1)		Decommissioning		Construction		Operation and maintenance (Year 1)		Decommissioning	
				Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor	Onshore substation	Onshore cable corridor
S4	PRoW 2202 Crossbush Lane	91	High	N/A	Low	N/A	Zero	N/A	Zero	N/A	Moderate to Minor	N/A	N/A	N/A	N/A
S5	PRoW 2202_1 near Westlands Copse	161	High	N/A	Low	N/A	Zero	N/A	Zero	N/A	Moderate to Minor	N/A	N/A	N/A	N/A
T	B2116, Partridge Green	66	Medium	N/A	High to Medium	N/A	Medium	N/A	Zero	N/A	Major / Moderate to Moderate	N/A	Moderate	N/A	N/A
T1	PRoW 2373, Partridge Green	262	High	N/A	High to Low	N/A	Zero	N/A	Zero	N/A	Major to Moderate	N/A	N/A	N/A	N/A
U	Highdown Hill	5,757	High	N/A	Zero	N/A	Zero	N/A	Zero	N/A	N/A	N/A	N/A	N/A	N/A
V1	PRoW 2382 off Fryland Lane	15	High	N/A	High	N/A	Medium	N/A	Zero	N/A	Major	N/A	Major / Moderate	N/A	N/A
V2	PRoW 2384 between Springlands and Oaklands Farm	35	High	N/A	High	N/A	High	N/A	Zero	N/A	Major	N/A	Major	N/A	N/A
W	PRoW 1774 north of The Hangers	73	High	N/A	High	N/A	Medium	N/A	Zero	N/A	Major	N/A	Major / Moderate	N/A	N/A
X	Long Furlong - (Church Hill)	3,350	High	N/A	Low to Negligible-Zero	N/A	Zero	N/A	Zero	N/A	Moderate / Minor	N/A	N/A	N/A	N/A
Y	PRoW 2380 Wineham Caravan Park	31	High	N/A	High	N/A	Zero	N/A	Zero	N/A	Major	N/A	N/A	N/A	N/A

Note: Significant effects are indicated in **bold** text.

PRoW – Public Right of Way

Table 1-3 Viewpoint analysis: Onshore substation search area option A: Bolney Road / Kent Street

Figure 19.10, Volume 3	Viewpoint SA1: Kent Street (The assessment takes account of a 90° Field of View (FoV) from this location)
Description	<p>This viewpoint is located on Kent Street, 14m from the southeast corner of the boundary of onshore substation search area option A between Westridge and Southlands Farms. This short distance view looks northwest across a small dog training area in the foreground beyond which pastoral fields extend further north surrounded by a combination of predominantly deciduous trees and hedgerows, and occasional post and wire fencing. Mature, evergreen trees are visible in the distance associated with Oakendene Manor. Kent Street extends north towards the A272 to the right of the view. Manmade elements in the view include the dog training area, fencing, signage and the road.</p>
Sensitivity	<p>The viewpoint is not within a locally or nationally designated landscape and the value of the viewpoint is therefore considered to be Medium. The view will be experienced by road users whose experience of the view is likely to be transient and focused on the activity of driving. Therefore, susceptibility to change is assessed as Medium, and the overall sensitivity is assessed as <i>Medium</i>.</p>
Magnitude of change	<p>Construction phase: <u>Onshore substation:</u> Construction works associated with the building of the onshore substation components will be visible through gaps in intervening vegetation in the foreground. Other machinery, vehicle movements and welfare facilities associated with the construction works will also be partially visible in the view. There will be very limited visibility of the temporary construction compound in the distance, mainly in the winter. Local task and vehicle lighting may be visible in poor weather conditions. The magnitude of change will be <i>High</i> in the winter months, reducing to <i>Medium - high</i> in the summer months when all vegetation is in leaf.</p> <p><u>Onshore cable corridor:</u> Construction works associated with the onshore cable corridor will not be visible in this view, however, there will be some works visible to the south of the viewpoint where the onshore cable corridor crosses Kent Street (Bolney Road/Kent Street Route 1C). The magnitude of change will be Medium (<i>all seasons</i>). None of the other onshore cable corridor options will be visible from this location.</p> <p>Operation and maintenance (Year 1) phase: <u>Onshore substation:</u></p>

**Figure 19.10,
Volume 3**

Viewpoint SA1: Kent Street

(The assessment takes account of a 90° Field of View (FoV) from this location)

The onshore substation and its components will be visible through gaps in intervening vegetation in the foreground. However, the surrounding field boundary vegetation provides some mitigation in the form of visual containment. Apart from downward security lighting that may be visible, there will be no other lighting associated with the onshore substation. The magnitude of change will be *High* in the winter months, reducing to *Medium - high* in the summer months when all vegetation is in leaf.

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change will therefore be **Zero**.

Decommissioning phase:

Onshore substation:

Decommissioning works associated with the onshore substation will be partially visible through gaps in vegetation, similar to the construction phase. The magnitude of change will be *High* in the winter months, reducing to *Medium - high* in the summer months when all vegetation is in leaf.

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	Medium				
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>
Magnitude of change	High to Medium - high	Medium	High to Medium - high	Zero	High to Medium - high	Zero

Figure 19.10, Volume 3		Viewpoint SA1: Kent Street (The assessment takes account of a 90° Field of View (FoV) from this location)					
	Level of effect	Major / Moderate to Moderate	Moderate	Major / Moderate to Moderate	N/A	Major / Moderate to Moderate	N/A
		Significant	Significant (<i>Bolney Road / Kent Street Route 1C</i>)	Significant	N/A	Significant	N/A
	Type of effect	Short to long-term (reversible), direct and adverse.					
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.						
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.						

Figure 19.11, Volume 3		Viewpoint SA2: A272 (The assessment takes account of a 90° FoV from this location)
Description	This viewpoint is located on the A272 at the junction of Picts Lane. It is located 27m distance northeast of onshore substation search area option A. The view looks southwest across the A272 and Kent Street in the foreground beyond which pastoral fields extend further south surrounded by a combination of predominantly deciduous trees and hedgerows, and occasional post and wire fencing. Some evergreen trees are visible in the distance associated with Oakendene Manor. Both roads are also bounded by mature, deciduous hedgerows and mature trees. Manmade elements in the view include the roads, fencing, signage, post box and telegraph poles.	
Sensitivity	The viewpoint is not within a locally or nationally designated landscape and the value of the viewpoint is therefore considered to be Medium. The view will be experienced by road users whose experience of the view is likely to be transient and focused on the activity of driving. Therefore, susceptibility to change is assessed as Medium, and the overall sensitivity is assessed as <i>Medium</i> .	

**Figure 19.11,
Volume 3**

Viewpoint SA2: A272

(The assessment takes account of a 90° FoV from this location)

**Magnitude of
change**

Construction phase:

Onshore substation:

Construction works associated with the building of the onshore substation components will be visible through gaps in intervening vegetation along the A272 in the foreground. Other machinery, vehicle movements and welfare facilities associated with the construction works including the temporary construction compound will also be partially visible in the view. Local task and vehicle lighting may be visible in poor weather conditions. The magnitude of change will be *High* in the winter months, reducing to *Medium - high* in the summer months when all vegetation is in leaf.

Onshore cable corridor:

Construction works associated with the onshore cable corridor will not be visible from this location due to screening by intervening vegetation. The magnitude of change will therefore be **Zero**.

Operation and maintenance (Year 1) phase:

Onshore substation:

The onshore substation and its components will be visible through gaps in intervening vegetation in the foreground beyond the road. However, the surrounding field boundary vegetation will provide some mitigation in the form of visual containment. Apart from downward security lighting that may be visible, there will be no other lighting associated with the onshore substation. The magnitude of change will be *High* in the winter months, reducing to *Medium - high* in the summer months when all vegetation is in leaf.

Onshore cable corridor:

The onshore cable corridor will not be visible from this location. The magnitude of change will therefore be **Zero**.

Decommissioning phase:

Onshore substation:

Decommissioning works associated with the onshore substation will be partially visible through gaps in vegetation, similar to the construction phase. The magnitude of change will be *High* in the winter months, reducing to *Medium - high* in the summer months when all vegetation is in leaf.

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

**Figure 19.11,
Volume 3**

Viewpoint SA2: A272

(The assessment takes account of a 90° FoV from this location)

Assessment	Sensitivity	Medium					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
Magnitude of change	High to Medium - high	Zero	High to Medium - high	Zero	High to Medium - high	Zero	
Level of effect	Major / Moderate to Moderate	N/A	Major / Moderate to Moderate	N/A	Major / Moderate to Moderate	N/A	
	Significant	N/A	Significant	N/A	Significant	N/A	
Type of effect	Short to long-term (reversible), direct and adverse.						
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore substation only as assessed above.						
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.						

**Figure 19.12a-b,
Volume 3**

Viewpoint SA3: PRow 1786, Taintfield Wood

(The assessment takes account of a 180° FoV from this location)

Description	This viewpoint is located on PRow 1786 between the upper slopes of Taintfield Wood and onshore substation search area Option A. It is located 111m distance south of onshore substation search area Option A. In the view
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**Figure 19.12a-b,
Volume 3**

Viewpoint SA3: PRoW 1786, Taintfield Wood

(The assessment takes account of a 180° FoV from this location)

Sensitivity

towards onshore substation search Area option A, this slightly elevated view looks north across pastoral fields bounded by a combination of predominantly deciduous trees and hedgerows, and occasional post and wire fencing. The northern edge of Taintfield Wood is visible to the left of the view. The evergreen wooded High Weald fringes to the north form the distant horizon across the middle and right of the view. The white buildings of Oakendene Manor are evident in the middle distance. The view east towards the onshore cable corridor is similar to the north with pastoral fields bounded by a combination of deciduous trees, hedgerows and wooded fencing. Kent Street is just visible through gaps in vegetation in middle distance. Manmade elements in the view include Oakendene Manor and its outbuildings, caravan, fencing, and Kent Street.

The viewpoint is not within a locally or nationally designated landscape, however, it is located on a local PRoW (footpath) and the value of the viewpoint is therefore considered to be High-medium. The view will be mainly experienced by footpath users whose attention is likely to be focussed on the landscape. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as *High*.

**Magnitude of
change**

Construction phase:

Onshore substation:

Construction works associated with the building of the onshore substation components will be visible through gaps and above intervening vegetation in the foreground. Other machinery, vehicle movements and welfare facilities associated with the construction works including the temporary construction compound will also be partially visible in the view. Local task and vehicle lighting may be visible in poor weather conditions. The magnitude of change will be *High* in the winter months, reducing to *Medium - high* in the summer months when all vegetation is in leaf.

Onshore cable corridor:

There will be limited views of the construction works associated with the onshore cable corridor (Bolney Road/Kent Street Route 1C) beyond mature vegetation along Kent Street (Low to Negligible-Zero magnitude). However, construction works associated with the Wineham Lane North & South Routes 1A & 1B route options will be partially visible to the east in the adjacent field through gaps in intervening hedgerows and trees. Other machinery, vehicle movements and welfare facilities associated with the construction works will also be partially visible in the view. Local task and vehicle lighting may be visible in poor weather conditions. The magnitude of change will be *Medium - high* in the winter months, reducing to *Medium* in the summer months when all vegetation is in leaf (Wineham Lane North & South Routes 1A & 1B route options).

**Figure 19.12a-b,
Volume 3**

Viewpoint SA3: PRoW 1786, Taintfield Wood

(The assessment takes account of a 180° FoV from this location)

Operation and maintenance (Year 1) phase:

Onshore substation:

The onshore substation and its components will be visible through gaps and above intervening vegetation in the foreground. However, parts of Taintfield Wood, and surrounding field boundary vegetation provide some mitigation in the form of visual containment. Apart from downward security lighting that may be visible, there will be no other lighting associated with the onshore substation. The magnitude of change will be *High* in the winter months, reducing to *Medium - high* in the summer months when all vegetation is in leaf.

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction. There will be a small section of tree and hedgerow loss visible to the east in the middle distance, however, it will be less noticeable in the view given the layering effect of vegetation in the distance. The magnitude of change will be *Low*.

Decommissioning phase:

Onshore substation:

Decommissioning works associated with the onshore substation will be partially visible through gaps in vegetation, similar to the construction phase. The magnitude of change will be *High* in the winter months, reducing to *Medium - high* in the summer months when all vegetation is in leaf.

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	High				
	Phase of the Proposed the Development	Construction		Operation and maintenance (Year 1)		Decommissioning
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>

**Figure 19.12a-b,
Volume 3**

Viewpoint SA3: PRow 1786, Taintfield Wood

(The assessment takes account of a 180° FoV from this location)

	Magnitude of change	High to High-Medium	Medium - high to Medium	High to Medium - high	Low	High to Medium - high	Zero
	Level of effect	Major to Major / Moderate	Major / Moderate to Moderate	Major to Major / Moderate	Moderate	Major to Major / Moderate	N/A
		Significant	Significant (<i>Wineham Lane North & South Routes 1A & 1B route options</i>)	Significant	Not Significant	Significant	N/A
	Type of effect	Short to long-term (reversible), direct and adverse.					
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.						
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.						

**Figure 19.13,
Volume 3**

Viewpoint SA4: PRow 1775 Eastlands Farm, Cowfold

(The assessment takes account of a 90° FoV from this location)

Description

This viewpoint is located on PRow 1775 near Eastlands Farm to the south of Cowfold. It is located 825m distance southwest of onshore substation search area option A. The view looks northeast across a large pastoral field bounded by a combination of predominantly deciduous trees and hedgerows, and occasional wooden

**Figure 19.13,
Volume 3**

Viewpoint SA4: PRoW 1775 Eastlands Farm, Cowfold

(The assessment takes account of a 90° FoV from this location)

Sensitivity

fencing. Further pastoral fields are partially visible beyond to the right of the view. A continuous band of mature, deciduous trees forms the horizon in the middle and right of the view. Manmade elements in the view include fencing and pylons.

The viewpoint is not within a locally or nationally designated landscape, however, it is located on a local PRoW (footpath) and the value of the viewpoint is therefore considered to be High-medium. The view will be mainly experienced by footpath users and nearby residents at Eastlands Farm of High susceptibility to change. The overall sensitivity is therefore assessed as *High*.

**Magnitude of
change**

Construction phase:

Onshore substation:

Construction works associated with the onshore substation will not be visible from this location due to screening by a combination of landform and the layering effect of intervening vegetation, even in the winter. The magnitude of change on the view will therefore be **Zero**.

Onshore cable corridor:

Construction works associated with the onshore cable corridor will not be visible from this location due to screening by a combination of landform and the layering effect of intervening vegetation, even in the winter. The magnitude of change on the view will therefore be **Zero**.

Operation and maintenance (Year 1) phase:

Onshore substation:

The substation will not be visible from this location due to screening by a combination of landform and the layering effect of intervening vegetation, even in the winter. The magnitude of change on the view will therefore be **Zero**.

Onshore cable corridor:

The onshore cable corridor will not be visible from this location. The magnitude of change on the view will therefore be **Zero**.

Decommissioning phase:

Onshore substation:

**Figure 19.13,
Volume 3**

Viewpoint SA4: PRoW 1775 Eastlands Farm, Cowfold

(The assessment takes account of a 90° FoV from this location)

	Decommissioning works associated with the onshore substation will not be visible from this location due to screening by a combination of landform and the layering effect of intervening vegetation, even in the winter. The magnitude of change on the view will therefore be Zero .						
	<u>Onshore cable corridor:</u> The magnitude of change on the view will be Zero as the onshore cable will be left in situ.						
Assessment	Sensitivity	High					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
	Magnitude of change	Zero	Zero	Zero	Zero	Zero	
	Level of Effect	N/A	N/A	N/A	N/A	N/A	N/A
		N/A	N/A	N/A	N/A	N/A	N/A
Type of Effect	No effect						
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Given the onshore elements of the Proposed Development will not be visible from this location, there will be no whole Proposed Development effects from the viewpoint.						
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.						

**Figure 19.14,
Volume 3**

Viewpoint SA5: PRoW 1730 between Dragons and Crateman's Farms

(The assessment takes account of a 90° FoV from this location)

Description	<p>This viewpoint is located on PRoW 1730 between Dragons and Crateman's Farms south of Cowfold. It is located 1,479m distance southwest of onshore substation search area option A. The view looks northeast/east across a large arable field bounded by a combination of predominantly deciduous trees and hedgerows, and occasional post and wire fencing. A mix of arable and pastoral fields are partially visible in the middle distance through gaps in vegetation. Baldwin's Farm and its outbuildings are partially visible beyond the arable field through gaps in vegetation. The wooded High Weald fringes to the northeast form the distant horizon across the view. Manmade elements in the view include the pylons, telegraph poles, farm outbuildings, fencing and arable fields.</p>
Sensitivity	<p>The viewpoint is not within a locally or nationally designated landscape, however, it is located on a local PRoW (footpath) and the value of the viewpoint is therefore considered to be High-medium. The view will be mainly experienced by footpath users and nearby residents at Eastlands Farm of High susceptibility to change. The overall sensitivity is therefore assessed as <i>High</i>.</p>
Magnitude of change	<p>Construction Phase:</p> <p><u>Onshore substation:</u></p> <p>Construction works associated with the onshore substation will not be visible from this location due to distance and the layering effect of intervening vegetation, even in the winter. The magnitude of change on the view will therefore be Zero.</p> <p><u>Onshore cable corridor:</u></p> <p>There will be very limited visibility of the construction works associated with the onshore cable corridor (Bolney Road/Kent Street Route 1C & 1D) in the adjacent field to the east through gaps in intervening hedgerows and trees. Any visibility will be largely limited to the occasional vehicle movements and machinery. Local task and vehicle lighting may be visible in poor weather conditions. The magnitude of change will be <i>Low</i> (all seasons). None of the other onshore cable corridor route options will be visible from this location. The viewpoint is also located along a proposed temporary construction access into the onshore cable corridor where there would be some additional vehicle movements visible along the PRoW. The magnitude of change on the proposed temporary construction access will be <i>Medium</i>.</p> <p>Operation and maintenance (Year 1) phase:</p> <p><u>Onshore substation:</u></p>

**Figure 19.14,
Volume 3**

Viewpoint SA5: PRow 1730 between Dragons and Crateman's Farms

(The assessment takes account of a 90° FoV from this location)

The onshore substation will not be visible from this location due to distance and the layering effect of intervening vegetation, even in the winter. The magnitude of change on the view will therefore be **Zero**.

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the view will therefore be **Zero**.

Decommissioning phase:

Onshore substation:

Decommissioning works associated with the onshore substation will not be visible from this location due to distance and the layering effect of intervening vegetation, even in the winter. The magnitude of change on the view will therefore be **Zero**.

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	High				
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>
Magnitude of change	Zero	Low (onshore cable corridor) Medium (temporary construction access)	Zero	Zero	Zero	Zero

**Figure 19.14,
Volume 3**

Viewpoint SA5: PRow 1730 between Dragons and Crateman's Farms

(The assessment takes account of a 90° FoV from this location)

	Level of effect	N/A	Moderate (onshore cable corridor) Major / Moderate (temporary construction access)	N/A	N/A	N/A	N/A
		N/A	Not Significant (onshore cable corridor) Significant (temporary construction access)	N/A	N/A	N/A	N/A
	Type of Effect	Short to long-term (reversible), direct and adverse to neutral.					
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.						
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.						

**Figure 19.15,
Volume 3**

Viewpoint SA6: PRow 1750 north of Aglands

(The assessment takes account of a 90° FoV from this location)

Description

This viewpoint is located on PRow 1750 north of Aglands Farm within the High Weald Area of Outstanding Natural Beauty (AONB). It is located 1,425m distance northwest of onshore substation search area option A. This elevated view looks south/southeast across the southern edge of the AONB comprising a large arable field in the foreground beyond which the Low Weald landscape dominates the view. The middle view of the Low Weald landscape comprises a mix of arable and pastoral fields partially visible through gaps in mature deciduous trees and hedgerows which surround these fields. Aglands Farm is visible just beyond the arable field. The northern slopes of the South Downs National Park hills form the distant horizon. Manmade elements in the view include pylons, telegraph poles, farm outbuildings, fencing and arable fields.

Sensitivity

The viewpoint is located within the nationally designated High Weald AONB and on a local PRow (footpath), and the value of the viewpoint is therefore considered to be High. The view will be mainly experienced by footpath users whose attention is likely to be focused on the landscape. The overall sensitivity is therefore assessed as *High*.

**Magnitude of
change**

Construction phase:

Onshore substation:

Construction works associated with the onshore substation will not be visible from this location due to distance and the layering effect of intervening vegetation, even in the winter. The magnitude of change on the view will therefore be **Zero**.

Onshore cable corridor:

Construction works associated with the onshore cable corridor will not be visible from this location due to distance and the layering effect of intervening vegetation, even in the winter. The magnitude of change on the view will therefore be **Zero**.

Operation and maintenance (Year 1) phase:

Onshore substation:

The onshore substation will not be visible from this location due to distance and the layering effect of intervening vegetation, even in the winter. The magnitude of change on the view will therefore be **Zero**.

Onshore cable corridor:

The onshore cable corridor will not be visible from this location. The magnitude of change on the view will therefore be **Zero**.

**Figure 19.15,
Volume 3**

Viewpoint SA6: PRoW 1750 north of Aglands

(The assessment takes account of a 90° FoV from this location)

	<p>Decommissioning phase: <u>Onshore substation:</u> Decommissioning works associated with the onshore substation will not be visible from this location due to distance and the layering effect of intervening vegetation, even in the winter. The magnitude of change on the view will therefore be Zero. <u>Onshore cable corridor:</u> The magnitude of change on the view will be Zero.as the onshore cable will be left in situ.</p>						
Assessment	Sensitivity	High					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
	Magnitude of change	Zero	Zero	Zero	Zero	Zero	
	Level of effect	N/A	N/A	N/A	N/A	N/A	N/A
		N/A	N/A	N/A	N/A	N/A	N/A
Type of effect	No effect						
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Given the onshore elements of the Proposed Development will not be visible from this location, there will be no whole Proposed Development effects from the viewpoint.						
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.						

**Figure 19.16a-b,
Volume 3**

Viewpoint SA7: PRoW 1788 southwest of Site, west of Taintfield Wood

(The assessment takes account of a 180° FoV from this location)

Description

This viewpoint is located on PRoW 1788 west of Taintfield Wood and south of Oakendene Industrial Estate. It is located 172m distance southwest of onshore substation search area option A. In the view towards onshore substation search area option A, this slightly elevated view looks northeast across pastoral fields, beyond a small pond, bounded by a combination of predominantly deciduous trees and hedgerows, and occasional wooden fencing. The northern edge of Taintfield Wood is visible to the east of the view (**Figure 19.16b, Volume 3**). The wooded High Weald fringes to the north form the distant horizon. The white buildings of Oakendene Manor are evident in the middle distance. Occasional evergreen trees are visible just beyond the pond associated with Oakendene Industrial Estate. The view northwest towards the onshore cable corridor (temporary construction compound) is similar to the northeast with pastoral fields bounded by a combination of deciduous trees, hedgerows and wooded fencing, and punctuated by pylons across the fields. Oakendene Industrial Estate is partially visible to the right of the view. A number of residential properties are also visible in the distance. Manmade elements in the view include Oakendene Manor, other residential properties, industrial estate, pylons, telegraph poles, vehicles, and fencing.

Sensitivity

The viewpoint is not within a locally or nationally designated landscape, however, it is located on a local PRoW (footpath) and the value of the viewpoint is therefore considered to be High-medium. The view will be mainly experienced by footpath users whose attention is likely to be focussed on the landscape. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as *High*.

**Magnitude of
change**

Construction phase:

Onshore substation:

Construction works associated with the building of the onshore substation components will be visible in the foreground and middle distance beyond the pond. Other machinery, vehicle movements and welfare facilities associated with the construction works including the temporary construction compound will also be visible in the view. Local task and vehicle lighting may be visible in poor weather conditions. The magnitude of change will be *High* (all seasons).

Onshore cable corridor:

Construction works associated with the onshore cable corridor will be mainly limited to the open views of the temporary construction compound to the northwest. Local task and vehicle lighting may be visible in poor

**Figure 19.16a-b,
Volume 3**

Viewpoint SA7: PRow 1788 southwest of Site, west of Taintfield Wood

(The assessment takes account of a 180° FoV from this location)

weather conditions. The magnitude of change will be *High* (all seasons). Construction works associated with the onshore cable corridor will not be visible from this location.

Operation and maintenance (Year 1) phase:

Onshore substation:

The onshore substation and its components will be visible in the foreground and middle distance beyond the pond. However, parts of Taintfield Wood, and surrounding field boundary vegetation provide some mitigation in the form of visual containment to the right of the view. Apart from downward security lighting that may be visible, there will be no other lighting associated with the onshore substation. The magnitude of change will be *High* (all seasons).

Onshore cable corridor:

There will be no view of the temporary construction compound associated with the onshore cable corridor as the underground works will have been completed and ground conditions reinstated to pastoral fields post-construction with no vegetation loss visible. The magnitude of change on the view will therefore be **Zero**.

Decommissioning phase:

Onshore substation:

Decommissioning works associated with the onshore substation will be visible, similar to the construction phase. The magnitude of change will be *High* (all seasons).

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	High					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
	Magnitude of change	High	High	High	Zero	High	Zero
	Level of effect	Major	Major	Major	N/A	Major	N/A

Figure 19.16a-b, Volume 3		Viewpoint SA7: PRoW 1788 southwest of Site, west of Taintfield Wood (The assessment takes account of a 180° FoV from this location)					
		Significant	Significant	Significant	N/A	Significant	N/A
	Type of effect	Short to long-term (reversible), direct and adverse.					
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.						
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.						

Figure 19.17, Volume 3		Viewpoint SA8: PRoW 1789 north of Eastridge Farm (The assessment takes account of a 90° FoV from this location)					
Description	This viewpoint is located on PRoW 1789 north of Eastridge Farm. It is located 782m distance east of onshore substation search area option A. This view looks west across pastoral fields bounded by a combination of predominantly deciduous trees and hedgerows, and occasional post and wire/wooden fencing. Further pastoral fields are partially visible in the middle distance through gaps in vegetation. The PRoW is visible extending further west towards the densely vegetated field boundary. The upper parts of the wooded High Weald fringes to the north form the distant horizon. Manmade elements in the view include pylons, telegraph poles and fencing.						
Sensitivity	The viewpoint is not within a locally or nationally designated landscape, however, it is located on a local PRoW (footpath) and the value of the viewpoint is therefore considered to be High-medium. The view will be mainly experienced by footpath users whose attention is likely to be focussed on the landscape. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as <i>High</i> .						
Magnitude of change	<p>Construction phase:</p> <p><u>Onshore substation:</u> Construction works associated with the onshore substation will not be visible from this location due to distance and the layering effect of intervening vegetation, even in the winter. The magnitude of change on the view will therefore be Zero.</p> <p><u>Onshore cable corridor:</u></p>						

**Figure 19.17,
Volume 3**

Viewpoint SA8: PRoW 1789 north of Eastridge Farm

(The assessment takes account of a 90° FoV from this location)

There will be limited visibility of the construction works (machinery, installation and vehicle movements) associated with the onshore cable corridor (Bolney Road/Kent Street Route 1D) in the adjacent field to the west through gaps in intervening hedgerows and trees. Local task and vehicle lighting may be visible in poor weather conditions. The magnitude of change will be *Medium-low* in the winter months, reducing to *Low* in the summer months when all vegetation is in leaf. None of the other onshore cable corridor options will be visible from this viewpoint.

Operation and maintenance (Year 1) phase:

Onshore substation:

The onshore substation will not be visible from this location due to distance and the layering effect of intervening vegetation, even in the winter. The magnitude of change on the view will therefore be **Zero**.

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with minimal vegetation loss visible. The magnitude of change on the view will therefore be **Zero**.

Decommissioning phase:

Onshore substation:

Decommissioning works associated with the onshore substation will not be visible from this location due to distance and the layering effect of intervening vegetation, even in the winter. The magnitude of change on the view will therefore be **Zero**.

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	High					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
Magnitude of change	Zero	Medium-low to Low	Zero	Zero	Zero	Zero	

Figure 19.17, Volume 3		Viewpoint SA8: PRoW 1789 north of Eastridge Farm (The assessment takes account of a 90° FoV from this location)					
	Level of effect	N/A	Moderate	N/A	N/A	N/A	N/A
		N/A	Significant (<i>Bolney Road / Kent Street Route 1D</i>)	N/A	N/A	N/A	N/A
	Type of effect	Short to long-term (reversible), direct and adverse to neutral.					
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.						
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.						

Table 1-4 Viewpoint analysis: Onshore substation search area option B: Wineham Lane North

Figure 19.18, Volume 3		Viewpoint SB1: PRoW 34Bo south of Coombe House (The assessment takes account of a 90° FoV from this location)	
Description	This viewpoint is located on PRoW 34Bo between Coombe House and onshore substation search area option B. It is located 212m distance northeast of onshore substation search area option B. The view looks southwest across a large pastoral field bounded by a combination of predominantly deciduous trees and hedgerows, and occasional post and wire fencing. More pastoral fields are partially visible beyond the band of mature vegetation in the centre and left of the view. The upper parts of the existing National Grid Bolney substation, and small parts of Rampion 1 substation are partially visible through gaps and above intervening vegetation. Pylons dominate this view extending east to west. Manmade elements in the view include pylons, existing electrical substation infrastructure, telegraph poles and fencing.		
Sensitivity	The viewpoint is not within a locally or nationally designated landscape, however, it is located on a local PRoW (footpath) and the value of the viewpoint is therefore considered to be High-medium. The view will be mainly		

**Figure 19.18,
Volume 3**

Viewpoint SB1: PRoW 34Bo south of Coombe House

(The assessment takes account of a 90° FoV from this location)

**Magnitude of
change**

experienced by footpath users whose attention is likely to be focussed on the landscape. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as *High*.

Construction phase:

Onshore substation:

Construction works associated with the building of the onshore substation components will be partially visible through gaps in intervening vegetation in the middle distance, mainly in the winter. Other machinery, vehicle movements and welfare facilities associated with the construction works will also be partially visible beyond the intervening vegetation. Local task and vehicle lighting may be visible in poor weather conditions. The magnitude of change will be *Medium* in the winter months, reducing to *Medium-Low* in the summer months when all vegetation is in leaf.

Onshore cable corridor:

Construction works associated with the onshore cable corridor will not be visible from this location due to the layering effect of intervening vegetation, even in the winter. The magnitude of change on the view will therefore be **Zero**.

Operation and maintenance (Year 1) phase:

Onshore substation:

The onshore substation and its components will be partially visible through gaps and above intervening vegetation in the middle distance in the context of two other existing electrical substations and pylons, mainly in the winter. However, the surrounding field boundary vegetation provide some mitigation in the form of visual containment. Apart from downward security lighting that may be visible, there will be no other lighting associated with the onshore substation. The onshore substation will not be a new feature in the landscape given the similar extent of two adjacent electrical substations visible in the same view. The magnitude of change will be *Medium* in the winter months, reducing to *Medium-Low* in the summer months when all vegetation is in leaf.

Onshore cable corridor:

The onshore cable corridor will not be visible from this location. The magnitude of change on the view will therefore be **Zero**.

Decommissioning phase:

Onshore substation:

**Figure 19.18,
Volume 3**

Viewpoint SB1: PRoW 34Bo south of Coombe House

(The assessment takes account of a 90° FoV from this location)

	Decommissioning works associated with the onshore substation will be partially visible through gaps in vegetation, similar to the construction phase. The magnitude of change will be <i>Medium</i> in the winter months, reducing to <i>Medium-Low</i> in the summer months when all vegetation is in leaf.						
	<u>Onshore cable corridor:</u> The magnitude of change on the view will be Zero as the onshore cable will be left in situ.						
Assessment	Sensitivity	High					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
	Magnitude of change	Medium to Medium-Low	Zero	Medium to Medium-Low	Zero	Medium to Medium-Low	Zero
	Level of effect	Moderate	N/A	Moderate	N/A	Moderate	N/A
		Significant	N/A	Significant	N/A	Significant	N/A
Type of effect	Short to long-term (reversible), direct and adverse to neutral						
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore substation as assessed above.						
Cumulative effects assessment	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>

**Figure 19.18,
Volume 3**

Viewpoint SB1: PRoW 34Bo south of Coombe House

(The assessment takes account of a 90° FoV from this location)

Other Developments	Coombe Solar Farm (CSF) – The magnitude of change will be High. No other cumulative developments will be visible from this viewpoint.					
Magnitude of change (Additional)	Medium to Medium-Low	Zero	Medium to Medium-Low	Zero	Medium to Medium-Low	Zero
Level of effect (Additional)	Moderate	N/A	Moderate	N/A	Moderate	N/A
	Significant	N/A	Significant	N/A	Significant	N/A
Magnitude of change (Combined)	High (due to CSF)		High (due to CSF)		High (due to CSF)	
Level of effect (Combined)	Major		Major		Major	
	Significant (due to CSF and to a lesser extent of Rampion 2)		Significant (due to CSF and to a lesser extent of Rampion 2)		Significant (due to CSF and to a lesser extent of Rampion 2)	
Type of Effect	Short to long-term (reversible), direct, cumulative and adverse.					

**Figure 19.19,
Volume 3**

Viewpoint SB2: Bolney Chapel Road

(The assessment takes account of a 90° FoV from this location)

Description

This viewpoint is located on Bolney Chapel Road, north of Twineham Green where there is a gap in the hedged lined road. It is located 822m distance east of onshore substation search area option B. The view looks west across a large pastoral field bounded by a combination of predominantly deciduous trees and hedgerows, and occasional wooden fencing and gates. More pastoral fields are partially visible beyond the linear band of mature vegetation in the middle distance which follows a small stream. The upper parts of the existing National Grid Bolney substation are partially visible through gaps and above intervening vegetation in the distance. Pylons

**Figure 19.19,
Volume 3**

Viewpoint SB2: Bolney Chapel Road

(The assessment takes account of a 90° FoV from this location)

Sensitivity

dominate this view extending east to west. Manmade elements in the view include pylons, existing electrical substation infrastructure, telegraph poles, gates and fencing.

The viewpoint is not within a locally or nationally designated landscape and the value of the viewpoint is therefore considered to be Medium. The view will be experienced by road users whose experience of the view is likely to be transient and focused on the activity of driving. Therefore, susceptibility to change is assessed as Medium, and the overall sensitivity is assessed as *Medium*.

**Magnitude of
change**

Construction phase:

Onshore substation:

Construction works associated with the building of the onshore substation components will be very limited due to distance and the layering effect of intervening vegetation, even in winter. Any visibility will be limited through small gaps in intervening vegetation in the distance. The magnitude of change will be *Low* in the winter months, reducing to *Negligible-Zero* in the summer months when all vegetation is in leaf.

Onshore cable corridor:

Construction works associated with the cable corridor will not be visible from this location due to the layering effect of intervening vegetation, even in the winter. The magnitude of change on the view will therefore be **Zero**.

Operation and maintenance (Year 1) phase:

Onshore substation:

Limited parts of the onshore substation components will be visible through intervening vegetation (in the winter) in the distance in the context of other electrical infrastructure including pylons and the existing National Grid Bolney substation. The surrounding field boundary vegetation provides mitigation in the form of visual containment.

Limited security lighting associated with the onshore substation is unlikely to be visible from this location. The magnitude of change will be *Low* in the winter months, reducing to *Negligible-Zero* in the summer months when all vegetation is in leaf.

Onshore cable corridor:

The onshore cable corridor will not be visible from this location. The magnitude of change on the view will therefore be **Zero**.

Decommissioning phase:

Onshore substation:

**Figure 19.19,
Volume 3**

Viewpoint SB2: Bolney Chapel Road

(The assessment takes account of a 90° FoV from this location)

Decommissioning works associated with the onshore substation will be partially visible through gaps in vegetation, similar to the construction phase, mainly in the winter. The magnitude of change will be *Low* in the winter months, reducing to *Negligible-Zero* in the summer months when all vegetation is in leaf.

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	Medium					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
Magnitude of change	Low to Negligible-Zero	Zero	Low to Negligible-Zero	Zero	Low to Negligible-Zero	Zero	
Level of effect	Minor to Minor / Negligible	N/A	Minor to Minor / Negligible	N/A	Minor to Minor / Negligible	N/A	
	Not Significant	N/A	Not Significant	N/A	Not Significant	N/A	
Type of effect	Short to Long term (reversible), direct and adverse to neutral.						
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore substation as assessed above.						

Figure 19.19,
Volume 3

Viewpoint SB2: Bolney Chapel Road

(The assessment takes account of a 90° FoV from this location)

Cumulative effects assessment	Phase of the Proposed Development	Construction		Operation (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
Other developments	Coombe Solar Farm (CSF) – The magnitude of change will be High. No other cumulative developments will be visible from this viewpoint.						
Magnitude of change (Additional)	Low to Negligible-Zero	Zero	Low to Negligible-Zero	Zero	Low to Negligible-Zero	Zero	
Level of effect (Additional)	Minor to Minor / Negligible	N/A	Minor to Minor / Negligible	N/A	Minor to Minor / Negligible	N/A	
	Not Significant	N/A	Not Significant	N/A	Not Significant	N/A	
Magnitude of change (Combined)	High (due to CSF)		High (due to CSF)		High (due to CSF)		
Level of effect (Combined)	Major / Moderate		Major / Moderate		Major / Moderate		
	Significant (due to CSF)		Significant (due to CSF)		Significant (due to CSF)		
Type of effect	Short to Long term (reversible), direct, cumulative and adverse.						

**Figure 19.20,
Volume 3**

Viewpoint SB3: Wineham Lane

(The assessment takes account of a 90° FoV from this location)

Description

This viewpoint is located through a gap in the tree lined Wineham Lane, north of the existing National Grid Bolney substation. It is located on the northwestern edge of substation search area option B. The view looks southeast across a large pastoral field bounded by a combination of predominantly deciduous trees and hedgerows, and occasional wooden fencing. Further pastoral fields are partially visible in the distance through gaps in intervening vegetation. A large deciduous woodland block prominently appears to the left of the view. The existing National Grid Bolney substation is partially visible to the right of the view through gaps in intervening vegetation. Manmade elements in the view include the existing electrical substation and associated infrastructure, soil mounds, fencing, pylons and wooden posts.

Sensitivity

The viewpoint is not within a locally or nationally designated landscape and the value of the viewpoint is therefore considered to be Medium. The view will be experienced by road users whose experience of the view is likely to be transient and focused on the activity of driving. Therefore, susceptibility to change is assessed as Medium, and the overall sensitivity is assessed as *Medium*.

**Magnitude of
change**

Construction phase:

Onshore substation:

Construction works associated with the building of the onshore substation components will be prominent in the foreground. Other machinery, vehicle movements and welfare facilities associated with the construction works including the temporary construction compound will also be visible in the view. Local task and vehicle lighting may be visible in poor weather conditions. The magnitude of change will be *High* (all seasons).

Onshore cable corridor:

Construction works associated with the onshore cable corridor (Wineham Lane – North Route 1A & 1B or Bolney Road/Kent Street Routes 1C & 1D) will also be visible in the same field in the foreground. Other machinery, vehicle movements and welfare facilities associated with the construction works will also be visible in the view. Local task and vehicle lighting may be visible in poor weather conditions. The magnitude of change will be *High* (all seasons).

Operation and maintenance (Year 1) phase:

Onshore substation:

The onshore substation and its components will be visible in the foreground in the context of other existing electrical infrastructure including the existing National Grid Bolney substation and pylons. The surrounding field

**Figure 19.20,
Volume 3**

Viewpoint SB3: Wineham Lane

(The assessment takes account of a 90° FoV from this location)

boundary vegetation and mature woodland block provide some mitigation in the form of visual containment. Apart from downward security lighting that may be visible, there will be no other lighting associated with the onshore substation. The magnitude of change will be *High* (all seasons).

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with minimal vegetation loss visible. The magnitude of change on the view will therefore be **Zero**.

Decommissioning phase:

Onshore substation:

Decommissioning works associated with the onshore substation will be visible in the foreground, similar to the construction phase. The magnitude of change will be *High* (all seasons).

Onshore cable corridor:

The magnitude of change on the view will therefore be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	Medium					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
Magnitude of change	High	High	High	Zero	High	Zero	
Level of effect	Major / Moderate	Major / Moderate	Major / Moderate	N/A	Major / Moderate	N/A	
	Significant	Significant	Significant	N/A	Significant	N/A	
Type of effect	Short to Long term (reversible), direct and adverse.						

Figure 19.20, Volume 3	
Viewpoint SB3: Wineham Lane (The assessment takes account of a 90° FoV from this location)	
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore substation and onshore cable corridor as assessed above.
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.
Figure 19.21, Volume 3	
Viewpoint SB4: PRow 32Bo Nyeshill Farm (The assessment takes account of a 90° FoV from this location)	
Description	This viewpoint is located PRow 32Bo to the east of Nyeshill Farm. It is located 822m distance north of onshore substation search area option B and the onshore cable corridor. The view looks south/southwest across a large pastoral field bounded by a combination of predominantly deciduous trees and hedgerows, and occasional post and wire fencing. The northern edge of the deciduous woodland block near substation search area option B forms the horizon with pylons extending west to east above it. Parts of the existing National Grid Bolney substation are partially visible in the distance through gaps in intervening vegetation. Dawe's Farm is partially visible to the left of the view. Manmade elements in the view include the existing electrical substation and associated infrastructure, soil mounds, fencing, pylons and farm buildings.
Sensitivity	The viewpoint is not within a locally or nationally designated landscape, however, it is located on a local PRow (footpath) and the value of the viewpoint is therefore considered to be High-medium. The view will be mainly experienced by footpath users whose attention is likely to be focussed on the landscape. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as <i>High</i> .
Magnitude of change	Construction phase: <u>Onshore substation:</u> Construction works associated with the building of the <u>onshore</u> substation components will be very limited due to screening by the large woodland block in the distance. Any visibility will be partially visible through this woodland, mainly in the winter. The magnitude of change will be <i>Low to Negligible-Zero</i> in the winter months, reducing to <i>Negligible-Zero</i> in the summer months when all vegetation is in leaf.

**Figure 19.21,
Volume 3**

Viewpoint SB4: PRoW 32Bo Nyeshill Farm

(The assessment takes account of a 90° FoV from this location)

Onshore cable corridor:

Construction works associated with the onshore cable corridor will not be visible from this location due to landform and the layering effect of intervening vegetation, even in the winter. The magnitude of change on the view will therefore be **Zero**.

Operation and maintenance (Year 1) phase:

Onshore substation:

The onshore substation components will be partially visible through intervening vegetation, mainly in the winter, in the distance in the context of other electrical infrastructure including pylons and the existing National Grid Bolney substation. The surrounding field boundary vegetation provides mitigation in the form of visual containment. Limited security lighting associated with the onshore substation is unlikely to be visible from this location. The magnitude of change will be *Low to Negligible-Zero* in the winter months, reducing to *Negligible-Zero* in the summer months when all vegetation is in leaf.

Onshore cable corridor:

There will be no view of the onshore cable corridor from this location. The magnitude of change on the view will therefore be **Zero**.

Decommissioning phase:

Onshore substation:

Decommissioning works associated with the onshore substation will be limited, similar to the construction phase. The magnitude of change will be *Low to Negligible-Zero* in the winter months, reducing to *Negligible-Zero* in the summer months when all vegetation is in leaf.

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	High				
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>

**Figure 19.21,
Volume 3**

Viewpoint SB4: PRoW 32Bo Nyeshill Farm

(The assessment takes account of a 90° FoV from this location)

	Magnitude of change	Low to Negligible-Zero	Zero	Low to Negligible-Zero	Zero	Low to Negligible-Zero	Zero
	Level of effect	Moderate to Minor	N/A	Moderate to Minor	N/A	Moderate to Minor	N/A
		Not Significant	N/A	Not Significant	N/A	Not Significant	N/A
	Type of effect	Short to Long term (reversible), direct and adverse to neutral.					
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore substation as assessed above.						
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.						

**Figure 19.22,
Volume 3**

Viewpoint SB5: Hickstead Lane

(The assessment takes account of a 90° FoV from this location)

Description

This viewpoint is located on Hickstead Lane between Hickstead and Twineham Green. It is located 1,904m distance southeast of substation search area option B. This view looks northwest/west across arable and pastoral fields bounded by a combination of predominantly deciduous trees and hedgerows, and occasional post and wire fencing. Hickstead Lane is visible to the west of the view (**Figure 19.22, Volume 3**) extending west towards Twineham Green. The overall view is typical of the Low Weald landscape comprising arable and pastoral fields, a mosaic of small and larger fields, scattered woodlands, shaws and hedgerows with hedgerow trees. Parts of residential properties at Twineham Green are partially visible in the middle distance to the west/northwest of the view (**Figure 19.22, Volume 3**). Pylons appear prominent in the view extending west to east. The wooded High Weald Fringes form the horizon to the right of the view. Manmade elements in the view include pylons, telegraph poles, houses, farm outbuildings, fencing, gates and arable fields.

**Figure 19.22,
Volume 3**

Viewpoint SB5: Hickstead Lane

(The assessment takes account of a 90° FoV from this location)

Sensitivity

The viewpoint is not within a locally or nationally designated landscape and the value of the viewpoint is therefore considered to be Medium. The view will be experienced by road users whose experience of the view is likely to be transient and focused on the activity of driving. Therefore, susceptibility to change is assessed as Medium, and the overall sensitivity is assessed as *Medium*.

**Magnitude of
change**

Construction phase:

Onshore substation:

Construction works associated with the onshore substation will not be visible from this location due to distance and the layering effect of intervening vegetation, even in the winter. The magnitude of change on the view will therefore be **Zero**.

Onshore cable corridor:

Construction works associated with the onshore cable corridor will be largely limited due to distance, built-form and the layering effect of intervening vegetation, even in the winter. The magnitude of change on the view will therefore be **Zero**.

Operation and maintenance (Year 1) phase:

Onshore substation:

The onshore substation will not be visible from this location due to distance and the layering effect of intervening vegetation, even in the winter. The magnitude of change on the view will therefore be **Zero**.

Onshore cable corridor:

The onshore cable corridor will not be visible from this location. The magnitude of change on the view will therefore be **Zero**.

Decommissioning phase:

Onshore substation:

Decommissioning works associated with the onshore substation will not be visible from this location due to distance and the layering effect of intervening vegetation, even in the winter. The magnitude of change on the view will therefore be **Zero**.

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

**Figure 19.22,
Volume 3**

Viewpoint SB5: Hickstead Lane

(The assessment takes account of a 90° FoV from this location)

Assessment	Sensitivity	Medium					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
Magnitude of change	Zero	Zero	Zero	Zero	Zero	Zero	
Level of effect	N/A	N/A	N/A	N/A	N/A	N/A	
	N/A	N/A	N/A	N/A	N/A	N/A	
Type of effect	Short to Long term (reversible), direct and neutral.						
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Given the onshore elements will also not be visible from this location, there will be no whole Proposed Development effects on this viewpoint.						
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.						

**Figure 19.23a-b,
Volume 3**

Viewpoint SB6: PRow 8T southeast of Site

(The assessment takes account of a 180° FoV from this location)

Description	This viewpoint is located on PRow 8T on the eastern edge of substation search area option B. The view looks southwest into the onshore substation search area across a large pastoral field bounded on three sides by a combination of predominantly deciduous trees and hedgerows, and fencing. The southwestern boundary is bounded by recently planted trees on a bund associated with the existing Rampion 1 substation which is partially visible above the bund. Parts of the existing National Grid Bolney substation are also visible to the southwest through gaps in intervening vegetation. The view is dominated by pylons extending west to east across the view.
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**Figure 19.23a-b,
Volume 3**

Viewpoint SB6: PRow 8T southeast of Site

(The assessment takes account of a 180° FoV from this location)

Sensitivity

Manmade elements in the view include the existing electrical substations and associated infrastructure, bunding, fencing and pylons.

The viewpoint is not within a locally or nationally designated landscape, however, it is located on a local PRow (footpath) and the value of the viewpoint is therefore considered to be High-medium. The view will be mainly experienced by walkers whose attention is likely to be focussed on the landscape. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as *High*.

Magnitude of change

Construction phase:

Onshore substation:

Construction works associated with the building of the onshore substation components will be prominent in the foreground of the view. Other machinery, vehicle movements and welfare facilities associated with the construction works including the temporary construction compound will also be visible in the view. Local task and vehicle lighting may be visible in poor weather conditions. The magnitude of change will be *High* (all seasons).

Onshore cable corridor:

Construction works associated with the onshore cable corridor (Wineham Lane South Route A & B) will be visible in the distance to the fore of the field boundary vegetation. Other machinery, vehicle movements and welfare facilities associated with the construction works will also be visible in the view. Local task and vehicle lighting may be visible in poor weather conditions. The magnitude of change will be *Medium* (all seasons). None of the other cable corridor options will be visible from this viewpoint.

Operation and maintenance (Year 1) phase:

Onshore substation:

The onshore substation and its components will be visible in the foreground in the context of other existing electrical infrastructure including the Rampion 1 substation and National Grid Bolney substation and pylons. The surrounding field boundary vegetation and recently planted trees provide some mitigation in the form of visual containment. Apart from downward security lighting that may be visible, there will be no other lighting associated with the onshore substation. The magnitude of change will be *High* (all seasons).

Onshore cable corridor:

**Figure 19.23a-b,
Volume 3**

Viewpoint SB6: PRoW 8T southeast of Site

(The assessment takes account of a 180° FoV from this location)

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with minimal vegetation loss visible. The magnitude of change on the view will therefore be **Zero**.

Decommissioning phase:

Onshore substation:

Decommissioning works associated with the onshore substation will be visible in the foreground, similar to the construction phase. The magnitude of change will be *High* (all seasons).

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	High					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
Magnitude of change		High	Medium	High	N/A	High	N/A
Level of effect		Major	Major / Moderate	Major	N/A	Major	N/A
		Significant	Significant	Significant	N/A	Significant	N/A
Type of effect		Short to Long term (reversible), direct and adverse.					
Whole Proposed Development effects		The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore substation and onshore cable corridor as assessed above.					
Cumulative effects assessment		None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.					

Table 1-5 Viewpoint analysis: Onshore cable corridor

Figure 19.24, Volume 3	Viewpoint A: PRow 829, Climping Beach (The assessment takes account of a 90° FoV from this location)
Description	<p>This viewpoint is located on PRow 829 on the partly constructed sea defence at Climping Beach and is located 147m southwest of the onshore cable corridor. The primary view from this viewpoint is south towards the English Channel. The illustrated view looks northeast/east across the <i>South Coast Plain</i> and the <i>Lower Arun Valley</i> with arable fields in the middle distance bounded by a combination of predominantly deciduous trees and hedgerows. Some evergreen trees are visible in the middle distance to the left of the view (Figure 19.24, Volume 3). The foreground of the view comprises the partly constructed sea defence to the right, and the South Coast Plain to the left. A tributary stream of Ryebank Rife is also visible between the <i>South Coast Plain</i> and the pastoral field in the foreground. There are partial views of Mill Farm towards the right of the view. Parts of the western industrial edge of Littlehampton are visible in the distance. Long distance views of the Chalk Downs of the South Downs National Park are visible in the background where the Chalk Downs also form part of the horizon. Manmade elements in the view include scattered residential and industrial buildings in the middle distance and long distance, sea defence, fencing, telegraph poles, pier and fencing.</p> <p>It is anticipated that existing works on the sea defences would be completed in advance of the onshore elements of the Proposed Development and they have not consequently been included in the cumulative effects assessment.</p>
Sensitivity	<p>The viewpoint is not within a locally or nationally designated landscape and the value of the viewpoint is therefore considered to be Medium. The view will be experienced by visitors to the beach and walkers using the footpath of Higher susceptibility to change. The overall sensitivity is therefore assessed as <i>High</i> (visitors, walkers).</p>
Magnitude of change	<p>Construction phase: <u>Onshore substation:</u> <i>N/A</i> <u>Onshore cable corridor:</u> Construction works associated with the onshore cable corridor, in particular the landfall and associated temporary horizontal directional drill (HDD) compound, will be visible in the arable field in the middle distance beyond the Ryebank Rife tributary. This will include soil and material storage, machinery, vehicle movements, access tracks and welfare facilities associated with the construction works. Local task and vehicle lighting may be visible in poor weather conditions. The magnitude of change will be <i>Medium</i> (all seasons).</p> <p>Operation and maintenance (Year 1) phase:</p>

**Figure 19.24,
Volume 3**

Viewpoint A: PRoW 829, Climping Beach

(The assessment takes account of a 90° FoV from this location)

	<p><u>Onshore substation:</u> N/A</p> <p><u>Onshore cable corridor:</u></p> <p>There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions, including landcover/arable crops reinstated post-construction with no vegetation loss visible. The magnitude of change on the view will therefore be Zero.</p> <p>Decommissioning phase:</p> <p><u>Onshore substation:</u> N/A</p> <p><u>Onshore cable corridor:</u> The magnitude of change on the view will be Zero as the onshore cable will be left in situ.</p>						
Assessment	Sensitivity	High					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
	Magnitude	N/A	Medium	N/A	Zero	N/A	Zero
	Level of Effect	N/A	Major / Moderate	N/A	N/A	N/A	N/A
		N/A	Significant	N/A	N/A	N/A	N/A
Type of Effect	Short-term (reversible), direct and adverse.						
Whole Proposed Development effects	<p>The offshore elements of the Proposed Development including the wind turbine generators (WTGs) and offshore substations as well as a shallow draught vessel during the construction phase will be visible to the south from this location and the effects are assessed in detail in Chapter 16: Seascape, landscape and visual, Volume 2. The assessment in Chapter 16, Volume 2 concludes that the magnitude of change will be <i>High</i>, and the level of effect will be Major and Significant.</p> <p>The whole Proposed Development effects will therefore be Major to Major/Moderate and Significant.</p>						

Figure 19.24, Volume 3		Viewpoint A: PRow 829, Climping Beach (The assessment takes account of a 90° FoV from this location)
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.	
Figure 19.25, Volume 3		Viewpoint B: PRow 168, Climping Caravan Park (The assessment takes account of a 90° FoV from this location)
Description	This viewpoint is located on PRow 168 on the northeastern edge of Climping Caravan Park. It is located 338m west of the <u>onshore</u> cable corridor. The view looks east across a large arable field occupying the foreground bounded by a combination of predominantly deciduous trees and hedgerows, and some post and wire fencing. Housing on the northwestern edge of Littlehampton is partially visible through gaps in intervening vegetation to the left of the view. The upper parts of the industrial estate on the western edge of Littlehampton is visible above intervening vegetation towards the right of the view (Figure 19.25). Vehicle movements on the A259 along with street lighting is visible in the distance to the left and right of the view. Long distance views of the South Downs National Park hills form the left horizon. Manmade elements in the view include residential and industrial buildings, roads, vehicle movements, street lighting, caravans, telegraph poles and fencing.	
Sensitivity	The viewpoint is not within a locally or nationally designated landscape and the value of the viewpoint is therefore considered to be Medium. The view will be experienced by walkers using the footpath, and nearby residents of the caravan park of Higher susceptibility to change. The overall sensitivity is therefore assessed as <i>High</i> (walkers, residents).	
Magnitude of change	<p>Construction phase: <u>Onshore substation:</u> N/A <u>Onshore cable corridor:</u> Construction works associated with the <u>onshore</u> cable corridor will be visible on the arable field in the foreground. The landfall and temporary HDD compound will be located at approximately KP0.5 in the open field and a further temporary HDD compound (near RDX-01) would be partly screened beyond the landfall and temporary HDD compound in this view. This temporary compound will be used for material/equipment storage, some welfare facilities, the HDD activities, cable pulling and construction of the Transition Joint Bays (TJBs). Local task and</p>	

**Figure 19.25,
Volume 3**

Viewpoint B: PRoW 168, Climping Caravan Park

(The assessment takes account of a 90° FoV from this location)

vehicle lighting may be visible in the view in poor weather conditions. The magnitude of change will be *High to Medium-high* (all seasons).

Operation and maintenance (Year 1) phase:

Onshore substation: N/A

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the view will therefore be **Zero**.

Decommissioning phase:

Onshore substation: N/A

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	High					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore Cable Corridor</u>
	Magnitude	N/A	High to Medium - high	N/A	Zero	N/A	Zero
	Level of effect	N/A	Major to Major / Moderate	N/A	N/A	N/A	N/A
		N/A	Significant	N/A	N/A	N/A	N/A
	Type of effect	Short term (reversible), direct and adverse.					
Whole Proposed	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.						

Figure 19.25, Volume 3		Viewpoint B: PRow 168, Climping Caravan Park (The assessment takes account of a 90° FoV from this location)
Development effects		
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects,	
Figure 19.26, Volume 3		Viewpoint B1: Church Lane, Climping (The assessment takes account of a 90° FoV from this location)
Description	This viewpoint is located on Church Lane in Climping, north of the Hall and is located 939m west of the cable corridor and on the western edge of the onshore part of the PEIR Assessment Boundary. The view looks southeast along the tree lined Church Lane (with some gaps) to the right of the view beyond which a large arable field bounded by a combination of predominantly deciduous trees and hedgerows is visible. Manmade elements in the view include gates, road, arable field, and fencing.	
Sensitivity	The viewpoint is not within a locally or nationally designated landscape and the value of the viewpoint is therefore considered to be Medium. The view will be experienced by road users whose experience of the view is likely to be transient and focused on the activity of driving, and by nearby residents of Higher susceptibility to change. The overall sensitivity is therefore assessed as <i>Medium</i> (road users) and <i>High</i> (residents).	
Magnitude of change	<p>Construction phase: <u>Onshore substation:</u> <i>N/A</i> <u>Onshore cable corridor:</u> The temporary construction compound associated with the onshore cable corridor will be visible in the arable field in the foreground beyond the gate and intervening vegetation, with slightly less visibility in the summer months. Other machinery, vehicle movements, access tracks and welfare facilities associated with the temporary construction compound will also be visible in the view. Local task and vehicle lighting may be visible in the view in poor weather conditions. The viewpoint is also located next to a proposed temporary construction access extending east to the cable corridor where vehicle movements will also be visible towards the left of the view. The</p>	

**Figure 19.26,
Volume 3**

Viewpoint B1: Church Lane, Climping

(The assessment takes account of a 90° FoV from this location)

magnitude of change will be *High* (all seasons) due to the temporary construction compound and temporary construction access. The cable corridor will not be visible from this location.

Operation and maintenance (Year 1) phase:

Onshore substation: N/A

Onshore cable corridor:

There will be no view of the onshore cable corridor including the temporary construction compound and temporary construction access as the works will have been completed and ground conditions reinstated post-construction. However, there will be a slight vegetation loss visible to the left of the view due to the proposed temporary construction access where new vegetation will have just been replanted. The magnitude of change will be *Medium*.

Decommissioning phase:

Onshore substation: N/A

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	High to Medium					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
Magnitude	N/A	High	N/A	Medium	N/A	Zero	
Level of effect	N/A	Major to Major / Moderate	N/A	Major / Moderate to Moderate	N/A	N/A	
	N/A	Significant (temporary construction compound and temporary	N/A	Significant	N/A	N/A	

**Figure 19.26,
Volume 3**

Viewpoint B1: Church Lane, Climping

(The assessment takes account of a 90° FoV from this location)

			construction access only)				
	Type of effect	Short-term (reversible), direct and adverse.					
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.						
Cumulative effects assessment	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
	Other developments	Mixed Use Development (MUD) west of Church Lane and south of Horsemere Green (CM/1/17/OUT) – The magnitude of change will be High (visible to the southwest from the viewpoint). No other cumulative developments will be visible from this viewpoint.					
	Magnitude of change (Additional)	N/A	High	N/A	Medium	N/A	N/A
	Level of effect (Additional)	N/A	Major to Major / Moderate	N/A	Major / Moderate to Moderate	N/A	N/A
		N/A	Significant	N/A	Significant	N/A	N/A
	Magnitude of change (Combined)	High (due to MUD and Rampion 2)		High (due to MUD and Rampion 2)		High (due to MUD and Rampion 2)	

**Figure 19.26,
Volume 3**

Viewpoint B1: Church Lane, Climping

(The assessment takes account of a 90° FoV from this location)

	Level of effect (Combined)	Major to Major / Moderate	Major to Major / Moderate	Major to Major / Moderate
		Significant (due to MUD and Rampion 2)	Significant (due to MUD and Rampion 2)	Significant (due to MUD)
	Type of effect	Short to Long term (reversible), direct, cumulative and adverse.		

**Figure 19.27,
Volume 3**

Viewpoint C: A259, Littlehampton

(The assessment takes account of a 90° FoV from this location)

Description	This elevated viewpoint is located on the A259 above the Littlehampton to Barnham railway line on the western edge of Littlehampton. It is located 314m distance southeast of the <u>onshore</u> cable corridor. The view looks northwest across the Lower Arun Valley of the South Coast Plain with prominent views of the meandering River Arun in the foreground and middle ground. Pastoral fields bounded by a combination of predominantly deciduous trees and hedgerows flank both sides of the river extending further to the right of the railway line. Groups of trees/small woodlands are scattered throughout the view. Long distance views of the Chalk Downs of the South Downs National Park and parts of the settlements of Arundel are visible in the background where the Chalk Downs also form the horizon. Manmade elements in the view include scattered residential and industrial buildings in the middle distance and long distance, railway line and associated infrastructure, telegraph poles and fencing.
Sensitivity	The viewpoint is not within a locally or nationally designated landscape and the value of the viewpoint is therefore considered to be Medium. The view will be experienced by road users whose experience of the view is likely to be transient and focused on the activity of driving. Therefore, susceptibility to change is assessed as Medium, and the overall sensitivity is assessed as <i>Medium</i> .
Magnitude of change	<p>Construction phase:</p> <p><u>Onshore substation:</u> N/A</p> <p><u>Onshore cable corridor:</u></p> <p>Construction works associated with the <u>onshore</u> cable corridor will be partially visible to the west of River Arun through gaps in intervening hedgerows and trees. Other machinery, vehicle movements and welfare facilities associated with the construction works will also be partially visible in this part of the view. Construction works</p>

**Figure 19.27,
Volume 3**

Viewpoint C: A259, Littlehampton

(The assessment takes account of a 90° FoV from this location)

associated with the onshore cable corridor between the east of River Arun and the railway line will not be visible as it will be a trenchless crossing, however, there may be some vehicle movements around. There will be very limited views of the works east of railway line due to a combination of screening by intervening vegetation and/or built-form. Local task and vehicle lighting may be visible in the view in poor weather conditions. The magnitude of change will be *Low* (all seasons).

Operation and maintenance (Year 1) phase:

Onshore substation: N/A

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the view will be **Zero**

Decommissioning phase:

Onshore substation: N/A

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	Medium					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
Magnitude of change	N/A	Low	N/A	Zero	N/A	Zero	
Level of effect	N/A	Minor	N/A	N/A	N/A	N/A	
	N/A	Not Significant	N/A	N/A	N/A	N/A	
Type of effect	Short term (reversible), direct and adverse to neutral						

Figure 19.27, Volume 3	
Viewpoint C: A259, Littlehampton (The assessment takes account of a 90° FoV from this location)	
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.
Cumulative effects assessment	None of the cumulative developments will be visible from this location including the nearby development at west of Bridge Road roundabout, Littlehampton to the southeast due to screening by intervening, mature vegetation, even in the winter. Therefore, there will be no cumulative effects.
Figure 19.28, Volume 3	
Viewpoint C1: Benjamin Gray Drive, Littlehampton (The assessment takes account of a 90° FoV from this location)	
Description	This viewpoint is located at a gap in the hedgerows off Benjamin Gray Drive on the north western edge of Littlehampton. It is located 182m northeast of the cable corridor. The view looks southwest across a large pastoral field occupying the foreground bounded by a combination of predominantly deciduous hedgerows and hedgerow trees, and some post and wire fencing. Further pastoral fields are visible beyond also surrounded by deciduous trees and hedgerows. The small embankment of the Littlehampton to Barnham railway line is visible just beyond the field in the foreground. A small section of the River Arun is just visible beyond the railway line. Vehicle movements associated with the A259 are partially visible to the left of the view. The edge of Climping village is also partially visible in the distance to the right of the view. Manmade elements in the view include residential buildings, roads, vehicle movements, railway line and fencing.
Sensitivity	The viewpoint is not within a locally or nationally designated landscape and the value of the viewpoint is therefore considered to be Medium. The view will be experienced by nearby residents of Higher susceptibility to change. The overall sensitivity is therefore assessed as <i>High</i> .
Magnitude of change	Construction phase: <u>Onshore substation:</u> <i>N/A</i> <u>Onshore cable corridor:</u> Construction works associated with the <u>onshore</u> cable corridor will be visible on the pastoral field in the foreground. Other machinery, vehicle movements and welfare facilities associated with the construction works, including the

**Figure 19.28,
Volume 3**

Viewpoint C1: Benjamin Gray Drive, Littlehampton

(The assessment takes account of a 90° FoV from this location)

temporary HDD compound will also be visible in the view. Local task and vehicle lighting may be visible in the view in poor weather conditions. The magnitude of change will be *High to Medium - high* (all seasons).

Operation and maintenance (Year 1) phase:

Onshore substation: N/A

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the view will be

Zero

Decommissioning phase:

Onshore substation: N/A

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	High					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
Magnitude of change	N/A	N/A	High to Medium - high	N/A	Zero	N/A	Zero
Level of effect	N/A	N/A	Major to Major / Moderate	N/A	N/A	N/A	N/A
	N/A	N/A	Significant	N/A	N/A	N/A	N/A
Type of effect	Short term (reversible), direct and adverse						
Whole Proposed	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.						

Figure 19.28, Volume 3		Viewpoint C1: Benjamin Gray Drive, Littlehampton (The assessment takes account of a 90° FoV from this location)
Development effects		
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.	
Figure 19.29, Volume 3		Viewpoint D: Ford Road, near Tortington (The assessment takes account of a 90° FoV from this location)
Description	This elevated viewpoint is located on Ford Road near Tortington between Ford and Arundel. It is located 1,442m distance northwest of the cable corridor. This relatively open view looks southeast across the Lower Arun Valley with arable and pastoral fields surrounded by intermittent hedgerows and hedgerow trees. Limited views of the River Arun are visible in the middle distance beyond which is the small embankment of the Littlehampton to Arundel railway line. New housing on the northwestern edge of Littlehampton is visible in the distance to the right of the view (Figure 19.29, Volume 3) with an industrial building appearing above the housing beyond and forming the horizon. Parts of a solar farm are visible near the new housing beyond the railway line. Farm buildings are scattered in the middle distance and beyond to the left of the view. Manmade elements in the view include scattered residential and industrial buildings in the middle distance and long distance, railway line, telegraph poles, solar farm, arable fields and fencing.	
Sensitivity	The viewpoint is not within a locally or nationally designated landscape and the value of the viewpoint is therefore considered to be Medium. The view will be experienced by road users whose experience of the view is likely to be transient and focused on the activity of driving. Therefore, susceptibility to change is assessed as Medium, and the overall sensitivity is assessed as <i>Medium</i> .	
Magnitude of change	<p>Construction phase:</p> <p><u>Onshore substation:</u> N/A</p> <p><u>Onshore cable corridor:</u></p> <p>Construction works associated with the onshore cable corridor will be partially visible in the distance beyond the river and railway line. Other machinery, vehicle movements and welfare facilities associated with the construction</p>	

**Figure 19.29,
Volume 3**

Viewpoint D: Ford Road, near Tortington

(The assessment takes account of a 90° FoV from this location)

works will also be partially visible in this part of the view. Local task and vehicle lighting may be visible in the view in poor weather conditions. The magnitude of change will be *Low* (all seasons).

Operation and maintenance (Year 1) phase:

Onshore substation: N/A

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the view will be **Zero**.

Decommissioning phase:

Onshore substation: N/A

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	Medium					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
	Magnitude of change	N/A	Low	N/A	Zero	N/A	Zero
	Level of effect	N/A	Minor	N/A	N/A	N/A	N/A
		N/A	Not Significant	N/A	N/A	N/A	N/A
	Type of effect	Short term (reversible), direct and adverse to neutral					
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.						

Figure 19.29, Volume 3	Viewpoint D: Ford Road, near Tortington (The assessment takes account of a 90° FoV from this location)
Cumulative effects assessment	None of the cumulative developments will be visible from this location including the nearby proposed housing development to the north due to screening by intervening, mature roadside vegetation. Therefore, there will be no cumulative effects.
Figure 19.30a-b, Volume 3	Viewpoint E: Arundel Castle (The Keep) (The assessment takes account of a 180° FoV from this location)
Description	<p>This viewpoint is located at the highest publicly accessible location at Arundel Castle (The Keep). It is located 1,278m distance northwest of the cable corridor. It may be noted that there are no 360-degree outward views from The Keep in one sweep due to the small outlook windows and the promoted views are only to the southwest, northeast and northwest. There are no specific views to the southeast from The Keep. The northeast view (Figure 19.30a, Volume 3) looks across the Arun floodplain in the foreground with a complex of pastoral fields bounded by a combination of deciduous hedgerows and trees, and fencing. The River Arun is visible meandering through the floodplain. The undulating hills of Arundel Park form the horizon to the left of the view (Figure 19.30a, Volume 3) with Arundel Wetland Centre nestled below the Park. The Arundel to Amberley railway line cuts through the landscape beyond the river with the hills of the South Downs forming the distant horizon. The small villages of Wepham and Burpham are partially visible on the lower Arun Valley Sides. Manmade elements in the view include scattered residential properties, wetland centre, railway line, fencing and telegraph poles. The southwest view (Figure 19.30b, Volume 3) looks across the town of Arundel in the foreground with the Cathedral of our Lady and Phillip Howard dominating the view. Beyond the town, the flat, Arun Valley with the River Arun is visible extending out towards Littlehampton and the sea. The flat valley is dominated by pastoral and arable fields bounded with hedgerows and trees. The sea and the existing Rampion 1 offshore wind farm is visible in the long distance only in clear weather conditions.</p>
Sensitivity	<p>The viewpoint is within nationally designated South Downs National Park and the value of the viewpoint is therefore considered to be High. The viewpoint is also identified as a landmark in the South Downs Viewshed Study Report (Land Use Consultants, 2015). The view will be experienced by visitors to Arundel Castle and The Keep who are likely to be focused on the landscape. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as <i>High</i>.</p>

**Figure 19.30a-b,
Volume 3**

Viewpoint E: Arundel Castle (The Keep)

(The assessment takes account of a 180° FoV from this location)

**Magnitude of
change**

Construction phase:

Onshore substation: *N/A*

Onshore cable corridor:

Construction works associated with the onshore cable corridor will be partially visible in places in the distance in the northeast view below the horizon, and beyond the villages, river and railway line in this wide view. Other machinery, vehicle movements and welfare facilities associated with the construction works will also be partially visible in this part of the view. Local task and vehicle lighting may be visible in the view in poor weather conditions. Visibility in the southwest view will be more limited due to distance and further screening from intervening vegetation and built-form. The magnitude of change will range from *Low to Negligible-Zero* (all seasons).

Operation and maintenance (Year 1) phase:

Onshore substation: *N/A*

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the view will be **Zero**.

Decommissioning phase:

Onshore substation: *N/A*

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment

Sensitivity	High					
Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
Magnitude of change	N/A	Low to Negligible-Zero	N/A	Zero	N/A	Zero

**Figure 19.30a-b,
Volume 3**

Viewpoint E: Arundel Castle (The Keep)

(The assessment takes account of a 180° FoV from this location)

	Level of effect	N/A	Moderate to Minor	N/A	N/A	N/A	N/A
		N/A	Not Significant	N/A	N/A	N/A	N/A
	Type of effect	Short term (reversible), direct and adverse to neutral					
Whole Proposed Development effects	The offshore elements of the Proposed Development including the WTGs and offshore substations will be visible in the southwest view and the effects are assessed in detail in Chapter 16, Volume 2 . The assessment in Chapter 16, Volume 2 concludes that the magnitude of change will be Medium-low, and the level of effect will be Moderate and Significant. Therefore, the whole Proposed Development effects will be Moderate and Significant due to the offshore elements of the Proposed Development.						

Cumulative effects assessment	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
Other developments	A27 Arundel Bypass (AB) (Proposed) – The magnitude of change will be Medium (SW View). No other cumulative developments will be visible from this viewpoint due to distance and screening from intervening built-form and vegetation.						
Magnitude of change (Additional)	N/A	Low to Negligible-Zero	N/A	Zero	N/A	Zero	
Level of effect (Additional)	N/A	Moderate to Minor	N/A	N/A	N/A	N/A	

**Figure 19.30a-b,
Volume 3**

Viewpoint E: Arundel Castle (The Keep)

(The assessment takes account of a 180° FoV from this location)

		N/A	Not Significant	N/A	N/A	N/A	N/A
Magnitude of change (Combined)		N/A	Medium (due to AB)	N/A	Medium (due to AB)	N/A	Medium (due to AB)
Level of effect (Combined)		N/A	Major / Moderate	N/A	Major / Moderate	N/A	Major / Moderate
		N/A	Significant (due to AB)	N/A	Significant (due to AB)	N/A	Significant (due to AB)
Type of effect	Short to Long term (reversible), direct, cumulative and adverse to neutral						

**Figure 19.31,
Volume 3**

Viewpoint E1a: Arundel Park

(The assessment takes account of a 90° FoV from this location)

Description

This viewpoint is located near the trig point at Arundel Park. It is located 2,484m distance northwest of the cable corridor. This view affords panoramic views to the northeast and southeast and looks southeast across the Arun Flood Plain and Valley Sides with arable and pastoral fields surrounded by a combination of deciduous hedgerows and hedgerow trees. The undulating South Downs hills form the horizon beyond the valley sides. A number of woodland blocks are visible scattered throughout the view. The meandering River Arun is visible in the middle distance on the flood plain. Scattered farms and residential properties are visible in the middle distance and beyond throughout the view. The villages of Wepham and Burpham are partially visible on the Arun Valley Sides in the middle distance beyond the river. The Arundel to Amberley railway line is visible in the middle distance running almost parallel to the river. Limited views of the Rive Arun are visible in the middle distance beyond which is the small embankment of the Littlehampton to Arundel railway line. Manmade elements in the view include scattered residential buildings, farms, railway line, telegraph poles, arable fields and fencing.

Sensitivity

The viewpoint is within nationally designated South Downs National Park (and within an area of Open Access Land) and the value of the viewpoint is therefore considered to be High. The view will be experienced by visitors and

**Figure 19.31,
Volume 3**

Viewpoint E1a: Arundel Park

(The assessment takes account of a 90° FoV from this location)

**Magnitude of
change**

walkers to Arundel Park who are likely to be focused on the landscape. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as *High*.

Construction phase:

Onshore substation: *N/A*

Onshore cable corridor:

Construction works associated with the onshore cable corridor will be partially visible in the distance below the horizon, diagonally above the villages of Wepham and Burpham, and beyond the river and railway line in this wide view. Other machinery, vehicle movements and welfare facilities associated with the construction works will also be partially visible in this part of the view. Local task and vehicle lighting may be visible in the view in poor weather conditions. The magnitude of change will be *Low* (all seasons).

Operation and maintenance (Year 1) phase:

Onshore substation: *N/A*

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the view will be **Zero**.

Decommissioning phase:

Onshore substation: *N/A*

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment

Sensitivity	High					
Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
Magnitude of change	N/A	Low	N/A	Zero	N/A	Zero

Figure 19.31, Volume 3		Viewpoint E1a: Arundel Park (The assessment takes account of a 90° FoV from this location)					
	Level of effect	N/A	Moderate to Minor	N/A	N/A	N/A	N/A
		N/A	Not Significant	N/A	N/A	N/A	N/A
	Type of effect	Short term (reversible), direct and adverse to neutral					
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.						
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.						

Figure 19.32, Volume 3		Viewpoint E1b: PRow 2266 near Offham Farm, Arundel (The assessment takes account of a 90° FoV from this location)					
Description	This viewpoint is located on PRow 2266 to the east of Offham Farm. It is located 1,216m distance west of the cable corridor. This view looks east over the River Arun and Arundel to Amberley railway line in the foreground towards the hills above Burpham and Wepham which form the horizon. Small parts of Burpham are visible in the middle distance below the hills with St Mary's Church appearing above the village. A mix of arable and pastoral fields bounded by a combination of hedgerows and trees are visible on the hill slopes in the distance. Woodland blocks including part of Norfolk Clump and other riverside vegetation are visible in the view. Manmade elements in the view include residential buildings, scattered farms, church spire, railway line, telegraph poles, arable fields and fencing.						
Sensitivity	The viewpoint is on a local PRow within nationally designated South Downs National Park and the value of the viewpoint is therefore considered to be High. The view will be experienced by footpath users whose attention is likely to be focused on the landscape. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as <i>High</i> .						

**Figure 19.32,
Volume 3**

Viewpoint E1b: PRoW 2266 near Offham Farm, Arundel
(The assessment takes account of a 90° FoV from this location)

**Magnitude of
change**

Construction phase:

Onshore substation: N/A

Onshore cable corridor:

Construction works associated with the onshore cable corridor will be partially visible on the hill slopes in the distance beyond the river and railway line, and above the settlements of Burpham and Wepham. Other machinery and vehicle movements associated with the construction works will also be partially visible in this part of the view. Local task and vehicle lighting may be visible in the view in poor weather conditions. The magnitude of change will be *Low to Negligible-Zero* (all seasons).

Operation and maintenance (Year 1) phase:

Onshore substation: N/A

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with minimal vegetation loss visible. The magnitude of change on the view will be **Zero**.

Decommissioning phase:

Onshore substation: N/A

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment

Sensitivity	High					
Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
Magnitude of change	N/A	Low to Negligible-Zero	N/A	Zero	N/A	Zero

Figure 19.32, Volume 3		Viewpoint E1b: PRoW 2266 near Offham Farm, Arundel (The assessment takes account of a 90° FoV from this location)					
	Level of effect	N/A	Moderate to Minor	N/A	N/A	N/A	N/A
		N/A	Not Significant	N/A	N/A	N/A	N/A
	Type of effect	Short term (reversible), direct and adverse to neutral					
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.						
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.						

Figure 19.33, Volume 3		Viewpoint F: Wepham Down PRoW 2191 (The assessment takes account of a 90° FoV from this location) <i>Note – Photography of this viewpoint will be retaken for the ES due to poor weather conditions.</i>					
Description	This viewpoint is located on PRoW 2191 at Wepham Down. It is located 335m distance northeast of the cable corridor. This view looks south/southeast across predominantly arable fields with some pastoral fields bounded by post and wire fencing. The undulating hills of the Open Downs form the horizon with Barpham Hill visible in the distance. Occasional trees are scattered in the middle distance of the view, and with some woodland blocks visible beyond including Norfolk Clump on the horizon to the right of the view. Manmade elements in the view include arable fields, tracks, occasional farm equipment and fencing.						
Sensitivity	The viewpoint is located on a local PRoW (bridleway) within nationally designated South Downs National Park and the value of the viewpoint is therefore considered to be High. The view will be experienced by bridleway users whose attention is likely to be focused on the landscape. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as <i>High</i> .						

**Figure 19.33,
Volume 3**

Viewpoint F: Wepham Down PRow 2191

(The assessment takes account of a 90° FoV from this location)

Note – Photography of this viewpoint will be retaken for the ES due to poor weather conditions.

**Magnitude of
change**

Construction phase:

Onshore substation: N/A

Onshore cable corridor:

Construction works associated with the onshore cable corridor will be visible across the arable fields in the middle distance below the horizon. Other machinery, vehicle movements and welfare facilities associated with the construction works will also be visible in this part of the view. Local task and vehicle lighting may be visible in the view in poor weather conditions. Due to the nature of the view being largely agricultural land, the construction works will appear as similar elements to farm equipment and seasonal crop rotations. The magnitude of change will be *Medium-low* (all seasons).

Operation and maintenance (Year 1) phase:

Onshore substation: N/A

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the view will be **Zero**.

Decommissioning phase:

Onshore substation: N/A

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the cable will be left in situ.

Assessment

Sensitivity	High					
Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
Magnitude of change	N/A	Medium-low	N/A	Zero	N/A	Zero
	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>

**Figure 19.33,
Volume 3**

Viewpoint F: Wepham Down PRoW 2191

(The assessment takes account of a 90° FoV from this location)

Note – Photography of this viewpoint will be retaken for the ES due to poor weather conditions.

	Level of effect	N/A	Major / Moderate to Moderate	N/A	N/A	N/A	N/A
		N/A	Significant	N/A	N/A	N/A	N/A
	Type of effect	Short term (reversible), direct and adverse to neutral					
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.						
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.						

**Figure 19.34,
Volume 3**

Viewpoint F1: PRoW 2191_2 Barpham Hill

(The assessment takes account of a 90° FoV from this location)

Description	This viewpoint is located on PRoW 2191_2 northwest of Barpham Hill. It is located 279m distance south of the onshore cable corridor. This view affords panoramic views to the north across the Open Downs with arable and pastoral fields surrounded by a combination of deciduous hedgerows and hedgerow trees. The undulating South Downs hills including Rackham Hill, Springhead Hill and the more distant Chantry Hill form the horizon. A number of woodland blocks are visible scattered throughout the view. Manmade elements in the view include arable fields, fencing, farm tracks and occasional farm equipment.
Sensitivity	The viewpoint is located on a local PRoW (bridleway) within nationally designated South Downs National Park and the value of the viewpoint is therefore considered to be High. The view will be experienced by footpath users whose attention is likely to be focused on the landscape. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as <i>High</i> .

**Figure 19.34,
Volume 3**

Viewpoint F1: PRoW 2191_2 Barpham Hill

(The assessment takes account of a 90° FoV from this location)

Magnitude of change

Construction phase:

Onshore substation: *N/A*

Onshore cable corridor:

Construction works associated with the onshore cable corridor will be visible down the hill in the middle distance. Other machinery, vehicle movements and welfare facilities associated with the construction works will also be visible in this part of the view. Local task and vehicle lighting may be visible in the view in poor weather conditions. All of the works will be visible at the bottom of the hill and well below the skyline in the distance. The magnitude of change will be *Medium - high* (all seasons).

Operation and maintenance (Year 1) phase:

Onshore substation: *N/A*

Onshore cable corridor:

There will be no view of the cable corridor as the underground works will have been completed and ground conditions reinstated post-construction. There will be a small gap in tree cover to the right of the view (**Figure 19.34, Volume 3**) where new vegetation will have been replanted but it will be less noticeable in these panoramic views. The magnitude of change will be *Negligible – Zero*.

Decommissioning phase:

Onshore substation: *N/A*

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment

Sensitivity	High					
Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
Magnitude of change	N/A	Medium - high	N/A	Negligible - Zero	N/A	Zero

Figure 19.34, Volume 3		Viewpoint F1: PRoW 2191_2 Barpham Hill (The assessment takes account of a 90° FoV from this location)					
	Level of effect	N/A	Major to Major / Moderate	N/A	Minor	N/A	N/A
		N/A	Significant	N/A	Not Significant	N/A	N/A
	Type of effect	Short term (reversible), direct and adverse to neutral					
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.						
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.						

Figure 19.35, Volume 3		Viewpoint F3: PRoW 2173 North of Blackpatch Hill (The assessment takes account of a 90° FoV from this location)					
Description	This viewpoint is located on PRoW 2173 to the north of Blackpatch Hill. It is located 875m distance south of the onshore cable corridor. This view looks north/northwest across predominantly arable fields with some pastoral fields bounded by post and wire fencing. The undulating hills of the Open Downs form the horizon with Chantry Post and Sullington Hill visible in the distance. Occasional trees are scattered in the middle distance of the view, and with some woodland blocks visible beyond. Manmade elements in the view include arable fields, tracks, occasional farm equipment and fencing.						
Sensitivity	The viewpoint is located on a local PRoW (bridleway) within nationally designated South Downs National Park and the value of the viewpoint is therefore considered to be High. The view will be experienced by bridleway users whose attention is likely to be focused on the landscape. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as <i>High</i> .						
Magnitude of change	Construction phase: <u>Onshore substation:</u> N/A						

**Figure 19.35,
Volume 3**

Viewpoint F3: PRow 2173 North of Blackpatch Hill

(The assessment takes account of a 90° FoV from this location)

Onshore cable corridor:

Construction works associated with the onshore cable corridor will be visible across the arable fields in the middle distance below the horizon. Other machinery, vehicle movements and welfare facilities associated with the construction works will also be visible in this part of the view. Local task and vehicle lighting may be visible in the view in poor weather conditions. Due to the nature of the view being largely agricultural land, the construction works will appear as similar elements to farm equipment and seasonal crop rotations. The magnitude of change will be *Medium* (all seasons).

Operation and maintenance (Year 1) phase:

Onshore substation: *N/A*

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with minimal vegetation loss visible. The magnitude of change will be *Negligible – Zero*.

Decommissioning phase:

Onshore substation: *N/A*

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	High					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
Magnitude of change	N/A	Medium	N/A	Negligible - Zero	N/A	Zero	
Level of effect	N/A	Major / Moderate	N/A	Minor	N/A	N/A	

Figure 19.35, Volume 3		Viewpoint F3: PRow 2173 North of Blackpatch Hill (The assessment takes account of a 90° FoV from this location)					
		N/A	Significant	N/A	Not Significant	N/A	N/A
	Type of effect	Short term (reversible), direct and adverse to neutral					
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.						
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.						

Figure 19.36, Volume 3		Viewpoint F4: Peppering Lane, north of Burpham (The assessment takes account of a 90° FoV from this location)
Description	This viewpoint is located near Peppering Lane to the north of Burpham and south of Peppering High Barn. It is located 1,340m distance northwest of the onshore cable corridor. The view looks southeast across the undulating Open Downs with arable and pastoral fields surrounded by a combination of deciduous hedgerows and hedgerow trees, and occasional fencing. A small number of woodland blocks are scattered in the view with Norfolk Clump visible on the horizon. The edge of Wepham is just visible to the right of the view (off the photograph). Manmade elements in the view include residential properties, arable fields and fencing.	
Sensitivity	The viewpoint is within nationally designated South Downs National Park and the value of the viewpoint is therefore considered to be High. The view will be experienced by road users of Peppering Lane whose experience of the view is likely to be transient and focused on the activity of driving. Therefore, susceptibility to change is assessed as Medium, and the overall sensitivity is assessed as <i>Medium-high</i> .	
Magnitude of change	Construction phase: <u>Onshore substation:</u> N/A <u>Onshore cable corridor:</u>	

**Figure 19.36,
Volume 3**

Viewpoint F4: Peppering Lane, north of Burpham

(The assessment takes account of a 90° FoV from this location)

Construction works associated with the onshore cable corridor will be visible in a small part of the view on the horizon in the distance. Other machinery and vehicle movements associated with the construction works will also be partially visible in this part of the view. Local task and vehicle lighting may be visible in the view only in poor weather conditions. The magnitude of change will be *Low* (all seasons). No temporary construction compounds will be visible.

Operation and maintenance (Year 1) phase:

Onshore substation: N/A

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the view will be **Zero**.

Decommissioning phase:

Onshore substation: N/A

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	High-medium					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
Magnitude of change	N/A	Low	N/A	Zero	N/A	Zero	
Level of effect	N/A	Moderate	N/A	N/A	N/A	N/A	
	N/A	Not Significant	N/A	N/A	N/A	N/A	
Type of effect	Short term (reversible), direct and adverse to neutral						

Figure 19.36, Volume 3		Viewpoint F4: Peppering Lane, north of Burpham (The assessment takes account of a 90° FoV from this location)
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.	
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.	

Figure 19.37a-b, Volume 3		Viewpoint F5: PRow 2221 / 2226, southeast of Wepham (The assessment takes account of a 180° FoV from this location)
Description	This viewpoint is located at the junction of PRow 2221 and 2226, southeast of Wepham, and on the southern edge of the onshore cable corridor. The view west (Figure 19.37a, Volume 3) looks southeast across pastoral fields bounded by a combination of deciduous hedgerows and hedgerow trees, and occasional fencing which slope down toward Warningcamp Hill. Woodland associated with The Knell and The Woodleights are visible lower down the hill with the view extending west across the lower Arun valley into the distance. The view north and northeast (Figure 19.37b, Volume 3) looks across the PRow and an undulating arable field bounded by deciduous hedgerows and hedgerow trees with Home Farm visible beyond the field in the distance. Manmade elements in the view include farm outbuildings, arable fields, fencing, gates and wooden posts.	
Sensitivity	The viewpoint is within nationally designated South Downs National Park and on a local PRow (footpath and bridleway) and the value of the viewpoint is therefore considered to be High. The view will be experienced by walkers and nearby residents at Home Farm of higher susceptibility to change. The overall sensitivity is therefore assessed as <i>High</i> .	
Magnitude of change	<p>Construction phase: <u>Onshore substation:</u> <i>N/A</i> <u>Onshore cable corridor:</u> Construction works associated with the onshore cable corridor will be visible in the foreground across both fields where it will also cross the PRow in trenches. Other machinery and vehicle movements associated with the</p>	



**Figure 19.37a-b,
Volume 3**

Viewpoint F5: PRoW 2221 / 2226, southeast of Wepham

(The assessment takes account of a 180° FoV from this location)

construction works will also be visible in this part of the view. Local task and vehicle lighting may be visible in the view only in poor weather conditions. The magnitude of change will be *High* (all seasons). No temporary construction compounds will be visible.

Operation and maintenance (Year 1) phase:

Onshore substation: N/A

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction. However, there will be a very small section of hedgerow loss visible on either side of the PRoW as a result of the cable when new vegetation will have just been replanted. The magnitude of change will be *Low to Negligible – Zero*.

Decommissioning phase:

Onshore substation: N/A

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the cable will be left in situ.

Assessment	Sensitivity	High					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
Magnitude	N/A	High	N/A	Low to Negligible - Zero	N/A	Zero	
Level of effect	N/A	Major	N/A	Moderate to Minor	N/A	N/A	
	N/A	Significant	N/A	Not Significant	N/A	N/A	

Figure 19.37a-b, Volume 3		Viewpoint F5: PRow 2221 / 2226, southeast of Wepham (The assessment takes account of a 180° FoV from this location)
	Type of effect	Short term (reversible), direct and adverse.
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.	
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.	

Figure 19.38, Volume 3		Viewpoint G: Chantry Hill (The assessment takes account of a 90° FoV from this location)
Description	This viewpoint is located on the South Downs Way at Chantry Post south of Chantry Hill, at a junction of PRow. It is located 611m distance northeast of the cable corridor. This view affords panoramic views and looks south across the Open Downs with arable and pastoral fields surrounded by a combination of deciduous hedgerows and hedgerow trees, and fencing. Barpham and Harrow Hills form the horizon in the middle distance with long distance views of the Arundel, Arun valley and the English Channel beyond visible in clear weather conditions. A number of woodland blocks are visible scattered throughout the view. Manmade elements in the view include scattered farms in the distance, telegraph poles, tracks, arable fields and fencing.	
Sensitivity	The viewpoint is located on the South Downs Way within nationally designated South Downs National Park and the value of the viewpoint is therefore considered to be High. Chantry Hill is also promoted as a landmark viewpoint within the South Downs Viewshed Study Report (Land Use Consultants, 2015) and is signposted in the surrounding area. The view will be experienced by footpath users whose attention is likely to be focused on the landscape. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as <i>High</i> .	
Magnitude of change	<p>Construction phase:</p> <p><u>Onshore substation:</u> <i>N/A</i></p> <p><u>Onshore cable corridor:</u></p> <p>Construction works associated with the <u>onshore</u> cable corridor will be partially visible in the middle distance beyond the hill slopes. Other machinery and vehicle movements associated with the construction works will also be partially</p>	

**Figure 19.38,
Volume 3**

Viewpoint G: Chantry Hill

(The assessment takes account of a 90° FoV from this location)

visible in this part of the view. Local task and vehicle lighting may be visible in the view in poor weather conditions. Due to the nature of the view being largely agricultural land to the south, the construction works will appear as similar elements to farm equipment and seasonal crop rotations. The magnitude of change will be *Low* (all seasons).

Operation and maintenance (Year 1) phase:

Onshore substation: *N/A*

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the view will be **Zero**.

Decommissioning phase:

Onshore substation: *N/A*

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	High					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
Magnitude of change	N/A	Low	N/A	Zero	N/A	Zero	
Level of effect	N/A	Moderate	N/A	N/A	N/A	N/A	N/A
	N/A	Significant	N/A	N/A	N/A	N/A	N/A
Type of effect	Short term (reversible), direct and adverse to neutral						
Whole Proposed	The offshore elements of the Proposed Development including the WTGs and offshore substations will be visible to the south/southeast from this location in clear weather conditions and the effects are assessed in detail in Chapter						

Figure 19.38, Volume 3		Viewpoint G: Chantry Hill (The assessment takes account of a 90° FoV from this location)
Development effects	16, Volume 2. Chapter 16, Volume 2 concludes that the magnitude of change will be Medium to Medium-high, and the level of effect will be Moderate to Major / Moderate and Significant. Therefore, the whole Proposed Development effects will be Moderate to Major / Moderate and Significant.	
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.	

Figure 19.39a-b, Volume 3		Viewpoint H: Washington (The assessment takes account of a 180° FoV from this location)
Description	This viewpoint is located at the junction of London Road and the entrance to a playing field on the northern edge of Washington. It is located 6m distance east of the onshore cable corridor. The view west looks across the playing field bounded by deciduous hedgerows and trees to one side with the settlement of Washington to the south. Washington Village Memorial Hall is visible in the middle distance to the left of the view with houses on the northern edge of the settlement visible beyond. The view north and east looks across parked vehicles on London Road and the busy A283 bounded by roadside vegetation to its east beyond which are partial views of pastoral fields, mainly in the winter. In the same view, Rock Common is also partially visible through intervening roadside vegetation. Manmade elements in the view include playing fields and associated lighting, village hall, houses, roads, vehicles, street lighting, road signage, posts, telegraph poles and fencing.	
Sensitivity	The viewpoint is within nationally designated South Downs National Park and the value of the viewpoint is therefore considered to be High. The view will be experienced by road users whose experience of the view is likely to be transient and focused on the activity of driving, and nearby residents of higher susceptibility to change. Therefore, susceptibility to change is assessed as High (residents) to Medium (road users), and the overall sensitivity is assessed as <i>High (residents) to Medium (road users)</i> .	
Magnitude of change	Construction phase: <u>Onshore substation:</u> N/A <u>Onshore cable corridor:</u>	

**Figure 19.39a-b,
Volume 3**

Viewpoint H: Washington

(The assessment takes account of a 180° FoV from this location)

Construction works associated with the onshore cable corridor in the western and northern views will not be visible as the cable through the playing field, London Road and the A283 will be a trenchless crossing. There will be partial visibility of the construction works in the field beyond the A283 through gaps in intervening vegetation, only in the winter. These works relate to the temporary construction compound located beyond the road and roadside vegetation. Other machinery, vehicle movements and welfare facilities will also be partially visible in this part of the view, only in the winter. Local task and vehicle lighting may be visible in the view in poor weather conditions. Any views of the works will be limited due to the mature roadside vegetation and seen in the context of fast-moving traffic along the A283. The magnitude of change will be *Low* in the winter months reducing to *Negligible-Zero* in the summer months when all vegetation is in leaf.

Operation and maintenance (Year 1) phase:

Onshore substation: *N/A*

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the view will be **Zero**.

Decommissioning phase:

Onshore substation: *N/A*

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment

Sensitivity	High to Medium					
Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
Magnitude of change	N/A	Low to Negligible-Zero	N/A	Zero	N/A	Zero

Figure 19.39a-b, Volume 3							
Viewpoint H: Washington (The assessment takes account of a 180° FoV from this location)							
	Level of effect	N/A	Moderate to Minor	N/A	N/A	N/A	N/A
		N/A	Not Significant	N/A	N/A	N/A	N/A
	Type of effect	Short term (reversible), direct and adverse to neutral					
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.						
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.						

Figure 19.40, Volume 3	
Viewpoint H1: Junction of The Pike and A283, Washington (The assessment takes account of a 90° FoV from this location)	
Description	This viewpoint is located at the junction of The Pike and A283 to the northeast of Washington. It is located 88m distance south of the cable corridor. The view north looks across the A283 in the foreground beyond which mature, deciduous roadside vegetation and fencing surrounds a pastoral field which is partially visible, mainly in the winter. The field is bounded by mature, deciduous vegetation on all sides. Manmade elements in the view include roads, signage, telegraph poles, fencing, street lighting and vehicles.
Sensitivity	The viewpoint is on the outer edge of the nationally designated South Downs National Park and the value of the viewpoint is therefore considered to be High-Medium. The view will be experienced by road users whose experience of the view is likely to be transient and focused on the activity of driving. Therefore, susceptibility to change is assessed as Medium, and the overall sensitivity is assessed as <i>Medium</i> .
Magnitude of change	Construction phase: <u>Onshore substation:</u> N/A <u>Onshore cable corridor:</u>

**Figure 19.40,
Volume 3**

Viewpoint H1: Junction of The Pike and A283, Washington

(The assessment takes account of a 90° FoV from this location)

Construction works associated with the onshore cable corridor will be partially visible in the field beyond the road and through gaps in intervening vegetation, mainly in the winter. Other machinery, vehicle movements and welfare facilities associated with the onshore cable corridor including part of the temporary construction compound beyond will also be partially visible in this part of the view, mainly in the winter. Local task and vehicle lighting may be visible in the view in poor weather conditions through gaps in intervening vegetation. Any views of the works will be partial through gaps in intervening vegetation, limited to the winter and seen in the context of fast-moving traffic along the A283. The magnitude of change will be *Medium* in the winter months reducing to *Low to Negligible-Zero* in the summer months when all vegetation is in leaf.

Operation and maintenance (Year 1) phase:

Onshore substation: N/A

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the view will be **Zero**.

Decommissioning phase:

Onshore substation: N/A

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	Medium				
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>
Magnitude of change	N/A	Medium to Negligible-Zero	N/A	Zero	N/A	Zero

Figure 19.40, Volume 3							
Viewpoint H1: Junction of The Pike and A283, Washington (The assessment takes account of a 90° FoV from this location)							
	Level of effect	N/A	Moderate to Minor / Negligible	N/A	N/A	N/A	N/A
		N/A	Not Significant	N/A	N/A	N/A	N/A
	Type of effect	Short term (reversible), direct and adverse to neutral					
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.						
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.						

Figure 19.41, Volume 3	
Viewpoint I: Chanctonbury Ring / Hill (The assessment takes account of a 90° FoV from this location)	
Description	This viewpoint is near the trig point of Chanctonbury Hill affording panoramic views of the surrounding landscape. There are limited views to the north/northwest from Chanctonbury Ring itself due to the ring of trees, and other trees in the vicinity, as seen to the right of the view (Figure 19.41, Volume 3). It is located 1,218m distance south of the cable corridor. The view looks north/northwest across the Low Weald landscape comprising small to medium sized pastoral and arable fields enclosed by hedgerows, woodlands and shaws. Deciduous and coniferous woodlands are scattered through the landscape. The settlement of Ashington is partially visible in the middle distance to the left of the view. The A24 is also visible to the east of Ashington in the middle distance. Farms, residential properties and industrial buildings are scattered throughout the view. Manmade elements in the view include roads, settlements, individual properties, farms and industrial buildings, fencing, telegraph poles, pylons, and vehicles.
Sensitivity	The viewpoint is a popular visitor attraction within the nationally designated South Downs National Park and the value of the viewpoint is therefore considered to be High. It is also promoted as a landmark view within the South Downs Viewshed Study Report (Land Use Consultants, 2015) and is signposted in the surrounding area. The view

**Figure 19.41,
Volume 3**

Viewpoint I: Chanctonbury Ring / Hill

(The assessment takes account of a 90° FoV from this location)

**Magnitude of
change**

will be experienced by walkers and visitors of higher susceptibility who will be focused on the surrounding landscape. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as *High*.

Construction phase:

Onshore substation: *N/A*

Onshore cable corridor:

Limited views of the construction works associated with the onshore cable corridor will be visible in the middle distance to the right of the view. Other machinery and vehicle movements associated with the cable corridor will also be partially visible in this part of the view. Local task and vehicle lighting may be visible in the view in poor weather conditions. Any views of the works will appear as small-scale elements in these panoramic views along with other vehicular movements on the road network and other infrastructure. Much of the onshore cable corridor works beyond the middle distance will be screened by intervening vegetation. The magnitude of change will range from *Low to Negligible-Zero* (all seasons).

Operation and maintenance (Year 1) phase:

Onshore substation: *N/A*

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the view will be **Zero**.

Decommissioning phase:

Onshore substation: *N/A*

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	High					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>

**Figure 19.41,
Volume 3**

Viewpoint I: Chanctonbury Ring / Hill

(The assessment takes account of a 90° FoV from this location)

	Magnitude of change	N/A	Low to Negligible-Zero	N/A	Zero	N/A	Zero
	Level of effect	N/A	Moderate to Minor	N/A	N/A	N/A	N/A
		N/A	Not Significant	N/A	N/A	N/A	N/A
	Type of effect	Short term (reversible), direct and adverse to neutral					
Whole Proposed Development effects	The offshore elements of the Proposed Development including the WTGs and offshore substations will be visible to the south from this location (and Chanctonbury Ring) in clear weather conditions and the effects are assessed in detail in Chapter 16, Volume 2 . The assessment in Chapter 16, Volume 2 concludes that the magnitude of change will be Medium-high, and the level of effect will be Major / Moderate and Significant. Therefore, the whole Proposed Development effects will be Major / Moderate and Significant due to the offshore elements of the Proposed Development.						
Cumulative effects assessment	None of the cumulative developments including the nearby North Farm development to the south will be visible from this location due to distance and screening by intervening vegetation and built-form. Therefore, there will be no cumulative effects.						

**Figure 19.42,
Volume 3**

Viewpoint J1: PRow 2709 at All Saints Church, Wiston

(The assessment takes account of a 90° FoV from this location)

Description	This viewpoint is located on PRow 2709 adjacent to All Saints Church in Wiston. It is located 86m distance north of the cable corridor. The view looks south across arable and pastoral fields in the foreground bounded by a combination of deciduous hedgerows and trees, and post and wire fencing. Further pastoral fields are visible beyond through gaps in intervening vegetation. A number of woodland blocks are visible scattered in the middle distance. Buncton Manor Farm and its outbuildings are partially visible in the middle distance beyond the arable field. Traffic movements associated with the A283 are partially visible through gaps in intervening vegetation beyond the farm. The northern slopes of the South Downs National Park including Chanctonbury Ring form the distant horizon. Manmade elements in the view include arable field, fencing, farm outbuildings, traffic movements and telegraph poles.
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**Figure 19.42,
Volume 3**

Viewpoint J1: PRoW 2709 at All Saints Church, Wiston

(The assessment takes account of a 90° FoV from this location)

Sensitivity

The viewpoint is not within a nationally or locally designated landscape, however, it is located just to the north of the South Downs National Park and on a local PRoW (footpath), and the value of the viewpoint is therefore considered to be High-Medium. The view will be experienced by walkers and visitors to the church of higher susceptibility. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as *High*.

**Magnitude of
change**

Construction phase:

Onshore substation: *N/A*

Onshore cable corridor:

Construction works associated with the onshore cable corridor will be visible in the arable and pastoral fields in the foreground. Other machinery, vehicle movements and welfare facilities associated with the cable corridor will also be visible in this part of the view. Local task and vehicle lighting may be visible in the view in poor weather conditions. The construction works will be set low in the landscape below the tree line and horizon beyond. The magnitude of change will be *High* (all seasons).

Operation and maintenance (Year 1) phase:

Onshore substation: *N/A*

Onshore cable corridor:

There will be no view of the cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with minimal vegetation loss visible. There will, however, be a very small section of hedgerow loss on the field boundary to the right of the view at the end of the construction phase when new vegetation will have just been replanted but it will be barely discernible in the view. The magnitude of change will be *Negligible – Zero*.

Decommissioning phase:

Onshore substation: *N/A*

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment

Sensitivity

High

**Figure 19.42,
Volume 3**

Viewpoint J1: PRoW 2709 at All Saints Church, Wiston

(The assessment takes account of a 90° FoV from this location)

	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
	Magnitude of change	N/A	High	N/A	Negligible - Zero	N/A	Zero
	Level of effect	N/A	Major	N/A	Minor	N/A	N/A
		N/A	Significant	N/A	Not Significant	N/A	N/A
	Type of effect	Short term (reversible), direct and adverse.					
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.						
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.						

**Figure 19.43,
Volume 3**

Viewpoint J2: PRoW 2617 west of Abbots Farm

(The assessment takes account of a 90° FoV from this location)

Description	This viewpoint is located on PRoW 2617 at a corner, west of Abbots Farm in Wiston. It is located 490m distance north of the <u>onshore</u> cable corridor. This slightly elevated view looks south/southeast across arable fields in the foreground bounded by a combination of deciduous hedgerows and trees. The fields slope down towards an almost continuous band of deciduous trees which enclose them. Further pastoral fields are visible beyond through gaps in intervening vegetation. A number of woodland blocks are visible scattered in the middle distance. A small number of farm buildings are partially visible in the middle distance beyond the fields through gaps in intervening vegetation. The northern slopes of the South Downs National Park including Chanctonbury Ring form the horizon. Manmade elements in the view include arable fields, fencing, farm outbuildings and telegraph poles.
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**Figure 19.43,
Volume 3**

Viewpoint J2: PRow 2617 west of Abbots Farm

(The assessment takes account of a 90° FoV from this location)

Sensitivity

The viewpoint is not within a nationally or locally designated landscape, however, it is located just to the north of the South Downs National Park (with views towards the Park) and on a local PRow (footpath) and the value of the viewpoint is therefore considered to be High-Medium. The view will be experienced by walkers of higher susceptibility. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as *High*.

**Magnitude of
change**

Construction phase:

Onshore substation: *N/A*

Onshore cable corridor:

Construction works associated with the onshore cable corridor will be limited and partially visible in the middle distance beyond the foreground fields, through gaps in intervening vegetation, mainly in the winter. Other machinery, vehicle movements and welfare facilities associated with the cable corridor will also be partially visible in this part of the view. Local task and vehicle lighting may be visible in the view in poor weather conditions. The construction works will be set low in the landscape below the tree line and horizon beyond. Visibility will be very limited due to intervening vegetation, mainly in the winter with almost no views in the summer months. The magnitude of change will be *Low* in the winter months, reducing to *Negligible-Zero* in the summer months when all vegetation is in leaf.

Operation and maintenance (Year 1) phase:

Onshore substation: *N/A*

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the view will be **Zero**.

Decommissioning phase:

Onshore substation: *N/A*

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment

Sensitivity

High

**Figure 19.43,
Volume 3**

Viewpoint J2: PRoW 2617 west of Abbots Farm

(The assessment takes account of a 90° FoV from this location)

	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
	Magnitude of change	N/A	Low to Negligible-Zero	N/A	Zero	N/A	Zero
	Level of effect	N/A	Moderate to Minor	N/A	N/A	N/A	N/A
		N/A	Not Significant	N/A	N/A	N/A	N/A
	Type of effect	Short term (reversible), direct and adverse to neutral.					
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.						
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.						

**Figure 19.44a-b,
Volume 3**

Viewpoint J4: A283 at Lower Chancton Farm

(The assessment takes account of a 180° FoV from this location)

Description

This viewpoint is located the junction of the A283 and access track to Lower Chancton Farm, just north of the cable corridor. The view southeast (**Figure 19.44a, Volume 3**) looks across gently rising pastoral fields in the foreground bounded by a combination of deciduous hedgerows and trees, and post and wire fencing. The access track leading to Lower Chancton Farm extends to the south where parts of the farm building is visible. The view southwest (**Figure 19.44b, Volume 3**) also looks across pastoral fields bounded by deciduous trees, hedgerows and fencing. A number of individual trees are scattered in the view. Copyfold Wood is visible across the middle distance of both views (**Figures 19.44a & 19.44b, Volume 3**) beyond the farm and fields in the foreground. Lock's Farm is partially

**Figure 19.44a-b,
Volume 3**

Viewpoint J4: A283 at Lower Chancton Farm

(The assessment takes account of a 180° FoV from this location)

<p>Sensitivity</p>	<p>visible in the distance through gaps in intervening vegetation. The A283 is visible in the distance across both views (Figures 19.44a & 19.44b, Volume 3). The northern slopes of the South Downs National Park including Chanctonbury Ring forms the horizon. Manmade elements in the view include the road, fencing, farm buildings, traffic movements, gates and telegraph poles.</p> <p>The viewpoint is on the outer edge of the South Downs National Park, and the value of the viewpoint is therefore considered to be High-Medium. The view will be experienced by residents at Lower Chancton Farm of higher susceptibility, and road users on the A283 whose experience of the view is likely to be transient and focused on the activity of driving. Therefore, susceptibility to change is assessed as High for residents and Medium for road users, and the overall sensitivity is assessed as <i>High</i> (residents) and <i>Medium</i> (road users).</p>
<p>Magnitude of change</p>	<p>Construction phase: <u>Onshore substation:</u> <i>N/A</i> <u>Onshore cable corridor:</u> Construction works associated with the <u>onshore</u> cable corridor will be visible in the pastoral fields in the foreground. Other machinery, vehicle movements and welfare facilities associated with the <u>onshore</u> cable corridor will also be visible in this part of the view. Local task and vehicle lighting may be visible in the view in poor weather conditions. The magnitude of change will be <i>High</i> (all seasons).</p> <p>Operation and maintenance (Year 1) phase: <u>Onshore substation:</u> <i>N/A</i> <u>Onshore cable corridor:</u> There will be no view of the <u>onshore</u> cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the view will be Zero.</p> <p>Decommissioning phase: <u>Onshore substation:</u> <i>N/A</i> <u>Onshore cable corridor:</u> The magnitude of change on the view will be Zero as the <u>onshore</u> cable will be left in situ.</p>
<p>Assessment</p>	<p>Sensitivity High to Medium</p>

**Figure 19.44a-b,
Volume 3**

Viewpoint J4: A283 at Lower Chancton Farm

(The assessment takes account of a 180° FoV from this location)

	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
	Magnitude of change	N/A	High	N/A	Zero	N/A	Zero
	Level of effect	N/A	Major to Major / Moderate	N/A	N/A	N/A	N/A
		N/A	Significant	N/A	N/A	N/A	N/A
	Type of effect	Short term (reversible), direct and adverse.					
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.						
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.						

**Figure 19.45,
Volume 3**

Viewpoint J5: PRow 2604 Upper Chancton Farm

(The assessment takes account of a 90° FoV from this location)

Description

This viewpoint is located on PRow 2604 to the south of Upper Chancton Farm and to the north of Rock Common. It is located 1,060m distance north of the cable corridor. This slightly elevated view looks south/southwest across arable fields in the foreground bounded by a combination of deciduous hedgerows and trees. An almost continuous band of deciduous trees form the boundary in the middle distance which screen views of Rock Common beyond. Chanctonbury Hill forms the horizon to the left of the view in the background whilst Barnsfarm Hill forms the horizon to the right of the view. A number of woodland blocks are visible scattered in the view. Manmade elements in the view include arable fields, fencing, house, mast and telegraph poles.

**Figure 19.45,
Volume 3**

Viewpoint J5: PRoW 2604 Upper Chancton Farm

(The assessment takes account of a 90° FoV from this location)

Sensitivity

The viewpoint is not within a nationally or locally designated landscape, however, it is located on a local PRoW and the value of the viewpoint is therefore considered to be High-Medium. The view will be experienced by footpath users of higher susceptibility. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as *High*.

**Magnitude of
change**

Construction phase:

Onshore substation: *N/A*

Onshore cable corridor:

Construction works within the onshore cable corridor will not be visible due to screening by landform and intervening vegetation, even in the winter. However, a temporary construction compound will be visible in the arable field in the foreground. Local task and vehicle lighting may be visible in the view in poor weather conditions. The temporary construction compound will be set low in the landscape below the tree line and horizon beyond. The magnitude of change will be *Medium - high* (temporary construction compound) and *Negligible-Zero* (onshore cable corridor).

Operation and maintenance (Year 1) phase:

Onshore substation: *N/A*

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The temporary construction compound will also be reinstated post-construction. The magnitude of change on the view will be **Zero**.

Decommissioning phase:

Onshore substation: *N/A*

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment

Sensitivity

High

Construction

**Operation and maintenance
(Year 1)**

Decommissioning

**Figure 19.45,
Volume 3**

Viewpoint J5: PRow 2604 Upper Chancton Farm

(The assessment takes account of a 90° FoV from this location)

	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
Phase of the Proposed Development						
Magnitude of change	N/A	Medium - high to Negligible-Zero	N/A	Zero	N/A	Zero
Level of effect	N/A	Major to Major / Moderate (temporary construction compound) Minor (onshore cable corridor)	N/A	N/A	N/A	N/A
	N/A	Significant (temporary construction compound) Not Significant (onshore cable corridor)	N/A	N/A	N/A	N/A
Type of effect	Short term (reversible), direct and adverse to neutral.					
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.					
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.					

**Figure 19.46a-b,
Volume 3**

Viewpoint K: PRow 2519 at Ashurst

(The assessment takes account of a 180° FoV from this location)

Description

This viewpoint is located on PRow 2519 between Ashurst and Eatons Farm and is 84m east of the onshore cable corridor. The view southwest looks across a gently rising arable field to the left of the view and pastoral fields to the right of the view bounded by a combination of deciduous hedgerows and trees, and post and wire fencing (**Figure 19.46a**). The PRow (also the access track for Eatons Farm) is visible in the middle extending west to the small village of Ashurst. The view northwest and north looks across pastoral fields bounded by a combination of deciduous hedgerows and trees, and post and wire fencing (**Figure 19.46b**). Hills Farm is partially visible in the middle distance. There are limited long-distance views towards the High Weald to the right of the view. The access track leading to Lower Chancton Farm extends to the south where parts of the farm building is visible. Manmade elements in the view include the footpath/access track, fencing, farm buildings, residential properties, gates and telegraph poles.

Sensitivity

The viewpoint is not within a locally or nationally designated landscape however, it is located on a local PRow (footpath) and the value of the viewpoint is therefore considered to be High-Medium. The view will be experienced by footpath users and nearby residents of higher susceptibility. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as *High*.

**Magnitude of
change**

Construction phase:

Onshore substation: N/A

Onshore cable corridor:

Construction works associated with the onshore cable corridor will be visible across the arable and pastoral fields in the foreground. Other machinery and vehicle movements associated with the onshore cable corridor will also be visible in this part of the view. The section of the onshore cable corridor across a small section of the footpath / access track will be installed as an open cut crossing. Local task and vehicle lighting may be visible in the view in poor weather conditions. The magnitude of change will be *High* (all seasons).

Operation and maintenance (Year 1) phase:

Onshore substation: N/A

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction. There will, however, be a small section of hedgerow loss visible to

**Figure 19.46a-b,
Volume 3**

Viewpoint K: PRow 2519 at Ashurst

(The assessment takes account of a 180° FoV from this location)

	the northwest at the end of the construction phase where new vegetation will have just been replanted. The magnitude of change will be <i>Low</i> .						
	Decommissioning phase:						
	<u>Onshore substation</u> : N/A						
	<u>Onshore cable corridor</u> :						
	The magnitude of change on the view will be Zero as the onshore cable will be left in situ.						
Assessment	Sensitivity	High					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
	Magnitude of change	N/A	High	N/A	Low	N/A	Zero
	Level of effect	N/A	Major	N/A	Moderate	N/A	N/A
		N/A	Significant	N/A	Not Significant	N/A	N/A
Type of effect	Short term (reversible), direct and adverse.						
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.						
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.						

**Figure 19.47a-b,
Volume 3**

Viewpoint K1: PRoW 2594 near College Wood

(The assessment takes account of a 180° FoV from this location)

Description

This viewpoint is located on PRoW 2594 off Spithandle Lane between Spithandle Rough and College Wood Farm and is on the southern edge of the onshore cable corridor. The view west looks across pastoral fields in the foreground and middle distance bounded by a combination of deciduous hedgerows and trees, and wooden fencing (**Figure 19.47a, Volume 3**). The PRoW (also access track for College Wood Farm) is visible to the right extending northwest to Spithandle Lane. A number of woodland blocks are scattered to the left and right of the view including Loves Rough and Spithandle Rough. The view north/northeast looks across pastoral fields bounded by a combination of deciduous hedgerows and trees, and wooden fencing (**Figure 19.47b, Volume 3**). Woodland surrounding Spithandle Nursery and Doves Farm forms the short horizon. Manmade elements in the view include the footpath / access track, fencing, wooden posts, gates and telegraph poles.

Sensitivity

The viewpoint is not within a locally or nationally designated landscape however, it is located on a local PRoW (footpath) and the value of the viewpoint is therefore considered to be High-Medium. The view will be experienced by footpath users and nearby residents at College Wood Farm of higher susceptibility. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as *High*.

**Magnitude of
change**

Construction phase:

Onshore substation: N/A

Cable Corridor:

Construction works associated with the onshore cable corridor will be visible across the pastoral fields in the foreground. Other machinery, access tracks and vehicle movements associated with the cable corridor will also be visible in this part of the view. The section of the onshore cable corridor across a small section of the footpath / access track will be installed as an open cut crossing. Local task and vehicle lighting may be visible in the view in poor weather conditions. The magnitude of change will be *High* (all seasons).

Operation and maintenance (Year 1) phase:

Onshore substation: N/A

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction. There will, however, be a small section of hedgerow loss visible to the northeast at the end of the construction phase where new vegetation will have just been replanted. The magnitude of change will be *Low*.

**Figure 19.47a-b,
Volume 3**

Viewpoint K1: PRoW 2594 near College Wood

(The assessment takes account of a 180° FoV from this location)

	Decommissioning phase:						
	<u>Onshore substation:</u> N/A						
	<u>Onshore cable corridor:</u>						
	The magnitude of change on the view will be Zero as the onshore cable will be left in situ.						
Assessment	Sensitivity	High					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
	Magnitude of change	N/A	High	N/A	Low	N/A	Zero
	Level of effect	N/A	Major	N/A	Moderate	N/A	N/A
		N/A	Significant	N/A	Not Significant	N/A	N/A
Type of effect	Short term (reversible), direct and adverse.						
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.						
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.						

**Figure 19.48,
Volume 3**

Viewpoint L: Downs Link between Henfield and Partridge Green

(The assessment takes account of a 90° FoV from this location)

Description	This viewpoint is located on the Downs Link recreational route between Partridge Green and Henfield near Great Betley Farm and is 148m to the southeast of the onshore cable corridor. The view looks northwest across pastoral fields in the foreground and middle distance bounded by a combination of deciduous hedgerows and trees, and
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Figure 19.48, Volume 3		Viewpoint L: Downs Link between Henfield and Partridge Green (The assessment takes account of a 90° FoV from this location)					
		The magnitude of change on the view will be Zero as the onshore cable will be left in situ.					
Assessment	Sensitivity	High					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
	Magnitude of change	N/A	Medium	N/A	Low	N/A	Zero
	Level of effect	N/A	Major / Moderate	N/A	Moderate	N/A	N/A
		N/A	Significant	N/A	Not Significant	N/A	N/A
Type of effect	Short term (reversible), direct and adverse.						
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.						
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.						

Figure 19.49, Volume 3 **Viewpoint M: High Weald, Landscape Trail (near Bolney)**
(The assessment takes account of a 90° FoV from this location)

Description	This viewpoint is located at the junction of the South Downs Way (PRoW 3Bo) and PRoW 4Bo in Wykehurst Park within the High Weald AONB north of Bolney. It is located 2,958m distance northeast of the onshore substation search areas and onshore cable corridor. This elevated view looks southwest across the southern
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**Figure 19.49,
Volume 3**

Viewpoint M: High Weald, Landscape Trail (near Bolney)

(The assessment takes account of a 90° FoV from this location)

Sensitivity

edge of Wykehurst Park comprising pastoral fields with pockets of mature woodland and bounded by a combination of deciduous trees and hedgerows, and post and wire fencing. The middle view of the Low Weald landscape comprises a mix of arable and pastoral fields partially visible through gaps in mature deciduous trees and hedgerows which surround these fields. The northern slopes of the South Downs National Park hills form the distant horizon. Manmade elements in the view include pylons, fencing, outbuildings, telegraph poles and distant farms.

The viewpoint is located within the nationally designated High Weald AONB and on a National Trail and the value of the viewpoint is therefore considered to be High. The view will be mainly experienced by walkers whose attention is likely to be focused on the landscape. The overall sensitivity is therefore assessed as *High*.

**Magnitude of
change**

Construction phase:

Onshore substation:

Construction works associated with both substation search areas will not be visible from this location due to distance and the layering effect of intervening vegetation, even in the winter. The magnitude of change on the view will be **Zero**.

Onshore cable corridor:

The onshore cable corridor will not be visible from this location due to distance and the layering effect of intervening vegetation, even in the winter. The magnitude of change on the view will be **Zero**.

Operation and maintenance (Year 1) phase:

Onshore substation:

All of the onshore substation search areas will not be visible from this location due to distance and the layering effect of intervening vegetation, even in the winter. The magnitude of change on the view will be **Zero**.

Onshore cable corridor:

The onshore cable corridor will not be visible from this location. The magnitude of change on the view will be **Zero**.

Decommissioning phase:

Onshore substation:

Figure 19.49, Volume 3		Viewpoint M: High Weald, Landscape Trail (near Bolney) (The assessment takes account of a 90° FoV from this location)					
		Decommissioning works associated with the onshore substation search areas will not be visible from this location due to distance and the layering effect of intervening vegetation, even in the winter. The magnitude of change on the view will be Zero . <u>Onshore cable corridor:</u> The magnitude of change on the view will be Zero as the onshore cable will be left in situ.					
Assessment	Sensitivity	High					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
	Magnitude of change	Zero	Zero	Zero	Zero	Zero	Zero
	Level of effect	N/A	N/A	N/A	N/A	N/A	N/A
		N/A	N/A	N/A	N/A	N/A	N/A
Type of effect	Short to Long term (reversible), direct and neutral.						
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Given the onshore elements of the Proposed Development will also not be visible from this location, there will be no whole Proposed Developments effects on this viewpoint.						
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.						

Figure 19.50, Volume 3		Viewpoint N: Devil's Dyke (The assessment takes account of a 90° FoV from this location)				
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Description	This viewpoint is located at the popular Devil's Dyke landmark next to interpretation boards near the public car park at the end of the road within the South Downs National Park. The promoted view on Ordnance Survey (OS) maps				
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**Figure 19.50,
Volume 3**

Viewpoint N: Devil's Dyke

(The assessment takes account of a 90° FoV from this location)

Sensitivity

is to the northwest where this viewpoint has been photographed. Whilst there are views in other directions from the trig point further to the south, intervening vegetation partially screens views to the north. It is located 8,790m southeast of the onshore cable corridor. This elevated view looks north and northwest from the Adur to Ouse Downs over the Low Weald landscape comprising small to medium sized pastoral and arable fields enclosed by hedgerows, woodlands and shaws. Deciduous and coniferous woodlands are scattered through the landscape. The settlement of Fulking is visible at the bottom of the hill in the foreground. Farms, residential properties and industrial buildings are scattered throughout the view. Manmade elements in the view include roads, settlements, individual properties, farms and industrial buildings, fencing, telegraph poles, pylons, and vehicles.

The viewpoint is a popular visitor attraction within the nationally designated South Downs National Park, and on a local PRoW, and the value of the viewpoint is therefore considered to be High. It is also promoted as a landmark view within the South Downs Viewshed Study Report (Land Use Consultants, 2015) and is signposted in the surrounding area. The view will be experienced by footpath users and visitors of higher susceptibility whose attention will be focused on the surrounding landscape. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as *High*.

**Magnitude of
change**

Construction phase:

Onshore substation:

Construction works associated with both onshore substation search areas will not be visible due to intervening landform, vegetation and built-form. The magnitude of change on the view will be **Zero**.

Onshore cable corridor:

Construction works associated with the onshore cable corridor (including the temporary construction compounds) will be largely screened by intervening vegetation. Where visible at over 8.7km, the construction works will be low-lying and will appear as small-scale elements in the landscape making them barely discernible in these panoramic views. The magnitude of changes will be *Negligible-Zero*.

Operation and maintenance (Year 1) phase:

Onshore substation:

The onshore substation search areas will be largely screened by intervening vegetation, landform and built-form. The magnitude of change on the view will be **Zero**.

Onshore cable corridor:

Figure 19.50, Volume 3		Viewpoint N: Devil's Dyke (The assessment takes account of a 90° FoV from this location)					
		<p>There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the view will be Zero.</p> <p>Decommissioning phase:</p> <p><u>Onshore substation:</u> Decommissioning works associated with all three onshore substation search areas will be largely screened by intervening vegetation, landform and built-form. The magnitude of change on the view will be Zero.</p> <p><u>Onshore cable corridor:</u> The magnitude of change on the view will be Zero as the onshore cable will be left in situ.</p>					
Assessment	Sensitivity	High					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
	Magnitude of change	Zero	Negligible-Zero	Zero	Zero	Zero	Zero
	Level of effect	N/A	Minor	N/A	N/A	N/A	N/A
		N/A	Not Significant	N/A	N/A	N/A	N/A
Type of effect	Short to long term (reversible), direct and neutral.						
Whole Proposed Development effects	<p>The offshore elements of the Proposed Development including the WTGs and offshore substations will be visible to the south from the trig point at Devil's Dyke in clear weather conditions and the effects are assessed in detail in Chapter 16, Volume 2. The assessment in Chapter 16, Volume 2 concludes that the magnitude of change will be High, and the level of effect will be Major and Significant. The whole Proposed Development effects will therefore be Major and Significant due to the offshore elements of the Proposed Development.</p>						



Figure 19.50, Volume 3	
Viewpoint N: Devil's Dyke (The assessment takes account of a 90° FoV from this location)	
Cumulative effects assessment	None of the cumulative developments will be visible from this location due to distance and screening by intervening vegetation and built-form. Therefore, there will be no cumulative effects.

Figure 19.51, Volume 3	
Viewpoint O: Cissbury Ring (The assessment takes account of a 90° FoV from this location)	
Description	This viewpoint is located at the popular Cissbury Ring landmark within the South Downs National Park. The view is taken from the northern part of the Ring allowing for uninterrupted views to the north and northwest in the direction of the onshore cable corridor, however, views to the south and east from this location are limited due to intervening vegetation. There are open views to the south and east from other parts of the Ring where intervening vegetation does not restrict views. The viewpoint is located 5,039m southeast of the cable corridor. This elevated view looks northwest across the Open Downs landscape comprising small to medium sized pastoral and arable fields enclosed by hedgerows, trees and fencing. Deciduous and coniferous woodlands are scattered through the landscape. The settlement of Findon is partially visible at the bottom of the hill. The A24 is also visible to the west of Findon in the middle distance. Farms, residential properties and industrial buildings are scattered throughout the view. Manmade elements in the view include roads, settlements, individual properties, farms and industrial buildings, fencing, telegraph poles, pylons, and vehicles.
Sensitivity	The viewpoint is a popular visitor attraction within the nationally designated South Downs National Park, crossed by a number of footpaths on an area of Open Access Land, and the value of the viewpoint is therefore considered to be High. It is also promoted as a landmark view within the South Downs Viewshed Study Report (Land Use Consultants, 2015) and is signposted in the surrounding area. The view will be experienced by walkers and visitors of higher susceptibility who will be focused on the surrounding landscape. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as <i>High</i> .
Magnitude of change	Construction phase: <u>Onshore substation:</u> N/A <u>Onshore cable corridor:</u>



**Figure 19.51,
Volume 3**

Viewpoint O: Cissbury Ring

(The assessment takes account of a 90° FoV from this location)

Construction works associated with the onshore cable corridor (including the temporary construction compounds) will not be visible due to screening by intervening landform and vegetation. The magnitude of change on the view will be **Zero**.

Operation and maintenance (Year 1) phase:

Onshore substation: N/A

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the view will be **Zero**.

Decommissioning phase:

Onshore substation: N/A

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	High					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
	Magnitude of change	N/A	Zero	N/A	Zero	N/A	Zero
	Level of effect	N/A	N/A	N/A	N/A	N/A	N/A
		N/A	N/A	N/A	N/A	N/A	N/A
	Type of effect	Short to long term (reversible), direct and neutral.					
Whole Proposed Development effects	The offshore elements of the Proposed Development including the WTGs and offshore substations will be visible to the south from southern parts of the Ring in clear weather conditions and the effects are assessed in detail in Chapter 16, Volume 2 . The assessment in Chapter 16, Volume 2 concludes that the magnitude of change will be						

Figure 19.51, Volume 3	Viewpoint O: Cissbury Ring (The assessment takes account of a 90° FoV from this location)
	High, and the level of effect will be Major and Significant. Given the onshore elements of the Proposed Development will not be visible, the whole Proposed Development effects will therefore be Major and Significant due to the offshore elements of the Proposed Development.
Cumulative effects assessment	None of the cumulative developments will be visible from this location due to distance and screening by intervening vegetation and built-form. Therefore, there will be no cumulative effects.

Figure 19.52, Volume 3	Viewpoint Q: Ferry Road, Sustrans Cycle Route 2 (The assessment takes account of a 90° FoV from this location)
Description	This viewpoint is located on Ferry Road which is a dead-end road between Brookpits and Littlehampton Marina. It is located 156m east of the onshore cable corridor. The view looks west/northwest across arable fields occupying one half of the foreground bounded by a combination of predominantly deciduous trees and hedgerows, and some post and wire fencing. Ferry Road is visible to the left of the view extending towards Brookpits with tree cover lining the road to the west. Housing associated with Brookpits and Climping Caravan Park are partially visible in the distance through gaps in intervening vegetation. Vehicle movements on along the A259 is visible beyond the arable fields in the middle distance. Manmade elements in the view include residential buildings, caravans, roads, vehicle movements, street lighting, telegraph poles, and fencing.
Sensitivity	The viewpoint is not within a locally or nationally designated landscape, however it is located on a national cycle route and the value of the viewpoint is therefore considered to be High-medium. The view will be experienced by road users whose experience of the view is likely to be transient and focused on the activity of driving, and cyclists of higher susceptibility. Therefore, susceptibility to change is assessed Medium (road users) and High (cyclists), and the overall sensitivity is assessed as <i>High to Medium</i> .
Magnitude of change	Construction phase: <u>Onshore substation:</u> N/A <u>Onshore cable corridor:</u> Construction works associated the onshore cable corridor between Ferry Road to the left of the view and the A259 to the right of the view will not be visible as it will be a trenchless crossing, however, there may be some temporary

Figure 19.52, Volume 3		Viewpoint Q: Ferry Road, Sustrans Cycle Route 2 (The assessment takes account of a 90° FoV from this location)					
		<p>construction access tracks visible in the fields with some vehicle movements around. Any vehicle movements will be visible in the context of fast-moving traffic associated with Ferry Road and the A259. The magnitude of change will be <i>Negligible - Zero</i> (all seasons).</p> <p>Operation and maintenance (Year 1) phase: <u>Onshore substation:</u> N/A <u>Onshore cable corridor:</u> There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the view will be Zero.</p> <p>Decommissioning phase: <u>Onshore substation:</u> N/A <u>Onshore cable corridor:</u> The magnitude of change on the view will be Zero as the onshore cable will be left in situ.</p>					
Assessment	Sensitivity	High to Medium					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
	Magnitude of change	N/A	Negligible to Zero	N/A	Zero	N/A	Zero
	Level of effect	N/A	Minor	N/A	N/A	N/A	N/A
		N/A	Not Significant	N/A	N/A	N/A	N/A
Type of effect	Short term (reversible), direct and adverse to neutral.						
Whole Proposed	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.						



Figure 19.52, Volume 3		Viewpoint Q: Ferry Road, Sustrans Cycle Route 2 (The assessment takes account of a 90° FoV from this location)
Development effects		
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.	

Figure 19.53, Volume 3		Viewpoint R: PRoW 2207, Lyminster (The assessment takes account of a 90° FoV from this location)
Description	This elevated viewpoint is located on PRoW 2207 on the western edge of Lyminster near St Mary Magdalene Church. It is located 306m distance east of the onshore cable corridor. This framed view looks west across the Lower Arun Valley with arable and pastoral fields surrounded by intermittent hedgerows and hedgerow trees, and occasional post and wire fencing. The Littlehampton/Barnham to Arundel railway line is visible in the middle distance. Housing near Ford Station is visible in the distance beyond the railway line. Brook Barn Farm is visible to the fore of the railway line to the left of the view. Parts of the cemetery associated with St Mary Magdalene Church is visible in the foreground to the left of the view. Mature trees associated with Knucker Hole form the right of the view. Manmade elements in the view include scattered residential buildings, farm buildings, railway line, telegraph poles, arable fields, wooden posts, cemetery and fencing.	
Sensitivity	The viewpoint is not within a locally or nationally designated landscape, however it is located on a local PRoW (footpath) and the value of the viewpoint is therefore considered to be High-Medium. The view will be experienced by walkers and nearby residents of higher susceptibility. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as <i>High</i> .	
Magnitude of change	<p>Construction phase: <u>Onshore substation:</u> <i>N/A</i> <u>Onshore cable corridor:</u> Construction works associated with the <u>onshore cable</u> corridor will be partially visible in the middle distance adjacent to the railway line. Other machinery, vehicle movements and welfare facilities associated with the construction works will also be partially visible in this part of the view. Local task and vehicle lighting may be</p>	



**Figure 19.53,
Volume 3**

Viewpoint R: PRoW 2207, Lyminster

(The assessment takes account of a 90° FoV from this location)

visible in the view in poor weather conditions. All the construction works, where visible, will be seen in the context of the railway line which operates a regular train service throughout the day. The magnitude of change will be *Low* (all seasons).

Operation and maintenance (Year 1) phase:

Onshore substation: *N/A*

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the view will be **Zero**.

Decommissioning phase:

Onshore substation: *N/A*

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	High					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
	Magnitude of change	N/A	Low	N/A	Zero	N/A	Zero
	Level of effect	N/A	Moderate	N/A	N/A	N/A	N/A
		N/A	Not Significant	N/A	N/A	N/A	N/A
Type of effect	Short term (reversible), direct and adverse to neutral.						



Figure 19.53, Volume 3	
Viewpoint R: PRow 2207, Lyminster (The assessment takes account of a 90° FoV from this location)	
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.

Figure 19.54, Volume 3	
Viewpoint S2: Blakehurst Lane, Warningcamp (The assessment takes account of a 90° FoV from this location)	
Description	This viewpoint is located on Blakehurst Lane to the north of Blakehurst Farm. It is located 483m northeast of the onshore cable corridor. The view looks southwest across gently sloping arable fields in the foreground bounded by a combination of predominantly deciduous trees and hedgerows, and some post and wire fencing. Further, pastoral fields are partially visible in the distance through gaps in intervening vegetation. A number of woodland blocks are scattered across the middle distance and beyond. A small number of properties at Warningcamp are partially visible through gaps in in intervening vegetation in the middle distance. Manmade elements in the view include the road, fencing, telegraph poles, farm outbuildings, residential properties, arable fields and gates.
Sensitivity	The viewpoint is on a minor road within the nationally designated South Downs National Park and the value of the viewpoint is therefore considered to be High-Medium. The view will be experienced by road users whose experience of the view is likely to be transient and focused on the activity of driving. Therefore, susceptibility to change is assessed Medium, and the overall sensitivity is assessed as <i>Medium-high</i> .
Magnitude of change	Construction phase: <u>Onshore substation:</u> <i>N/A</i> <u>Onshore cable corridor:</u> Construction works associated with the onshore cable corridor will be partially visible in the fields in the distance beyond the residential properties at Warningcamp through gaps in intervening vegetation. Other machinery and vehicle movements associated with the construction works will also be visible in this part of the view. Local task



Figure 19.54, Volume 3 **Viewpoint S2: Blakehurst Lane, Warningcamp**
 (The assessment takes account of a 90° FoV from this location)

and vehicle lighting may be visible in the view in poor weather conditions. The magnitude of change will be *Low* in the winter months, reducing to *Negligible-Zero* in the summer months when all vegetation is in leaf.

Operation and maintenance (Year 1) phase:
Onshore substation: N/A
Onshore cable corridor:
 There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the view will be **Zero**.

Decommissioning phase:
Onshore substation: N/A
Onshore cable corridor:
 The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	High-medium					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
	Magnitude of change	N/A	Low to Negligible-Zero	N/A	Zero	N/A	Zero
	Level of effect	N/A	Moderate / Minor to Minor	N/A	N/A	N/A	N/A
N/A		Not Significant	N/A	N/A	N/A	N/A	



Figure 19.54, Volume 3		Viewpoint S2: Blakehurst Lane, Warningcamp (The assessment takes account of a 90° FoV from this location)
	Type of effect	Short term (reversible), direct and adverse to neutral.
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.	
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.	

Figure 19.55a-b, Volume 3		Viewpoint S3: Junction of Clay Lane and Blakehurst Lane (The assessment takes account of a 180° FoV from this location)
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Description	This viewpoint is located at the junction of Blakehurst Lane and the access track to Old Waterworks Farm near Clay Lane and is on the western edge of the onshore cable corridor. The view northeast looks across Blakehurst Lane flanked on both sides by mature deciduous hedgerows and hedgerow trees, with arable fields to the left and pastoral fields to the right (Figure 19.55a, Volume 3). A number of properties at Warningcamp are visible in the distance beyond which woodland blocks form the horizon. The view southeast looks across gently undulating fields with further properties associated with Warningcamp visible beyond Clay Lane (Figure 19.55b, Volume 3). A continuous band of woodland forms the horizon throughout this view. Manmade elements in the view include the road, signage, arable fields, fencing, houses, cones and telegraph poles.
Sensitivity	The viewpoint is on a minor road within the nationally designated South Downs National Park and the value of the viewpoint is therefore considered to be High-Medium. The view will be experienced by road users whose experience of the view is likely to be transient and focused on the activity of driving. Therefore, susceptibility to change is assessed Medium, and the overall sensitivity is assessed as <i>Medium-high</i> .
Magnitude of change	Construction phase: <u>Onshore substation:</u> N/A <u>Onshore cable corridor:</u> Construction works associated with the onshore cable corridor will be visible in the foreground to the northeast and southeast. Other machinery, vehicle movements and welfare facilities associated with the construction works will



Figure 19.55a-b, Volume 3 **Viewpoint S3: Junction of Clay Lane and Blakehurst Lane**
 (The assessment takes account of a 180° FoV from this location)

also be visible in this part of the view. Local task and vehicle lighting may be visible in the view in poor weather conditions. The magnitude of change will be *High* (all seasons).

Operation and maintenance (Year 1) phase:

Onshore substation: N/A

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction. There will be a small section of tree and hedgerow loss visible in the foreground along Blakehurst Lane at the end of the construction phase where new vegetation will have just been replanted. The magnitude of change will be *High-medium*.

Decommissioning phase:

Onshore substation: N/A

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	High-medium					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
	Magnitude of change	N/A	High	N/A	High-medium	N/A	Zero
	Level of effect	N/A	Major to Major / Moderate	N/A	Major / Moderate	N/A	N/A
		N/A	Significant	N/A	Significant	N/A	N/A
Type of effect	Short term (reversible), direct and adverse.						



Figure 19.55a-b, Volume 3 Viewpoint S3: Junction of Clay Lane and Blakehurst Lane (The assessment takes account of a 180° FoV from this location)	
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.

Figure 19.56, Volume 3 Viewpoint S4: PRow 2202 Crossbush Lane (The assessment takes account of a 90° FoV from this location)	
Description	This viewpoint is located on PRow 2202 off Crossbush Lane between Maynards Caravan Park and Crossbush. It is located 91m east of the onshore cable corridor (Warningcamp B onshore cable corridor option). This short-range view looks west across a large arable field bounded by mature, deciduous hedgerows and hedgerow trees, and post and wire fencing. A number of residential properties associated with Crossbush are visible to the right of the view. Manmade elements in the view include fencing, houses, gates, arable field and telegraph poles.
Sensitivity	The viewpoint is not within a locally or nationally designated landscape, however, it is located on a local PRow (footpath) and the value of the viewpoint is therefore considered to be High-Medium. The view will be experienced by walkers and nearby residents of higher susceptibility. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as <i>High</i> .
Magnitude of change	<p>Construction phase: <u>Onshore substation:</u> <i>N/A</i> <u>Onshore cable corridor:</u> Construction works associated with Warningcamp B onshore cable corridor option will largely not be visible in the foreground as this section of the onshore cable corridor will be installed as a trenchless crossing. Apart from occasional machinery visible, no other construction works will be visible in this view. The magnitude of change will be <i>Low</i> (all seasons). The Warningcamp C onshore cable corridor option will not be visible from this location.</p> <p>Operation and maintenance (Year 1) phase:</p>



Figure 19.56, Volume 3		Viewpoint S4: PRow 2202 Crossbush Lane (The assessment takes account of a 90° FoV from this location)					
		<p><u>Onshore substation:</u> N/A</p> <p><u>Onshore cable corridor:</u></p> <p>There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the view will be Zero.</p> <p>Decommissioning phase:</p> <p><u>Onshore substation:</u> N/A</p> <p><u>Onshore cable corridor:</u></p> <p>The magnitude of change on the view will be Zero as the onshore cable will be left in situ.</p>					
Assessment	Sensitivity	High					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
	Magnitude of change	N/A	Low	N/A	Zero	N/A	Zero
	Level of effect	N/A	Moderate to Minor	N/A	N/A	N/A	N/A
		N/A	Not Significant	N/A	N/A	N/A	N/A
Type of effect	Short term (reversible), direct and adverse.						
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.						



Figure 19.56, Volume 3	
Viewpoint S4: PRow 2202 Crossbush Lane (The assessment takes account of a 90° FoV from this location)	
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.

Figure 19.57, Volume 3	
Viewpoint S5: PRow 2202_1 near Westlands Copse (The assessment takes account of a 90° FoV from this location)	
Description	This viewpoint is located on PRow 2202_1 on the western edge of Westlands Copse. It is located 161m east of the onshore cable corridor (Warningcamp C onshore cable corridor option). The view looks west across a pastoral field in the foreground bounded by post and wire fencing and some deciduous hedgerows with arable fields beyond. Woodland associated with Calceto Farm forms the horizon. Individual trees and groups of trees are scattered in the middle distance and beyond, particularly to the left of the view. A number of farm outbuildings are visible in the foreground to the right of the view. Mature, deciduous trees to the right of the view form a buffer for the A27 located further to the east. Manmade elements in the view include fencing, arable fields, outbuildings, roadside vegetation and telegraph poles.
Sensitivity	The viewpoint is not within a locally or nationally designated landscape, however, it is located on a local PRow (footpath) and the value of the viewpoint is therefore considered to be High-Medium. The view will be experienced by walkers of higher susceptibility. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as <i>High</i> .
Magnitude of change	<p>Construction phase: <u>Onshore substation:</u> <i>N/A</i> <u>Onshore cable corridor:</u> Construction works associated with Warningcamp C onshore cable corridor option will be partially visible beyond the outbuildings in the foreground which screen some of the views. Other machinery, vehicle movements and welfare facilities associated with the construction works will also be partially visible in this part of the view. Local task and vehicle lighting may be visible in the view in poor weather conditions. The magnitude of change will be <i>Low</i> (all seasons). The Warningcamp B onshore cable corridor option will not be visible from this location.</p> <p>Operation and maintenance (Year 1) phase:</p>



Figure 19.57, Volume 3 **Viewpoint S5: PRoW 2202_1 near Westlands Copse**
 (The assessment takes account of a 90° FoV from this location)

Onshore substation: N/A
Onshore cable corridor:
 There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the view will be **Zero**.
Decommissioning phase:
Onshore substation: N/A
Onshore cable corridor:
 The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	High					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
	Magnitude of change	N/A	Low	N/A	Zero	N/A	Zero
	Level of effect	N/A	Moderate to Minor	N/A	N/A	N/A	N/A
		N/A	Not Significant	N/A	N/A	N/A	N/A
Type of effect	Short term (reversible), direct and adverse to neutral.						
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.						

Figure 19.57, Volume 3	Viewpoint S5: PRoW 2202_1 near Westlands Copse (The assessment takes account of a 90° FoV from this location)
Cumulative effects assessment	None of the cumulative developments will be visible from this location including the nearby consented Persimmon Homes development at Toddington Lane to the south due to intervening vegetation. Therefore, there will be no cumulative effects.
Figure 19.58a-b, Volume 3	Viewpoint T: B2116, Partridge Green (The assessment takes account of a 180° FoV from this location)
Description	This viewpoint is located on the B2116 between Partridge Green and Shermanbury. It is located 66m west of the onshore cable corridor. The view looks east/southeast along the B2116 extending towards Shermanbury flanked by trees and hedgerows on both sides of the road (Figure 19.58a, Volume 3). To the left of the road is a large pastoral field bounded by a combination of deciduous trees and hedgerows with Wymarks Wood forming the horizon. The view to the south of the road also comprises a number of gently undulating pastoral fields bounded by deciduous trees and hedgerows, and occasional post and wire fencing (Figure 19.58b, Volume 3). Woodland blocks are scattered in the middle distance and beyond. Farm buildings associated with Shermanbury Grange are partially visible through gaps in intervening vegetation, mainly in the winter. Manmade elements in the view include the road, signage, fencing, farm buildings, gates and vehicles.
Sensitivity	The viewpoint is not within a locally or nationally designated landscape and the value of the viewpoint is therefore considered to be Medium. The view will be experienced by road users whose experience of the view is likely to be transient and focused on the activity of driving. Therefore, susceptibility to change is assessed Medium, and the overall sensitivity is assessed as <i>Medium</i> .
Magnitude of change	Construction phase: <u>Onshore substation:</u> <i>N/A</i> <u>Onshore cable corridor:</u> Construction works associated with the onshore cable corridor will be visible in the foreground and middle distance across the fields on both sides of the road. Other machinery, vehicle movements and welfare facilities associated with the construction works will also be visible in this part of the view. Local task and vehicle lighting may be visible in the view in poor weather conditions. The section of the onshore cable corridor crossing the road will also be

Figure 19.58a-b, Volume 3 **Viewpoint T: B2116, Partridge Green**
 (The assessment takes account of a 180° FoV from this location)

installed as an open cut crossing which may result in more vehicles visible in the view. The magnitude of change will be *High* in the winter months, reducing to *Medium* in the summer months when all vegetation is in leaf.

Operation and maintenance (Year 1) phase:

Onshore substation: *N/A*

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction. There will be a small section of tree and hedgerow loss visible along the road and in the field to the right of the road at the end of the construction phase where new vegetation will have just been replanted. The magnitude of change will be *Medium*.

Decommissioning phase:

Onshore substation: *N/A*

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	Medium				
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>
Magnitude of change	N/A	High to Medium	N/A	Medium	N/A	Zero
Level of effect	N/A	Major / Moderate to Moderate	N/A	Moderate	N/A	N/A
	N/A	Significant	N/A	Significant	N/A	N/A



Figure 19.58a-b, Volume 3		Viewpoint T: B2116, Partridge Green (The assessment takes account of a 180° FoV from this location)
	Type of effect	Short term (reversible), direct and adverse.
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.	
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.	

Figure 19.59, Volume 3		Viewpoint T1: PRow 2373, Partridge Green (The assessment takes account of a 90° FoV from this location)
Description	This viewpoint is located on PRow 2373, off Downs Link and the south of the sewage works on the southern edge of Partridge Green. It is located 262m northwest of the onshore cable corridor. The view looks southeast across a number of pastoral fields bounded by a combination of deciduous trees and hedgerows, and occasional post and wire fencing. Woodland blocks are scattered across the view in the middle distance and beyond. The northern South Downs National Park hills form the distant horizon. Linear vegetation associated with the Downs Link is visible to the right of the view. Manmade elements in the view include fencing, telegraph poles, gates and the sewage plant (behind the viewer).	
Sensitivity	The viewpoint is not within a locally or nationally designated landscape however, it is located on a local PRow (footpath) and the value of the viewpoint is therefore considered to be High-Medium. The view will be experienced by walkers/cyclists/horse riders of higher susceptibility. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as <i>High</i> .	
Magnitude of change	<p>Construction phase:</p> <p><u>Onshore substation:</u> N/A</p> <p><u>Onshore cable corridor:</u></p> <p>Construction works associated with the onshore cable corridor will be partially visible in the middle distance beyond the field in the foreground through gaps in intervening vegetation. Other machinery, vehicle movements and welfare facilities associated with the construction works will also be partially visible in this part of the view. Local</p>	

**Figure 19.59,
Volume 3**

Viewpoint T1: PRoW 2373, Partridge Green

(The assessment takes account of a 90° FoV from this location)

task and vehicle lighting may be visible in the view in poor weather conditions. A temporary construction access with occasional vehicle movements will be visible in the foreground extending southeast from the viewpoint location towards the onshore cable corridor. The magnitude of change will be *High* (as a result of the temporary construction access and vehicle movements in the foreground only) to *Low* (as a result of the main onshore cable corridor works).

Operation and maintenance (Year 1) phase:

Onshore substation: N/A

Onshore cable corridor:

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the view will be **Zero**.

Decommissioning phase:

Onshore substation: N/A

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	High					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
Magnitude of change	N/A	High to Low	N/A	Zero	N/A	Zero	
Level of effect	N/A	Major to Moderate	N/A	N/A	N/A	N/A	
	N/A	Significant (due to temporary	N/A	N/A	N/A	N/A	

Figure 19.59, Volume 3		Viewpoint T1: PRow 2373, Partridge Green (The assessment takes account of a 90° FoV from this location)					
			construction access and vehicle movements only) Not Significant (onshore cable corridor)				
	Type of effect	Short term (reversible), direct and adverse to neutral.					
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.						
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.						

Figure 19.60, Volume 3		Viewpoint U: Highdown Hill (The assessment takes account of a 90° FoV from this location)					
Description	This viewpoint is located to the west of the summit of Highdown Hill. It is located 5,757m distance southeast of the onshore cable corridor. This view affords panoramic views and looks west and northwest across the Lower Arun Valley in the middle distance with views of the Open Downs beyond. The settlements of Littlehampton and Angmering are visible in the middle distance. The view is fairly wooded with partial views of settlements, fields and scattered farms. Long distance views of the English Channel can be seen in the distance to the southwest. Manmade elements in the view include settlements, farms, industrial buildings, telegraph poles, fort, pylons, posts and fencing.						
Sensitivity	The viewpoint is located on the southern edge of the nationally designated South Downs National Park and the value of the viewpoint is therefore considered to be High. Highdown Hill is also promoted as a viewpoint within the						



**Figure 19.60,
Volume 3**

Viewpoint U: Highdown Hill

(The assessment takes account of a 90° FoV from this location)

**Magnitude of
change**

South Downs Viewshed Study Report (Land Use Consultants, 2015) and is signposted in the surrounding area. The view will be experienced by footpath users whose attention is likely to be focused on the landscape. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as *High*.

Construction phase:

Onshore substation: N/A

Onshore cable corridor:

Construction works associated with the onshore cable corridor (including the temporary construction compounds) will not be visible due to screening by intervening landform and vegetation. The magnitude of change on the view will be **Zero**.

Operation and maintenance (Year 1) phase:

Onshore substation: N/A

Onshore cable corridor:

There will be no view of the onshore cable corridor. The magnitude of change on the view will be **Zero**.

Decommissioning phase:

Onshore substation: N/A

Onshore cable corridor:

The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	High					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
Magnitude of change	N/A	Zero	N/A	Zero	N/A	Zero	
Level of effect	N/A	N/A	N/A	N/A	N/A	N/A	

Figure 19.60, Volume 3		Viewpoint U: Highdown Hill (The assessment takes account of a 90° FoV from this location)					
		N/A	N/A	N/A	N/A	N/A	N/A
	Type of effect	Short term (reversible), direct and neutral.					
Whole Proposed Development effects	The offshore elements of the Proposed Development including the WTGs and offshore substations will be visible to the south from the summit and the effects are assessed in detail in Chapter 16, Volume 2 . The assessment in Chapter 16, Volume 2 concludes that the magnitude of change will be <i>High</i> , and the level of effect will be Major / Moderate and Significant. Given the onshore elements of the Proposed Development will not be visible from this location, the whole Proposed Development effects will be Major / Moderate and Significant due to the offshore elements of the Proposed Development.						
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.						

Figure 19.61a-b, Volume 3		Viewpoint V1: PRoW 2382 off Fryland Lane (The assessment takes account of a 180° FoV from this location)					
Description	This viewpoint is located on PRoW 2382 off Fryland Lane just to the north of a residential property. It is located 15m south of the southern edge of the onshore cable corridor (Wineham Lane North Route 1B & Wineham Lane South Route 1B). The view looks north along the PRoW (also access track to Springlands) with pastoral fields flanked on both sides, bounded by a combination of deciduous trees and hedgerows, and occasional post and wire fencing. A mix of evergreen and deciduous trees are visible in the middle distance which surround a small pond beyond. Springlands Farm is visible in the distance at the end of the PRoW. Manmade elements in the view include fencing, telegraph poles, gates and farm buildings.						
Sensitivity	The viewpoint is not within a locally or nationally designated landscape however, it is located on a local PRoW (footpath) and the value of the viewpoint is therefore considered to be High-Medium. The view will be experienced by walkers / cyclists / horse riders of higher susceptibility. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as <i>High</i> .						

Figure 19.61a-b, Volume 3 **Viewpoint V1: PRow 2382 off Fryland Lane**
 (The assessment takes account of a 180° FoV from this location)

Magnitude of change	<p>Construction phase: <u>Onshore substation:</u> <i>N/A</i> <u>Onshore cable corridor:</u> Construction works associated with the onshore cable corridor (Wineham Lane North Route 1B & Wineham Lane South Route 1B) will be visible on the field in the foreground to the right of the PRow with some works partially visible through gaps in hedgerows to the left of the PRow. Other machinery and vehicle movements associated with the construction works will also be visible in this part of the view. Local task and vehicle lighting may be visible in the view in poor weather conditions. The section of the onshore cable corridor across the PRow will be installed as an open cut crossing which will also be visible in the view. The magnitude of change will be <i>High</i> (all seasons). The Wineham Lane North Route 1A & Wineham Lane South Route 1A will not be visible from this location.</p> <p>Operation and maintenance (Year 1) phase: <u>Onshore substation:</u> <i>N/A</i> <u>Onshore cable corridor:</u> There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction. There will be a small section of hedgerow loss visible at the end of the construction phase where new vegetation will have just been replanted. The magnitude of change will be <i>Medium</i>.</p> <p>Decommissioning phase: <u>Onshore substation:</u> <i>N/A</i> <u>Onshore cable corridor:</u> The magnitude of change on the view will be Zero as the onshore cable will be left in situ.</p>
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Assessment	Sensitivity	High					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>



**Figure 19.61a-b,
Volume 3**

Viewpoint V1: PRoW 2382 off Fryland Lane

(The assessment takes account of a 180° FoV from this location)

	Magnitude of change	N/A	High	N/A	Medium	N/A	Zero
	Level of effect	N/A	Major	N/A	Major / Moderate	N/A	N/A
		N/A	Significant	N/A	Significant	N/A	N/A
	Type of effect	Short term (reversible), direct and adverse.					
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.						
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.						

**Figure 19.62,
Volume 3**

Viewpoint V2: PRoW 2384 between Springlands and Oaklands Farm

(The assessment takes account of a 90° FoV from this location)

Description	This viewpoint is located on PRoW 2384 between Springlands and Oaklands Farms. It is located on the eastern edge of the onshore cable corridor (Wineham Lane North Route 1A & Wineham Lane South Route 1A). The view looks west along the PRoW with pastoral fields flanked on both sides, bounded by a combination of deciduous trees and hedgerows, and post and wire fencing. Farm outbuildings are visible beyond the fields to the left of the view whilst Oaklands Farm is partially visible in the distance to the right of the view. Man-made elements in the view include fencing, telegraph poles, gates and farms and outbuildings.
Sensitivity	The viewpoint is not within a locally or nationally designated landscape however, it is located on a local PRoW (footpath) and the value of the viewpoint is therefore considered to be High-Medium. The view will be experienced by walkers/cyclists/horse riders of higher susceptibility. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as <i>High</i> .

Figure 19.62, Volume 3 **Viewpoint V2: PRoW 2384 between Springlands and Oaklands Farm**
 (The assessment takes account of a 90° FoV from this location)

Magnitude of change

Construction phase:
Onshore substation: *N/A*
Onshore cable corridor:
 Construction works associated with the onshore cable corridor will be visible across both fields in the foreground. Other machinery and vehicle movements associated with the construction works will also be visible in this part of the view. Local task and vehicle lighting may be visible in the view in poor weather conditions. The section of the onshore cable corridor across the PRoW will be installed as an open cut crossing which will also be visible in the view. The magnitude of change will be *High* (all seasons). The Wineham Lane North Route 1B & Wineham Lane South Route 1B will not be visible from this location.

Operation and maintenance (Year 1) phase:
Onshore substation: *N/A*
Onshore cable corridor:
 There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction. There will be a small section of hedgerow and tree loss visible at the end of the construction phase where new vegetation will have just been replanted. The magnitude of change will be *High*.

Decommissioning phase:
Onshore substation: *N/A*
Onshore cable corridor:
 The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	High				
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>
Magnitude of change	N/A	High	N/A	High	N/A	Zero



Figure 19.62, Volume 3 Viewpoint V2: PRow 2384 between Springlands and Oaklands Farm (The assessment takes account of a 90° FoV from this location)							
	Level of effect	N/A	Major	N/A	Major	N/A	N/A
		N/A	Significant	N/A	Significant	N/A	N/A
	Type of effect	Short term (reversible), direct and adverse.					
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.						
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.						

Figure 19.63, Volume 3 Viewpoint W: PRow 1774 north of The Hangers (The assessment takes account of a 90° FoV from this location)	
Description	This viewpoint is located on PRow 1774 north of The Hangers enroute to Greentree Farm. It is located on the northern edge of the onshore cable corridor. The view looks south across a large pastoral field in the foreground bounded by a combination of deciduous trees and hedgerows, and post and wire fencing. Further pastoral fields are visible beyond through gaps in intervening vegetation. The PRow is visible extending east towards the vegetated A281. Farm outbuildings at Morley are visible beyond the fields in the distance. Man-made elements in the view include fencing, telegraph poles, gates, PRow and farms and outbuildings.
Sensitivity	The viewpoint is not within a locally or nationally designated landscape however, it is located on a local PRow (bridleway) and the value of the viewpoint is therefore considered to be High-Medium. The view will be experienced by walkers/cyclists/horse riders of higher susceptibility. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as <i>High</i> .
Magnitude of change	Construction phase: <u>Onshore substation:</u> N/A <u>Onshore cable corridor:</u>



Figure 19.63, Volume 3 **Viewpoint W: PRoW 1774 north of The Hangers**
 (The assessment takes account of a 90° FoV from this location)

Construction works associated with the onshore cable corridor will be visible across the field in the foreground. Other machinery and vehicle movements associated with the construction works will also be visible in this part of the view. Local task and vehicle lighting may be visible in the view in poor weather conditions. Further visibility of the works will also be partially visible to the southwest through gaps in intervening vegetation, mainly in the winter. The magnitude of change will be *High* (all seasons).

Operation and maintenance (Year 1) phase:
Onshore substation: N/A
Onshore cable corridor:
 There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction. There will be a small section of hedgerow and tree loss visible in the foreground at the end of the construction phase where new vegetation will have just been replanted. The magnitude of change will be *Medium*.

Decommissioning phase:
Onshore substation: N/A
Onshore cable corridor:
 The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	High					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
	Magnitude of change	N/A	High	N/A	Medium	N/A	Zero
	Level of effect	N/A	Major	N/A	Major / Moderate	N/A	N/A
N/A		Significant	N/A	Significant	N/A	N/A	



Figure 19.63, Volume 3		Viewpoint W: PRoW 1774 north of The Hangers (The assessment takes account of a 90° FoV from this location)
	Type of effect	Short term (reversible), direct and adverse.
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.	
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.	
Figure 19.64, Volume 3		Viewpoint X: Long Furlong (The assessment takes account of a 90° FoV from this location)
Description	This viewpoint is located on a local bridleway to the west of Church Hill at Long Furlong. It is located 3,350m southeast of the onshore cable corridor. This slightly elevated view looks northwest across parts of the Open Downs with arable and pastoral fields bounded by a combination of deciduous trees and hedgerows, and post and wire fencing. The A280 is just visible at the bottom of the hill. The large farm buildings of Tolmare Farm are prominent in the view. Blackpatch Hill forms the horizon to the left of the view. The PRoW is visible extending northwest towards the A280. Man-made elements in the view include fencing, telegraph poles, road, gates, PRoW, farms and outbuildings, road signage and vehicle movements.	
Sensitivity	The viewpoint is located on a local PRoW within the nationally designated South Downs National Park and the value of the viewpoint is therefore considered to be High. The view will be experienced by bridleway users of higher susceptibility. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as <i>High</i> .	
Magnitude of change	<p>Construction phase: <u>Onshore substation:</u> N/A <u>Onshore cable corridor:</u></p> <p>Construction works associated with the onshore cable corridor will be partially visible in the distance over 3.3km below the horizon. Other machinery and vehicle movements associated with the construction works will also be partially visible in this part of the view. Local task and vehicle lighting may be visible in the view in poor weather</p>	

Figure 19.64, Volume 3 **Viewpoint X: Long Furlong**
 (The assessment takes account of a 90° FoV from this location)

conditions. The construction works will be visible in the far distance beyond vehicle movements on the busy A280 and large farm outbuildings in the foreground and middle distance. The magnitude of change will be *Low to Negligible-Zero* (all seasons).

Operation and maintenance (Year 1) phase:
Onshore substation: N/A
Onshore cable corridor:
 There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the view will be **Zero**.

Decommissioning phase:
Onshore substation: N/A
Onshore cable corridor:
 The magnitude of change on the view will be **Zero** as the onshore cable will be left in situ.

Assessment	Sensitivity	High					
	Phase of the Proposed Development	Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
	Magnitude of change	N/A	Low to Negligible-Zero	N/A	Zero	N/A	Zero
	Level of effect	N/A	Moderate / Minor	N/A	N/A	N/A	N/A
		N/A	Not Significant	N/A	N/A	N/A	N/A
	Type of effect	Short term (reversible), direct and adverse to neutral.					



Figure 19.64, Volume 3 Viewpoint X: Long Furlong (The assessment takes account of a 90° FoV from this location)	
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.

Figure 19.65, Volume 3 Viewpoint Y: PRoW 2380 Wineham Caravan Park (The assessment takes account of a 90° FoV from this location)	
Description	This viewpoint is located on PRoW 2380 to the west of Wineham Caravan Park. It is located on the eastern edge of the onshore cable corridor (Wineham Lane North Route 1A & Wineham Lane South Route 1A and Wineham Lane North Route 1B & Wineham Lane South Route 1B). This view looks west/southwest across a large pastoral field bounded by a combination of predominantly deciduous trees and hedgerows, and wooden fencing. Further pastoral fields are partially visible in the middle distance through gaps in vegetation. Snakes Harbour Farm and its outbuildings are visible in the middle distance to the right of the view. A pylon appears prominently in the foreground to the left of the view. The hills of the South Downs National Park are visible in the far distance. Manmade elements in the view include pylons, telegraph poles, farm and outbuildings, and fencing.
Sensitivity	The viewpoint is not within a locally or nationally designated landscape, however, it is located on a local PRoW (footpath) and the value of the viewpoint is therefore considered to be High-medium. The view will be mainly experienced by walkers whose attention is likely to be focussed on the landscape. Therefore, susceptibility to change is assessed as High, and the overall sensitivity is assessed as <i>High</i> .
Magnitude of change	Construction phase: <u>Onshore substation:</u> N/A <u>Onshore cable corridor:</u> Construction works (machinery, installation and vehicle movements) associated with the onshore cable corridor (Wineham Lane North Route 1A & Wineham Lane South Route 1A and Wineham Lane North Route 1B & Wineham Lane South Route 1B) will be visible in the foreground. Local task and vehicle lighting may be visible in



Figure 19.65, Volume 3		Viewpoint Y: PRoW 2380 Wineham Caravan Park (The assessment takes account of a 90° FoV from this location)					
	<p>poor weather conditions. The magnitude of change will be <i>High</i> (all seasons). None of the other onshore cable corridor options will be visible from this viewpoint.</p> <p>Operation and maintenance (Year 1) phase: <u>Onshore substation:</u> N/A <u>Onshore cable corridor:</u> There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the view will be Zero.</p> <p>Decommissioning phase: <u>Onshore substation:</u> N/A <u>Onshore cable corridor:</u> The magnitude of change on the view will be Zero as the onshore cable will be left in situ.</p>						
Assessment	Sensitivity	High					
		Construction		Operation and maintenance (Year 1)		Decommissioning	
		<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>	<u>Onshore substation</u>	<u>Onshore cable corridor</u>
	Magnitude of change	N/A	High	N/A	Zero	N/A	Zero
	Level of effect	N/A	Major	N/A	N/A	N/A	N/A
		N/A	Significant	N/A	N/A	N/A	N/A
Type of effect	Short term (reversible), direct and adverse.						
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible from this location. Therefore, the whole Proposed Development effects will be limited to views of the onshore cable corridor as assessed above.						



Figure 19.65, Volume 3	Viewpoint Y: PRow 2380 Wineham Caravan Park (The assessment takes account of a 90° FoV from this location)
Cumulative effects assessment	None of the cumulative developments will be visible from this location. Therefore, there will be no cumulative effects.



2. Glossary of terms and abbreviations

Table 2-1 Glossary of terms and abbreviations

Term (acronym)	Definition
AONB	Area of Outstanding Natural Beauty
Baseline conditions	The environment as it appears (or would appear) immediately prior to the implementation of the Proposed Development together with any known or foreseeable future changes that will take place before completion of the Proposed Development.
CSF	Coombe Solar Farm
Cumulative effects	Additional changes caused by a Proposed Development in conjunction with other similar developments or as a combined effect of a set of developments, taken together.
Cumulative Effects Assessment (CEA)	Assessment of impacts as a result of the incremental changes caused by other past, present and reasonably foreseeable human activities and natural processes together with the Proposed Development.
Cumulative landscape effects	Effects that ‘can impact on either the physical fabric or character of the landscape, or any special values attached to it’ (SNH, 2012)
Decommissioning	The period during which a development and its associated processes are removed from active operation.
Designated Landscape	Areas of landscape identified as being of importance at international, national or local levels, either defined by statute or identified in development plans or other documents.
Elements	Individual parts which make up the landscape, such as, for example, trees, hedges and buildings.
Embedded environmental measures	Equate to ‘primary environmental measures’ as defined by Institute of Environmental Management and Assessment (2016). They are measures to avoid or reduce environmental effects that are directly incorporated into the preferred masterplan for the Proposed Development.
Environmental Impact Assessment (EIA)	The process of evaluating the likely significant environmental effects of a proposed project or development over and above the existing circumstances (or ‘baseline’).



Term (acronym)	Definition
Environmental Statement (ES)	The written output presenting the full findings of the Environmental Impact Assessment.
FoV	Field of View
HDD	Horizontal Directional Drill
Impact	The changes resulting from an action.
Landscape and Visual Impact Assessment (LVIA)	A tool used to identify and assess the likely significance of the effects of change resulting from development both on the landscape as an environmental resource in its own right and on people's views and visual amenity.
Level of effect	Determined through the combination of sensitivity of the receptor and the proposed magnitude of change brought about by the development.
Likely Significant Effects	It is a requirement of Environmental Impact Assessment Regulations to determine the likely significant effects of the Proposed Development on the environment which should relate to the level of an effect and the type of effect.
Magnitude (of change)	A term that combines judgements about the size and scale of the effect, the extent of the area over which it occurs, whether it is reversible or irreversible and whether it is short term or long term in duration'. Also known as the 'degree' or 'nature' of change.
MUD	Mixed Use Development
PRoW	Public Right of Way
PEIR	Preliminary Environmental Information Report
PEIR Assessment Boundary	The PEIR Assessment Boundary combines the search areas for the offshore and onshore infrastructure associated with the Proposed Development. It is defined as the area within which the Proposed Development and associated infrastructure will be located, including the temporary and permanent construction and operational work areas.
Receptor	Physical landscape resource, special interest, or viewer group that will experience an effect.
SDNP	South Downs National Park
Sensitivity	A term applied to specific receptors, combining judgements of the susceptibility of the receptor to the specific type of change

Term (acronym)	Definition
	or development proposed and the value associated to that receptor.
Significance	A measure of the importance of the environmental effect, defined by criteria specific to the environmental aspect.
Susceptibility	The ability of a defined landscape or visual receptor to accommodate the specific Proposed Development without undue negative consequences.
The Proposed Development / Rampion 2	The onshore and offshore infrastructure associated with the offshore wind farm comprising of installed capacity of up to 1,200MW, located in the English Channel in off the south coast of England.
Type or Nature of effect	Whether an effect is direct or indirect, temporary or permanent, positive (beneficial), neutral or negative (adverse) or cumulative.
Viewpoints	<p>Selected for illustration of the visual effects fall broadly into three groups:</p> <p>Representative Viewpoints: selected to represent the experience of different types of visual receptor, where larger numbers of viewpoints cannot all be included individually and where the significant effects are unlikely to differ – for example certain points may be chosen to represent the view of users of particular public footpaths and bridleways;</p> <p>Specific Viewpoints: chosen because they are key and sometimes promoted viewpoints within the landscape, including for example specific local visitor attractions, such as landscapes with statutory landscape designations or viewpoints with particular cultural landscape associations.</p> <p>Illustrative Viewpoints: chosen specifically to demonstrate a particular effect or specific issues, which might, for example, be the restricted visibility at certain locations. (GLVIA3 2013, Para 6.19)</p>
Visual effect	Effects on specific views and on the general visual amenity experienced by people.
Visual Receptors	Individuals and/or defined groups of people who have the potential to be affected by a proposal.

2.1 References

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 [online]. Available at: <https://www.legislation.gov.uk/uksi/2017/572/contents/made> [Accessed 5 May 2021]

Land Use Consultants (2015) *South Downs National Park View Characterisation and Analysis* (Viewshed Study Report). [online]. Available at: <https://www.southdowns.gov.uk/wp-content/uploads/2015/10/Viewshed-Study-Report.pdf> [Accessed 5 May 2021]

wood.



4.19.3



Volume 4, Appendix 19.3

Landscape Assessment



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1. Landscape assessment

- 1.1.1 The landscape assessment of the onshore elements of the Proposed Development is set out in two parts in this appendix as follows:
- landscape character assessment which provides assessment of effects on landscape character, characteristics, and landscape elements relating to the onshore cable corridor and temporary construction compounds; and
 - landscape designations which provide assessment of effects on landscape designations relating to the onshore cable corridor and temporary construction compounds.
- 1.1.2 This landscape assessment is also summarised in **Chapter 19: Landscape and visual impact, Volume 2**.
- 1.1.3 The assessment of landscape effects resulting from the onshore substation is provided in **Chapter 19, Volume 2** and therefore not repeated in this appendix, with a summary of the effects on the onshore cable corridor and landfall detailed in this appendix.

2. Landscape Character Assessment

2.1 Introduction

2.1.1 Landscape Effects are defined by the Landscape Institute in the Guidelines for Landscape and Visual Impact Assessment, Third Edition (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. ... The area of landscape that should be covered in assessing landscape effects 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."

2.1.2 These effects are assessed by considering the landscape sensitivity (value and susceptibility) against the magnitude of change. The type of effect may also be described as short, medium or long-term, direct or indirect, cumulative and beneficial, neutral, or adverse.

2.1.3 The residual landscape effects, assessed here, are those effects remaining after all of the embedded environmental measures (**Section** Error! Reference source not found.: **Basis for PEIR assessment** and **Table 19-20 of Chapter 19, Volume 2**) have been taken into account. An assessment of the cumulative landscape effects, taking account of other developments, as set out in **Chapter 5: Approach to the EIA, Volume 2** has been undertaken according to the methodology detailed in **Appendix 19.1, Volume 4**.

2.1.4 The landscape assessment takes into consideration the optionality that exists for flexibility at this stage of the design of the Proposed Development (as outlined in **Chapter 5, Volume 2**). For example, the assessment has differentiated between the effects where there are multiple cable corridor options at Warningcamp and those between Shermanbury and the onshore substation options. Therefore, effects that are more significant than those presented in this PEIR are not predicted to occur should any other development scenario within the maximum design envelope be taken forward in the final design of the Proposed Development.

2.1.5 The onshore elements of the Proposed Development have the potential to significantly affect the landscape character, characteristics and landscape elements along the onshore cable corridor as a result of the construction phase and during Year 1 of the operation and maintenance phase. Effects during the decommissioning phase are scoped out as the onshore cable corridor will be left in-situ at the end of the operation and maintenance phase.

2.1.6 The assessment draws from the viewpoint analysis in **Appendix 19.2: Visual assessment, Volume 4** which indicates that significant visual effects (during the construction phase only) will extend up to 1km distance from the onshore cable corridor (including temporary construction compounds) although the majority of the effects will be within one or two field boundaries. For this reason, the landscape

assessment has been limited to landscape character areas (LCA) within the 1km buffer from the onshore cable corridor, assessing the effects during the construction phase for the onshore cable corridor (compounds will be in use for up to three years six months) and Year 1 of the operation and maintenance phase.

- 2.1.7 The landscape character within the study area and within 1km of the onshore cable corridor is illustrated in **Figures 19.5bi-iii, Volume 3**. The assessment also refers to the Zones of Theoretical Visibility (ZTV) (**Figures 19.4a-d, Volume 3**) and illustrated viewpoints. Reference is also made to the description of the onshore elements of the Proposed Development in **Chapter 4: The Proposed Development, Volume 2** and the Preliminary Environmental Information Report (PEIR) Assessment Boundary Map (**Figure 4.2, Volume 3**). Future assessment will draw from other assessments in particular the arboriculture assessment and related terrestrial ecology assessments.
- 2.1.8 In summary, 29 LCAs have been included in the assessment and there will be a significant effect on 19 LCAs along the onshore cable corridor as a result of the construction of the onshore cable corridor and associated temporary construction compounds and temporary construction accesses. Within the South Downs National Park (SDNP), six LCAs will be significantly affected. The geographical extent of these significant effects are largely contained within approximately 250m due to the screening effects of successive layers of vegetation (trees, woodland and hedgerows). This increases to within approximately 500m within the more open Lower Arun Valley Floor LCA No. 35 and Climping Lower Coastal Plain LCA No. 31 which will also be affected by multiple onshore elements of the Proposed Development.
- 2.1.9 Within the SDNP, the geographical extent of these significant effects will also be largely restricted to approximately <250m with the exception of the Arun to Adur Open Downs A3 where significant effects will extend to within approximately 1km of the onshore cable corridor, particularly in relation to multiple elevated areas viewing along the linear onshore cable corridor.
- 2.1.10 The nature of these effects will be both direct and indirect, adverse and in some cases cumulative with the whole Proposed Development effects and other development such as the sea defences at Climping and the A27 Arundel Bypass. The duration of these effects will be short term (three-year onshore cable corridor construction phase) and largely reversible with progressive backfill and reinstatement of the onshore cable corridor as the works progress.
- 2.1.11 During Year 1 of the operation and maintenance phase, there will be limited significant effects on 12 small areas of landscape character, mostly related to the establishment of new and replacement planting along the onshore cable corridor. Although two of these relate to the loss of trees and woodland at Steyning & Henfield Brooks (O3) LCA where a number of trees will be removed to allow temporary construction access and at Hickstead Low Weald (LW1) LCA where trees and screen planting will be removed along Bob Lane and exposing views of the existing Rampion 1 and National Grid Bolney substations.
- 2.1.12 A summary of the effects on landscape character for the onshore cable corridor is provided in **Table 2-1**.

Table 2-1 Summary of Landscape Character Assessment: Onshore cable corridor

Local Landscape Character Area (>1km)	Sensitivity	Geographical Scale*	Construction phase (3.5 Years)		Operation and maintenance phase (Year 1)		Decommissioning Phase	
			Magnitude of change	Level of effect	Magnitude of change	Level of effect	Magnitude of change	Level of effect
NCA 126: South Coastal Plain – Climping to Arundel								
South Coast Shoreline (SC1) – No effect								
Climping Lower Coastal Plain LCA No. 31	Medium-low	<500m	Medium - high	Moderate	Negligible - zero	Negligible	N/A	N/A
Lower Arun Valley Floor LCA No. 35 - Landscape character within 1 field unit	Medium-low	<1km	Medium - low	Minor	Negligible - zero	Negligible	N/A	N/A
		<500m	Medium - high	Moderate	Negligible - zero	Negligible	N/A	N/A
Ford and Horsemere Green Townscapes: - Church Lane, Horsemere Green - Ford Lane, Ford	Medium-low	<250m	Medium - high	Moderate	Negligible - zero	Negligible	N/A	N/A
	High	<250m	Medium - high	Major / Moderate	Medium - high	Moderate**	N/A	N/A
Middle Arun Valley Floor LCA No. 34 - Landscape character within 1 field unit	Medium-low	<1km	Medium	Moderate / Minor	Negligible – zero	Negligible	N/A	N/A
		<250m	Medium - high	Moderate	Negligible - zero	Negligible	N/A	N/A
Littlehampton Arun Valley Sides LCA No. 38	Low	<250m	Low	Moderate / Minor	Negligible – zero	Negligible	N/A	N/A



Local Landscape Character Area (>1km)	Sensitivity	Geographical Scale*	Construction phase (3.5 Years)		Operation and maintenance phase (Year 1)		Decommissioning Phase	
			Magnitude of change	Level of effect	Magnitude of change	Level of effect	Magnitude of change	Level of effect
Littlehampton Northern Fringe No.39	Low	<500m	Negligible – zero	Negligible	Zero	N/A	N/A	N/A
Black Ditch Rife LCA No. 41	Medium-low	<250m	Negligible – zero	Negligible	Zero	N/A	N/A	N/A
Lyminster Arun Valley Sides LCA No. 37	Medium	<500m	Medium - low	Moderate / Minor	Negligible – zero	Minor / Negligible	N/A	N/A
- Landscape character within 1 field unit	Medium	<250m	Medium - high	Moderate	Negligible – zero	Minor / Negligible	N/A	N/A
- Landscape elements (mature trees)	Medium-high	<100m	Medium - high	Moderate	Low	Minor	N/A	N/A

Onshore cable corridor option: Warningcamp B

Lyminster Angmering Coastal Plain No. 40	Medium	<500m	Medium - low	Moderate to Minor	Low to Negligible - zero	Minor to Minor / Negligible	N/A	N/A
- Landscape character within 1 field unit	Medium	<250m	Medium - high	Moderate	Low to Negligible - zero	Minor to Minor / Negligible	N/A	N/A
Crossbush Arun Valley Sides LCA No. 36	Medium	Whole LCA	Negligible - zero	Minor / Negligible	Zero	N/A	N/A	N/A
South Downs Upper Coastal Plain R1	High	<250m	Negligible - zero	Minor	Zero	N/A	N/A	N/A
Arun Valley Sides G4	High	<500m	Negligible - zero	Minor	Zero	N/A	N/A	N/A



Local Landscape Character Area (>1km)	Sensitivity	Geographical Scale*	Construction phase (3.5 Years)		Operation and maintenance phase (Year 1)		Decommissioning Phase	
			Magnitude of change	Level of effect	Magnitude of change	Level of effect	Magnitude of change	Level of effect
Landscape and elements within 1 field unit	Medium-high	<250m	Medium - high	Major	Medium - low	Moderate**	N/A	N/A

Onshore cable corridor option: Warningcamp C

Lyminster Angmering Coastal Plain No. 40	Medium	<500m	Medium - low	Moderate to Minor	Low to Negligible - zero	Minor / Negligible	N/A	N/A
- Landscape and elements within 1 field unit	Medium	<250m	Medium - high	Moderate	Minor	Minor	N/A	N/A
South Downs Upper Coastal Plain R1	High	<250m	Negligible - zero	Minor	Zero	N/A	N/A	N/A
- Landscape and elements within 1 field unit	High	<250m	Medium - high	Major	Medium - low	Moderate**	N/A	N/A

NCA 125: South Downs and South Downs National Park – Crossbush to Wiston

Arun Valley Sides G4 (South Warningcamp)	High	>250m	Medium - low	Moderate	Low	Moderate	N/A	N/A
- Landscape and elements within 1 field unit	High	<250m	Medium - high	Major	Medium - low	Moderate**	N/A	N/A
Angmering and Clapham Wooded Estate Downland B4	Medium-high	Whole LCA	Negligible - zero	Minor	Negligible - zero	Minor	N/A	N/A

Local Landscape Character Area (>1km)	Sensitivity	Geographical Scale*	Construction phase (3.5 Years)		Operation and maintenance phase (Year 1)		Decommissioning Phase	
			Magnitude of change	Level of effect	Magnitude of change	Level of effect	Magnitude of change	Level of effect
- Landscape and elements within 1 field unit		<250m	Medium - high	Major / Moderate	Low	Moderate / Minor	N/A	N/A
Arun Valley Sides G4 (North Warningcamp)	High	<500m	Medium-low	Moderate	Low	Moderate	N/A	N/A
- Landscape and elements within 1 field unit	High	<250m	Medium - high	Major	Low	Moderate**	N/A	N/A
Arun to Adur Open Downs A3	High	<1km	High to Low	Major to Moderate	Low	Moderate	N/A	N/A
- Landscape elements within cable corridor	High	<100m	High	Major	Low	Moderate**	N/A	N/A
Arun to Adur Downs Scarp I3	High	N/A	Negligible - zero	Minor	Zero	N/A	N/A	N/A
Arun to Adur Scarp Footslopes J3	High	>250m	Low to Negligible-Zero	Moderate to Minor	Low to Negligible-Zero	Moderate to Minor	N/A	N/A
- Landscape and elements within 1 field unit	High	<250m	Medium - high	Major to Major / Moderate	Low	Moderate**	N/A	N/A
Arun Floodplain F4	High	500m- 1km	Negligible - zero	Minor	Zero	N/A	N/A	N/A



Local Landscape Character Area (>1km)	Sensitivity	Geographical Scale*	Construction phase (3.5 Years)		Operation and maintenance phase (Year 1)		Decommissioning Phase	
			Magnitude of change	Level of effect	Magnitude of change	Level of effect	Magnitude of change	Level of effect
NCA 121: Low Weald – Wiston to Bolney								
Amberley to Steyning Farmlands D1 - Landscape elements (pasture field)	Medium	Wider LCA	Negligible - zero	Minor / Negligible	Zero	N/A	N/A	N/A
	Low	<250m	High	Moderate / Minor	Zero	N/A	N/A	N/A
Parham & Storrington Wooded Farmlands & Heaths E1	Medium-low	Wider LCA	Negligible - zero	Negligible	Zero	N/A	N/A	N/A
	Medium-low	<250m	Medium - high	Moderate	Zero	N/A	N/A	N/A
Pulborough, Chiltington & Thakeham Farmlands F1 - Landscape character within 1-2 field units - Landscape elements (trees)	Medium	Wider LCA	Negligible - zero	Minor / Negligible	Zero	N/A	N/A	N/A
	Medium	<250m	Medium-high	Moderate	Low to Negligible-Zero	Minor	N/A	N/A
	Medium-high	<100m	High	Major	Medium - low	Moderate**	N/A	N/A
Ashurst & Wiston Wooded Farmlands G1 - Landscape character within 1 field unit	Medium-high	Wider LCA	Negligible - zero	Minor	Negligible - zero	Minor	N/A	N/A
	Medium-high	<250m	Medium - high	Major / Moderate	Low to Negligible-Zero	Moderate to Minor	N/A	N/A

Local Landscape Character Area (>1km)	Sensitivity	Geographical Scale*	Construction phase (3.5 Years)		Operation and maintenance phase (Year 1)		Decommissioning Phase	
			Magnitude of change	Level of effect	Magnitude of change	Level of effect	Magnitude of change	Level of effect
- Landscape elements (trees)	High	<250m	High	Major	Low	Moderate**	N/A	N/A
Steyning & Henfield Brooks O3	Medium	Wider LCA	Negligible - zero	Minor / Negligible	Zero	N/A	N/A	N/A
- Landscape character within 1 field unit	Medium	<250m	Medium - high	Moderate	Low to Negligible	Minor	N/A	N/A
- Landscape elements (trees)	Medium-high	<250m	Medium - high	Major / Moderate	Low	Moderate**	N/A	N/A
Cowfold & Shermanbury Farmlands J3	Medium	Wider LCA	Negligible - zero	Minor / Negligible	Negligible - Zero	Minor	N/A	N/A
- Landscape character within 1 field unit	Medium	<250m	Medium - high	Moderate	Low to Negligible-Zero	Minor	N/A	N/A
- Landscape elements (trees)	High	<250m	High	Major	Low	Moderate**	N/A	N/A
Upper Adur Valleys P2 – Not assessed pending further design maturity.								
Hickstead Low Weald LW1	Medium	Wider LCA	Negligible - zero	Minor / Negligible	Negligible - zero	Minor	N/A	N/A
Landscape character within 1-2 field units	Medium	<250m	High	Major / Moderate	High	Major / Moderate***	N/A	N/A
Landscape elements (trees and hedges)	High	<250m	High	Major	High	Major / Moderate***	N/A	N/A

*Approximate geographical scale, as described on page 20 of Appendix 19.1, Volume 4.

**Moderate and significant effects pending the establishment of replacement planting (C-68, C-196).

***Major / Moderate and significant effects pending the establishment of screen planting via an Outline Landscape and Ecology Management Plan (C-68, C-196).

2.2 NCA 126: South Coastal Plain (Climping to Arundel)

2.2.1 The South Coastal Plain National Character Area (NCA) 126 is described by Natural England (2014, p.2) as:

“...flat, coastal landscape with an intricately indented shoreline lying between the dip slope of the South Downs and South Hampshire Lowlands and the waters of the English Channel, Solent and part of Southampton Water. The coastline includes several major inlets which have particularly distinctive local landscapes and intertidal habitats of international environmental importance for wildfowl and waders. Chichester Harbour Area of Outstanding Natural Beauty lies within the NCA and the foothills of the South Downs, along the northern boundary, fall within the South Downs National Park.

Some three per cent of the area is designated as a Site of Special Scientific Interest, and there are four Special Protection Areas, two Special Areas of Conservation and four Ramsar sites: Chichester and Langstone Harbour, Pagham Harbour, The Solent and Southampton Water and Portsmouth Harbour.”

2.2.2 Within the South Coastal Plain NCA the onshore elements of the Proposed Development are primarily routed across the *Lower Arun Valley* (County Landscape Character (CLC) SC10). The onshore cable corridor is routed across a small part of the *Chichester to Yapton Coastal Plain* (CLC SC9) in the south at the landfall point and a small part of the *Southern Low Weald* (CLC LW5) to the south of the South Downs National Park boundary. There will be no landscape effects to the south of the landfall including the *South Coast Shoreline* (CLC SC1) at Climping Beach and the adjacent, southern part of SC9 due to the proposed horizontal directional drill (HDD) method of cable installation at landfall.

2.2.3 **Table 2-2** details the landscape assessment and sets out the landscape effects of the onshore elements of the Proposed Development within this area.

2.2.4 Areas scoped out of the assessment within the section of the onshore cable corridor include LCAs 29, 26, 28 and 32 which are all beyond 1km distance and beyond Ford Road and successive vegetated field boundaries such that there will be limited views of the construction works and the indirect landscape effects on these receptors will not be significant.

Table 2-2 Effects on Landscape Character within the South Coastal Plain (NCA 126)

South Coast Shoreline (SC1)		
Figures: 19.4a-b, 19.5bi, and 19.9a, Volume 3		Viewpoint A (Figure 19.24, Volume 3)
<p>Note: There will be no effect on this area of the foreshore at Climping Beach due to the HDD activity being underground as illustrated in Figure 19.24, Volume 3, despite this being in the onshore part of the PEIR Assessment Boundary. There will be no other construction or operation and maintenance activities within the South Coast Shoreline (SC1).</p>		
Climping Lower Coastal Plain LCA No. 31		
Figures: 19.4a-b, 19.5bi, and 19.9a		Viewpoints: A (Figure 19.24, Volume 3), B1 (Figure 19.26, Volume 3) and U (Figure 19.60, Volume 3)
LCA hierarchy	National Character Area:	NCA 126: South Coastal Plain
	County Character Area:	SC9: Chichester to Yapton Coastal Plain LCA within West Sussex
Designation	None	
Character description	<p>This LCA is located within the CLC SC9: Chichester to Yapton Coastal Plain and comprises a low lying, flat open landscape that has been reclaimed from the sea over time and remains below the current high spring tide level. It is characterised by highly productive arable fields and has a fragmented hedgerow and hedgerow tree pattern with occasional shelterbelts. There are long views to Arundel and the Downs from within the area. Sensitivities at the regional level include fragmentation and loss of hedgerows and connection between hedgerows and woodland.</p> <p>The key characteristics at a local scale are described in the Arun Landscape Study (Arun District Council, 2006):</p> <p>Key Characteristics:</p> <ul style="list-style-type: none"> • <i>“Abuts Arun River valley to the east and Ford to the north.</i> • <i>Almost entirely intensively farmed arable land.</i> • <i>Predominately large field sizes.</i> 	

	<ul style="list-style-type: none"> • <i>Blocks of arable fields separated by roads with scattered and ribbon development.</i> • <i>Fields with hedgerows and tree belts providing enclosure.”</i> <p>The most relevant features relating to the onshore cable corridor are the large arable fields and hedgerows. <u>Landscape elements</u>: comprise arable crops and grassland along field margins. Although there are no trees or hedgerows within this part of the onshore cable corridor, trees, tree belts and hedgerows are present along roadsides and field boundaries as well as shelterbelts and woodland within the wider LCA.</p>
<p>Assessment of sensitivity</p>	<p><u>Landscape value:</u></p> <p>The overall value of this landscape is stated as ‘Substantial’ in the Arun Landscape Study (Arun District Council, 2006). This relates to a cumulative value ascribed to this non-designated landscape by virtue of its proximity to the locally valued Arun Valley, and the scenic value of the undeveloped coastline. In terms of designation alone however, the LCA is not designated at a national or local level.</p> <p>The landscape is not rare or particularly scenic, being intensively farmed and the flat arable fields are interspersed by tree belts and hedgerows which are not uncommon to the wider area. However, the proximity of this landscape to the coastline affords higher levels of landscape quality in terms of the areas local sense of place and representativeness. Opportunities to experience the landscape result from its heritage and recreational attributes. The area includes a number of recreational routes (NCR 2 and local footpaths), campsites, beach access and associated recreational facilities.</p> <p>The landscape value is assessed as Medium.</p> <p><u>Landscape susceptibility:</u></p> <p>The Arun Landscape Study (Arun District Council, 2006, para. 5.2.2) ascribes an inherently ‘Substantial’ level of landscape susceptibility because it <i>“Includes the only substantial area of undeveloped coastline, largely rural, within the floodplain and provides separation between Middleton-on-sea and Littlehampton.”</i> Considering the nature of the onshore elements of the Proposed Development, in this case their short-term and temporary duration the landscape susceptibility to this type of development is lower. This is due to the changing character of the landuse and landcover pattern of the arable fields which regularly encompass crop rotation, cultivation and the movement of agricultural machinery and screening effects of treebelts and hedgerows that contain the open fields preventing wider views of construction activity. Collectively these characteristics indicate a higher level of resilience and reduced susceptibility to the construction, and operation and maintenance of the onshore elements of the Proposed Development.</p> <p>The susceptibility of the landscape is assessed as Low.</p>

Sensitivity	Medium-low	Landscape value:	Medium
		Landscape susceptibility:	Low
Magnitude of change			
Landfall (KP0 to HDD construction compound)	The onshore cable corridor construction via HDD at landfall means there will be no effect on the Climping Lower Coastal Plain LCA.		
Onshore cable corridor - Landfall/ HDD construction compound to field boundary at edge of LCA	<p>Construction phase:</p> <p>Figures 19.5bi and 19.9a, Volume 3 show the onshore cable corridor (approximately 270-400m in length) within the Climping Lower Coastal Plain LCA crossing up to two arable fields (subject to cropping) and passing through a 'gap' between a hedgerow and treebelt on the edge of the LCA before continuing northeast into the adjacent open fields and LCA. The onshore cable corridor will be approximately 50m wide, comprising perimeter stock fencing, open cut cable installation with internal haul road, associated construction machinery and soil storage as indicated in Graphic 4.19, Chapter 4, Volume 2.</p> <p>The Landfall and HDD construction compound (approximately 100m x 75m) will be located at approximately kilometre point KP(KP) 0.5 in the open field to the north of Climping Beach as indicated in Figure 19.24, Volume 3 (Viewpoint A). A further HDD compound (near RDX-01 as described in Appendix 4.2, Volume 4) will be partly screened beyond the Landfall and HDD construction compound in this view. The temporary construction compounds will be used for material / equipment storage, some welfare facilities, the HDD activities, cable pulling and construction of the transition joint bays (TJBs). The main access to the landfall / onshore cable corridor will be from the north via an existing road connecting into the A249 (with initial temporary access off Crookthorn Lane – see below).</p> <p>Construction activity along the onshore cable corridor will be transient and of short-term in duration (three years six months) with progressive backfill and reinstatement as works on the onshore cable corridor are completed along the route. The scale and geographical extent of these construction activities will be contained and accommodated within the scale of the open fields and not dissimilar to intensive periods of agricultural activity. Visibility is more open in comparison to other landscapes with visibility limited to approximately <1km by field boundary shelterbelts and hedgerows. The Landfall and associated HDD construction compound will be required for the duration of the construction phase (six months) adding an additional feature and increasing the level of</p>		

	effect on the undeveloped and rural landscape character. For these reasons, the magnitude of change likely to affect the landscape character and key characteristics will be Medium to high (Landfall / HDD construction compound and onshore cable corridor).	
	Level of effect:	Landfall / HDD construction compound and onshore cable corridor – Moderate and Not Significant
	Type of effect:	Short-term duration (temporary), direct and adverse.
	Operation and maintenance (Year 1) phase: The onshore cable corridor, TJB construction landfall and associated HDD construction compound will all be reinstated with open cut trenches infilled to leave all cables and TJBs underground. Land cover within the arable fields and at field margins will not be affected and consequently there will be no effect on landscape character, key characteristics and elements at this location during the operation and maintenance phase.	
Access via Crookthorn Lane	Construction phase: Additional land at Amberly Court / Hobbs Farm and the byway along Bread Lane (farm track) is also shown within the onshore part of the PEIR Assessment Boundary for use as temporary construction access and light construction, and operation and maintenance access off Crookthorn Lane. The maximum design scenario indicates that the temporary construction access will be increased to 10m width, increasing the width of the byway along Bread Lane and altering its scale and character. The provision of access will also require the removal of roadside trees (disrupting the wooded character) and coppicing / pruning of branches to allow for the required visibility splays off Crookthorn Lane. Temporary construction access will be required for the duration of the construction phase relating to the construction of the onshore cable corridor (up to 3.5 years). The magnitude of change will be Medium affecting a small geographical area of landscape character in the local vicinity of the temporary construction access. The magnitude of change affecting landscape elements (roadside trees) will be Medium-high .	
	Level of effect:	Moderate to Moderate / Minor and Not Significant for the LCA Moderate and Significant affecting a small geographical area of landscape elements
	Type of effect:	Short-term duration (temporary), direct and adverse.
	Operation and maintenance (Year 1) phase: The temporary construction access will be reinstated with access required for ongoing light operation and maintenance access reduced to the original working width of the bylaw at Bread Lane. Trees lost to construction	

	<p>for temporary construction access reasons will be replanted, but evidence of the construction works will remain in terms of lost roadside trees, coppicing and pruning, until these have regrown. The gap in the roadside trees will however allow views through to the LCA beyond.</p> <p>The magnitude of change on the landscape character, key characteristics and elements will be Low, affecting a small geographical area in the local vicinity of the access route.</p>
Level of effect:	Minor / Negligible and Not Significant
Type of effect:	Permanent (subject to tree growth), direct and adverse.
West of River Arun temporary construction compound	<p>Construction phase:</p> <p>The temporary construction compound will occupy an area of approximately 4 hectares (ha) containing welfare facilities / offices and storage of materials and equipment. The temporary construction compound will be accessed off Church Lane and contained by security fencing. The temporary construction compound location is well screened by existing trees and shelterbelts to the south and west, with more open short to mid-range views possible from the north at Horsemere Green (properties along Church Lane).</p> <p>The provision of temporary construction access will require the removal / coppicing / pruning of roadside trees to allow access and visibility splays, opening views into the temporary construction compound for the duration of the construction phase relating to the construction of the onshore cable corridor (up to 3.5 years). The magnitude of change (taking account of tree removal on Church Lane as a whole) will be Medium - high affecting a small geographical area of the LCA and roadside trees in the local vicinity of the temporary construction compound and associated access on Church Lane.</p>
Level of effect:	Moderate and Significant affecting a small geographical area of the LCA and landscape elements
Type of effect:	Short-term duration (temporary), direct and adverse.
	<p>Operation and maintenance (Year 1) phase:</p> <p>Post-restoration, the landscape of the temporary construction compound will be reinstated and there will be a Negligible to Zero magnitude of change on the landscape character. Roadside trees on Church Lane will be reinstated with new tree planting and the effects will be Low reducing to zero once the new planting is established.</p>
Level of effect:	Minor / Negligible and Not Significant
Type of effect:	Short-term duration (temporary), direct and adverse.

Limitations / assumptions	<ol style="list-style-type: none"> 1. Construction activity on land south of Climping Camp Site, between the Bread Lane byway and the drainage ditch further east will entail further field boundary crossings and increase the extent of construction with this LCA. Currently this area has been excluded from the assessment pending further design maturity and description. 2. The assessment has assumed that the need for light construction and operation and maintenance access off Crookthorn Lane and along the Bread Lane byway will entail the reinstatement of grass verges and reduced byway width to its original width restoring the LCA. 3. Additional environmental measures could be developed to mitigate significant effects on the LCA. 4. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending the arboriculture survey and further design maturity and update to the description of onshore elements of the Proposed Development. 				
Overall assessment	<p>Construction phase: Collectively the construction works at four locations (West of River Arun temporary construction compound, temporary construction access off Crookthorn Lane and along the Bread Lane byway, the onshore cable corridor and Landfall / HDD construction compound) spread across the eastern half of the Climping Lower Coastal Plain LCA will lead to a medium to high scale of development, continuing for the full 3.5 year construction phase relating to the construction of the onshore cable corridor and affecting a larger geographical area of the LCA. Whilst successive layers of vegetation and the flat topography will limit the extent of visible influence on the landscape character and key characteristics, the access requirements along Bread Lane and Crookthorn Lane will be more visible and the loss of roadside trees will open up views to new access and the temporary construction compound. Collectively the magnitude of change will be Medium-high and the manner in which this will be repeatedly experienced at different locations locally will be significant.</p> <table border="1" data-bbox="465 1090 2076 1189"> <tr> <td data-bbox="465 1090 817 1137">Level of effect:</td> <td data-bbox="817 1090 2076 1137">Moderate and Significant</td> </tr> <tr> <td data-bbox="465 1137 817 1189">Type of effect:</td> <td data-bbox="817 1137 2076 1189">Short-term duration (temporary), direct and adverse.</td> </tr> </table> <p>Operation and maintenance (Year 1) phase: Post-restoration, the effect on the landscape character overall will be Negligible, affecting small geographical areas in the local vicinity of the temporary construction accesses.</p>	Level of effect:	Moderate and Significant	Type of effect:	Short-term duration (temporary), direct and adverse.
Level of effect:	Moderate and Significant				
Type of effect:	Short-term duration (temporary), direct and adverse.				
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbine generators (WTGs) and offshore substations as well as a shallow draught vessel during the construction phase will be visible to the south from the southern extent of the LCA and the effects are assessed in detail in Chapter 16: Seascape, landscape and				

	<p>visual, Volume 2. The assessment in Chapter 16, Volume 2 concludes that the magnitude of change will range from Medium-high to low, and the level of effect will be Moderate and Significant to Moderate / Minor and Not Significant.</p> <p>The whole Proposed Development effects will therefore be Moderate and Significant.</p>
Cumulative effects assessment	<p>The onshore elements of the Proposed Development will be experienced cumulatively with the ongoing works to the sea defences at Climping Beach (visible in the foreground of Viewpoint A in Figure 19.24, Volume 3) and already accounted for in this assessment as part of the existing baseline.</p> <p>Temporary construction access to West of River Arun temporary construction compound will occur opposite consented housing development (CM/1/17/OUT) on Church Lane. Whilst there will be no change to the magnitude of change and level of effect (Moderate and Significant). If these developments occur concurrently, there will be a cumulative increase in the geographical extent of landscape affected by construction activity and cumulatively extending between the River Arun on the edge of Littlehampton and the western edge of Horsemere Green. The cumulative extent of this development will be significant.</p>

Lower Arun Valley Floor LCA No. 35 and part of Ford and Horsemere Green townscapes

Figures: 19.4a-b, 19.5bi, and 19.9a-b, Volume 3		Viewpoints: A (Figure 19.24, Volume 3), B (Figure 19.25, Volume 3), C (Figure 19.27, Volume 3), Q (Figure 19.52, Volume 3) and U (Figure 19.60, Volume 3)
LCA hierarchy	National Character Area:	NCA 126: South Coast Plain
	County Character Area:	SC10: Lower Arun Valley LCA
Designation:	None	
Character description	<p>This LCA is located within the wider SC10: Lower Arun Valley and comprises extensive drained floodplain pastures along the River Arun. Some stretches of the tidal river are contained by high banks engineered to control flooding. The area is influenced by urban development at Littlehampton including wharves, jetties, moorings, and a golf course. Elsewhere there are large open arable fields. There are views to Arundel from within the area. Sensitivities at the regional level include change to riverbanks and drainage by unsympathetic reprofiling.</p> <p>The key characteristics at a local scale are described in the Arun Landscape Study (Arun District Council, 2006):</p> <p><u>Key characteristics:</u></p>	

	<ul style="list-style-type: none"> • “Valley floor with areas of unmanaged scrub, utilities and recreation. • Southern end of area comprised of coastal golf course. • Views, particularly from along riverside footpath, partially enclosed by areas of vegetation. • Area bisected by busy A259 road. • Urban influence from adjoining Littlehampton to the east and from the A259. • Occasional distant views of Arundel and the South Downs to the north.”
<p>Assessment of sensitivity</p>	<p><u>Landscape value:</u></p> <p>The overall value of this landscape is stated as ‘Moderate’ in the Arun Landscape Study (Arun District Council, 2006) due to non-designated landscape, proximity to the locally valued Arun Valley and the scenic value of the undeveloped coastline.</p> <p>However, the LCA is not designated for its scenic landscape value at a national or local level denoting a higher level of value and is influenced by urban development including a coastal golf course, jetties / marinas and engineered embankment to its eastern edge. The landscape is not rare or particularly scenic, being intensively farmed and the flat arable fields are interspersed by tree belts and hedgerows which are not uncommon to the wider area. However, the proximity of this landscape to the coastline affords higher levels of landscape quality in terms of the areas local sense of place and representativeness. Opportunities to experience the landscape result from its attributes which include riverside recreational routes (NCR 2 and local footpaths), campsites, golfing, beach access and associated recreational facilities.</p> <p>The landscape value is assessed as Medium.</p> <p><u>Landscape susceptibility:</u></p> <p>The Arun Landscape Study (Arun District Council, 2006, para. 5.2.2) ascribes an inherently ‘Substantial’ level of landscape susceptibility because it <i>“Includes the only substantial area of undeveloped coastline, largely rural, within the floodplain and provides separation between Middleton-on-sea and Littlehampton.”</i> Considering the nature of the onshore elements of the Proposed Development, in this case their short-term and temporary duration the landscape susceptibility to this type of development is lower. This is due to the changing character of the landuse and landcover pattern of the arable fields which regularly encompass crop rotation, cultivation and the movement of agricultural machinery and screening effects of treebelts and hedgerows that contain the open fields preventing wider views of construction activity. Collectively these characteristics indicate a higher level of resilience and reduced susceptibility to the construction and operation and maintenance of the onshore elements of the Proposed Development.</p>

	<p>The susceptibility of the landscape is assessed as Low.</p> <p>A small area of land within the onshore part of the PEIR Assessment Boundary is excluded from the LCA and includes the area of amenity space, off Ford Lane and adjacent to church (St. Mary's at Climping) and church hall, south of Ford Prison. This area of townscape is part of the SC10: Lower Arun Valley CLC and is of Medium-high townscape value and High susceptibility due to its historic character and amenity space with mature trees in grassland and tranquil characteristics, close to the church and church hall. This small area therefore has a locally High sensitivity to the onshore elements of the Proposed Development.</p>		
Sensitivity	Medium-low (High near to St. Mary's at Climping)	Landscape value:	Medium
		Landscape susceptibility:	Low
Magnitude of change			
Onshore cable corridor Field boundary at southern edge of LCA to River Arun	<p>Construction phase:</p> <p>Figures 19.5bi and 19.9a-b, Volume 3 show the PEIR Assessment Boundary (approximately 2km in length) within the Lower Arun Valley Floor LCA crossing up to five arable fields and passing through three field boundaries (trees and hedgerow) before reaching the southern bank of the River Arun. The onshore cable corridor will be approximately 50m wide, comprising perimeter stock fencing, open cut cable installation with internal haul road, associated construction machinery and soil storage as indicated in Graphic 4.19, Chapter 4, Volume 2. An HDD construction compound (approximately 100m x 75m) will be located at approximately KP1 in the open arable field to the south of Ferry Road, largely screened from the road by vegetation as indicated in Figure 19.52, Volume 3 (Viewpoint Q). This HDD construction compound will be used for material / equipment storage, some welfare facilities and HDD activities. The main access to the HDD construction compound will be close by, and off Ferry Road (see below for temporary construction access assessment).</p> <p>Between Ferry Road and the A259 the onshore cable corridor will be subject to HDD trenchless crossing (between RDX-01 and RDX-02) and there will be no effect on the landscape.</p> <p>Either side RDX-01 and RDX-02, activity along the onshore cable corridor will be transient and of short duration (up to 3.5 years) with progressive backfill and reinstatement as works on the onshore cable corridor are completed along the route. The scale and geographical extent of these construction activities will be Medium-high when experienced locally to the construction works (within the same field unit or approximately 500-250m) or when viewing along the onshore cable corridor, reducing to Medium-low or less on the wider LCA where the onshore cable corridor will appear contained and accommodated within the scale of the open fields, appearing</p>		

	<p>not dissimilar to periodic agricultural activity. Visibility will be limited to <1km by roadside and field boundary vegetation as illustrated in the viewpoints.</p> <p>North of the A259, the onshore cable corridor (open cut) crosses three vegetated drains / field boundaries, the southernmost (DTX-02) is a drain and field margin with occasional trees / shrubs, whilst the northern most ones (DTX-03 and 04) appear as denser tree belts. The removal of trees and shrubs at each of these locations will appear as a break in the already fragmented linear pattern of field boundary vegetation, which is not particularly listed as a key characteristic and will not significantly affect the LCA. The bend in the onshore cable corridor between DTX-03 and 04 will prevent this appearing as a more obvious 'cut' through the LCA, but the nature of this effect will be permanent.</p> <p>For these reasons, the magnitude of change likely to affect the landscape character, key characteristics and elements will range from Medium-high (in respect of landscape elements and LCA close, <500m of the onshore cable corridor) to Medium-low.</p>
Level of effect:	Onshore cable corridor and HDD construction compound – Moderate and Not Significant to Minor and Not Significant
Type of effect:	Short-term duration (temporary with some permanent effects), direct and adverse.
	<p>Operation and maintenance (Year 1) phase:</p> <p>The onshore cable corridor and associated HDD construction compound will all be reinstated with no lasting effects on the arable fields and field margins. The loss of mature trees at DTX-03 and 04 will however be permanent although partly mitigated by replacement planting of hedgerow / shrubs within the onshore cable corridor. Consequently, there will be a Negligible to Zero magnitude of change on landscape character and key characteristics and a Low magnitude of change on landscape elements until replacement planting is established.</p>
Level of effect:	Onshore cable corridor and HDD construction compound – Minor to Minor / Negligible and Not Significant
Type of effect:	Permanent and neutral.
Temporary construction and operational accesses (1, 1a-b, 2 and 3)	<p>Construction phase:</p> <p><u>Temporary construction and operational accesses 1 and 1a-b:</u> up to 10m in width (access 1 for construction traffic and accesses 1a-b for light construction access) are located close to HDD (RDX01-02) and will all access off Ferry Road via existing farm gateways. Some limited tree removal and or coppicing / pruning may be required to allow for visibility splays, but this is unlikely to significantly affect the landscape character or elements (roadside trees) in these locations. Access will be required for the duration of the construction phase (up to 3.5 years). The</p>

magnitude of change will be **Low** affecting a small geographical area of landscape character in the local vicinity of the temporary construction and operational access routes.

Temporary construction access 2: will be off Church Lane and is required for construction and operational access. The length of track will be approximately 800m-1km with a maximum road width during construction of 10m, reduced in width to 4m post-construction. Some tree removal (opposite the removal of trees to access West of River Arun temporary construction compound) will be required for access and some coppicing / pruning to allow for visibility splays. The magnitude of change (taking account of tree removal on Church Lane as a whole) will be **Medium-high** affecting a small geographical area of landscape character and roadside trees in the local vicinity of Church Lane.

Temporary construction and operational access 3: will be off Ford Lane to the south of Ford Prison and opposite the church (St. Mary's at Climping) and church hall and is required for construction and operational access. The length of track will be approximately 1-1.25km with a maximum road width during construction of 10m, reduced in width to 4m post-construction to match the existing track off Ford Lane. The open space and existing access opposite the church and church hall is excluded from the LCA, nonetheless this area of townscape is part of the SC10: Lower Arun Valley CLC and is of Medium-high townscape value and High susceptibility due to its historic, tranquil character and amenity space with mature trees in grassland. This small area close to the church and church hall therefore has a locally **High** sensitivity to temporary construction access. Some tree removal and pruning may be required to allow for access and visibility splays and this is will further adversely affect the local townscape character and elements (trees) in this location. Access will be required for the duration of the construction phase relating to the construction of the onshore cable corridor (up to 3.5 years). The magnitude of change will be **Medium** affecting a small geographical area of townscape character in the local vicinity of the temporary construction and operational access route, church, church hall and amenity space.

The remaining part of temporary construction and operational access 3 is routed through a mix of pasture and arable fields along an existing track as far as the River Arun. Some further tree removal and or coppicing / pruning may be required to allow for access, but this is unlikely to significantly affect the landscape character or elements (trees and hedges) and the magnitude of change will be **Low** affecting a small geographical area of landscape character in the local vicinity of the access route.

Level of effect:	Minor / Negligible and Not Significant with some localised areas of significant effects due to access requirements at Church Lane (Moderate and Significant) and Ford Lane (Major / Moderate and Significant).
Type of effect:	Short-term duration (temporary), direct and adverse.

	<p>Operation and maintenance (Year 1) phase:</p> <p><u>Operational accesses 1 and 1a-b:</u> the temporary construction access will be reinstated with access required for ongoing light operational access reduced to the original working width of the bylaw at Bread Lane. Trees lost to construction for access reasons will be replanted where possible, but evidence of the construction works will remain in terms of lost roadside trees and pruning. The effect on the landscape character and key characteristics will be Negligible, affecting a small geographical area in the local vicinity of the operational access.</p> <p><u>Temporary construction access 2:</u> the temporary construction access will be reinstated with access required for ongoing light operational access reduced to 4m. Trees lost to construction for access reasons will be replanted where possible, but evidence of the construction works will remain in terms of lost roadside trees and pruning. The effect on the landscape character and key characteristics will be Low, affecting a small geographical area in the local vicinity of the operational access.</p> <p><u>Operational access 3:</u> ongoing light operational access will be required and part of the track will be reinstated to a reduced width of 4m. Trees lost to construction for access reasons will be replanted where possible, but evidence of the construction works will remain in terms of lost trees and pruning. The effect on the landscape character and key characteristics will be Medium-low, affecting a small geographical area.</p> <table border="1" data-bbox="450 815 2087 951"> <tr> <td data-bbox="450 815 817 900">Level of effect:</td> <td data-bbox="817 815 2087 900">Minor / Negligible and Not Significant with one localised area Moderate and Significant</td> </tr> <tr> <td data-bbox="450 900 817 951">Type of effect:</td> <td data-bbox="817 900 2087 951">Permanent (subject to tree growth), direct and adverse.</td> </tr> </table>	Level of effect:	Minor / Negligible and Not Significant with one localised area Moderate and Significant	Type of effect:	Permanent (subject to tree growth), direct and adverse.
Level of effect:	Minor / Negligible and Not Significant with one localised area Moderate and Significant				
Type of effect:	Permanent (subject to tree growth), direct and adverse.				
Limitations / assumptions	<ol style="list-style-type: none"> 1. The assessment assumes the onshore cable corridor is aligned along the eastern section of the onshore part of the PEIR Assessment Boundary and does not deviate into western areas reserved for temporary construction and operational access. 2. It has been assumed that roadside vegetation on either side of Ferry Road and the A259 will be included in the HDD trenchless crossing (between RDX-01 and RDX-02). 3. It has been assumed that hedgerows / shrubs will be replanted at crossing points DTX-03 and 04 in accordance with commitment C-115 (Appendix 4.1, Volume 4) and that any trees lost to provide temporary construction access will be reinstated with new planting where possible post-construction. 4. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending the arboriculture survey and further design maturity and update to the description of the onshore elements of the Proposed Development. 				

	5. The assessment has assumed that the need for permanent operational access will entail the reinstatement of grass verges and reduced road width to 4m in-keeping with the rural character of the LCA.	
Overall assessment	Construction phase: Collectively the construction works involving the onshore cable corridor, HDD construction compound and three separate temporary construction and operational accesses spread across the eastern half of the Lower Arun Valley Floor LCA, south of the River Arun will lead to a large scale of development, continuing for the full three year construction phase relating to construction of the onshore cable corridor and affecting a larger geographical area of the LCA. Successive layers of vegetation and the flat topography will limit the extent of visible influence of the construction works on the landscape character and key characteristics and overall the magnitude of change on the LCA will be Medium to low and not significant with localised small geographical areas of Medium to high magnitude of change affecting localised parts of the LCA (approximately <500m) and landscape elements (trees) at the access off Ford Lane.	
	Level of effect:	Minor and Not Significant with localised areas of significant effects close to the onshore cable corridor and due to access requirements at Church Lane, Horsemere Green (Moderate and Significant) and Ford Lane, Ford (Major / Moderate and Significant).
	Type of effect:	Short-term duration (temporary), direct and adverse.
	Operation and maintenance (Year 1) phase: The effect on the landscape character and key characteristics overall will be Negligible with one localised area Moderate and Significant effect occurring at Ford Lane.	
Whole Proposed Development effects	The offshore elements of the Proposed Development including the WTGs and offshore substations as well as a shallow draught vessel during the construction phase will be visible to the south from parts of the LCA and the effects are assessed in detail in Chapter 16, Volume 2 . The assessment in Chapter 16, Volume 2 concludes that the magnitude of change will be <i>low to negligible</i> , and the level of effect will be Minor to Minor / Negligible and Not Significant . The whole Proposed Development effects will therefore range from Major / Moderate to Moderate and Significant (due to the onshore elements of the Proposed Development) to Minor and Negligible and Not Significant .	

Cumulative effects assessment	<p>The onshore elements of the Proposed Development will be experienced cumulatively with the ongoing works to the sea defences at Climping Beach (visible in the foreground of Viewpoint A) in from the southern part of the LCA and already accounted for in this assessment as part of the existing baseline.</p> <p>West of River Arun temporary construction compound will occur partly opposite consented housing development (CM/1/17/OUT) on Church Lane and the north of the A259. Whilst there will be no change to the magnitude of change and level of effect (Moderate and Significant). If these developments occur concurrently, there will be a cumulative increase in the geographical extent of landscape affected by construction activity and cumulatively extending between the River Arun on the edge of Littlehampton and the western edge of Horsemere Green. The cumulative extent of this development will be significant. A consented concrete batching plant (CM/56/19/PL) in the Rutherford Industrial Estate however, will have no effect on the overall LCA, appearing as part of the existing Industrial Estate.</p> <p>The Hampton Quay application for riverside, four-storey housing development and moorings (LU/238/20/OUT) will potentially add to the cumulative construction activity within this LCA assuming it is consented, and the construction phases align. Collectively the level of construction activity in different locations but experienced sequentially will lead to a Medium overall magnitude of change and a Minor / Moderate overall effect that will not be significant. However localised small geographical areas of Medium-high magnitude of change will directly affect localised parts of the LCA in respect of the Hampton Quay application along the River Arun and at the access off Ford Lane (Major / Moderate and Significant).</p>
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Middle Arun Valley Floor LCA No. 34

Figures: 19.4a-b, 19.5bi, and 19.9b-c, Volume 3	Viewpoints: C (Figure 19.27), C1 (Figure 19.28), D (Figure 19.29) and R (Figure 19.53), Volume 3				
LCA hierarchy	<table border="1"> <tr> <td data-bbox="448 1145 1142 1193">National Character Area:</td> <td data-bbox="1142 1145 2096 1193">NCA 126: South Coast Plain</td> </tr> <tr> <td data-bbox="448 1193 1142 1241">County Character Area:</td> <td data-bbox="1142 1193 2096 1241">SC10: Lower Arun Valley LCA</td> </tr> </table>	National Character Area:	NCA 126: South Coast Plain	County Character Area:	SC10: Lower Arun Valley LCA
National Character Area:	NCA 126: South Coast Plain				
County Character Area:	SC10: Lower Arun Valley LCA				
Designation:	None				
Character description	This LCA overlaps with the mid and north eastern parts of the wider SC10: Lower Arun Valley and comprises extensive drained floodplain pastures along the River Arun. Some stretches of the tidal river are contained by high banks engineered to control flooding. The area is influenced by urban development at Littlehampton including				

	<p>wharves, jetties, moorings, and a golf course. Elsewhere there are large open arable fields. There are views to Arundel and Arundel Castle from within the area. Sensitivities at the regional level include unsympathetic reprofiling and changes to riverbanks and associated drainage.</p> <p>The key characteristics at a local scale are described in the Arun Landscape Study (Arun District Council, 2006):</p> <p><u>Key Characteristics:</u></p> <ul style="list-style-type: none"> • <i>“Open valley floor, predominately pasture with occasional arable fields.</i> • <i>Exposed with wide-open views, including north to Arundel.</i> • <i>Centred on the River Arun and contains a network of railway lines.</i> • <i>Minor recreational uses adjacent to Ford.”</i> <p>The most relevant features relating to the onshore cable corridor are the open pasture fields which tend to be contained by ditches rather than hedgerows and the area generally is un-wooded.</p> <p><u>Landscape elements:</u> There are trees and hedgerows along some field boundaries within this part of the onshore cable corridor, as well as field drainage / watercourses along the mainly pasture field boundaries.</p>
<p>Assessment of sensitivity</p>	<p><u>Landscape value:</u></p> <p>The overall value of this landscape is stated as ‘Substantial’ in the Arun Landscape Study (2006). This relates to a cumulative value ascribed to moderate to high scenic beauty, setting to Arundel and proximity the SDNP. In terms of designation alone however, the LCA is not designated at a national or local level.</p> <p>The landscape is not rare or particularly scenic, being intensively grazed with flat open fields that are interspersed by broken tree belts and occasional hedgerows. The River Arun is contained by engineered bunds and the associated drainage ditches are not scenically valued. However, the proximity of this landscape to Arundel Castle and the South Downs to the north affords higher levels of landscape quality in terms of the areas local sense of place and representativeness. Opportunities to experience the landscape result from its heritage and recreational attributes. The area includes a number of recreational routes (River Arundel footpath and local footpaths), campsites and sailing / marinas.</p> <p>The landscape value is therefore assessed as Medium.</p> <p><u>Landscape susceptibility:</u></p> <p>The Arun Landscape Study (Arun District Council, 2006, para. 5.2.2) ascribes an inherently ‘Major’ level of landscape susceptibility due to its <i>“Intact pastoral landscape, provides setting to Arundel and separation to Littlehampton, low lying floodplain.”</i> Considering the nature of the onshore elements of the Proposed Development, in this case their short-term and temporary duration, the landscape susceptibility to this type of</p>

	<p>development is lower. This is due to the flat topography which limits wider views and the lower sensitivity of grassland and occasional crops within the fields which will quickly recover from the construction works. Permanent pasture will be more sensitive than arable fields which are subject to regular cultivation. Woodland is not a characteristic of the valley flood plain and the treebelts and occasional hedgerows tend to be sparse and or broken indicating that the landscape elements have a reduced susceptibility to this form of development. Collectively these characteristics indicate a higher level of resilience and reduced susceptibility to the construction and operation of the onshore elements of the Proposed Development. The susceptibility of the landscape is assessed as Low.</p>		
Sensitivity	Medium-low	Landscape value:	Medium
		Landscape susceptibility:	Low
Magnitude of change			
Onshore cable corridor River Arun to Broomhurst Farm on the edge of the LCA	<p>Construction phase: Figures 19.5bi and 19.9b-c, Volume 3 show the onshore cable corridor (approximately 2.5km in length) within the Middle Arun Valley Floor LCA crossing up to 10 arable fields and passing through up to three vegetated field boundaries (the rest being open ditches) before reaching Broomhurst Farm on the northern edge of the LCA, close to the SDNP. The onshore cable corridor will be approximately 50m wide, comprising perimeter stock fencing, open cut cable installation with internal haul road, associated construction machinery and soil storage as indicated in Graphic 4.19, Chapter 4, Volume 2.</p> <p>Two HDD construction compounds (approximately 50m x 75m) will be located just beyond the north western edge of Littlehampton. The first of these is in an open arable field close to KP2.6 and to the north of the trenchless crossing between the River Arun and the Chichester – Littlehampton railway line (RVX-01 and RLX-01); and the second in an open pasture field close to KP3.5 to the south of the trenchless crossing (RLX-02) beneath the Chichester – Worthing railway line. These HDD construction compounds will be used for material / equipment storage, some welfare facilities and HDD activities.</p> <p>Construction activity along the onshore cable corridor will be transient and of short duration (up to 3.5 years) with progressive backfill and reinstatement as works on the onshore cable corridor are completed along the route. The scale and geographical extent of these construction activities will be Medium-high when experienced locally to the construction works (within the same field unit or approximately 250m) or when viewing along the onshore cable corridor, reducing to Medium-low or less on the wider LCA where the onshore cable corridor will appear partly or wholly screened by successive layers of vegetation and accommodated within the wider scale of the flat,</p>		

	<p>open fields, close to the eastern edge of the LCA which is influenced by development at Littlehampton and Lyminster. Visibility will be limited to <1km by successive roadside and field boundary vegetation as illustrated in the Viewpoints C1, D and R (Figure 19.28, 19.29 and 19.53, Volume 3).</p> <p>Between the River Arun and the Chichester – Littlehampton railway line the onshore cable corridor will be subject to HDD trenchless crossing as illustrated in Figure 19.27, Volume 3 (Viewpoint C) and there will be no effect on the landscape.</p> <p>The onshore cable corridor construction works will affect approximately three vegetation field boundaries (DTX06-7 and DTX09) that include mature trees / short sections of treebelt and broken / scrubby hedgerows of lower landscape value and condition. Although the loss of trees will be permanent this will not affect the key landscape characteristics or patterns of the LCA and it is assumed that the scenic and amenity value of the trees is unremarkable. For these reasons, the magnitude of change likely to affect the landscape character, key characteristics and elements will range from Medium-high (in respect of landscape elements and LCA close (within the same field unit) to the onshore cable corridor) to Medium-low.</p>
<p>Level of effect:</p>	<p>Onshore cable corridor and HDD construction compound – Moderate and Not Significant to Moderate / Minor and Not Significant</p>
<p>Type of effect:</p>	<p>Short-term duration (temporary), direct and adverse.</p>
	<p>Operation and maintenance (Year 1) phase:</p> <p>The onshore cable corridor and associated HDD construction compound will all be reinstated with no lasting effects on the mainly pasture and occasional arable fields and field boundaries. The loss of mature trees will however be permanent although partly mitigated by replacement planting of hedgerow / shrubs within the onshore cable corridor. Consequently, there will be a Negligible to Zero magnitude of change on landscape character, key characteristics and landscape elements.</p>
<p>Level of effect:</p>	<p>Onshore cable corridor and temporary HDD construction compound – Negligible and Not Significant</p>
<p>Type of effect:</p>	<p>Permanent and neutral.</p>
<p>Temporary construction and operational accesses (4, 4a-b, 5, and 5a-b)</p>	<p>Construction phase:</p> <p><u>Temporary construction and operational accesses 4 and 4a:</u> Located at existing access points off the A259 to the north and south of the Chichester – Littlehampton railway line (RLX-01) and continuing along existing farm tracks through pasture fields to the onshore cable corridor in order to provide construction and operational access (Access 4) and light construction access (Access 4a). The access tracks will be increased to 10m width with</p>

	<p>crushed aggregate. It is assumed that some light tree pruning will be required to maintain existing visibility splays at each access point. Access will be required for the duration of the construction phase relating to the construction of the onshore cable corridor (up to 3.5 years). The magnitude of change will be Low affecting a small geographical area of landscape character in the local vicinity of the respective access.</p> <p><u>Operational accesses 4b, 5a and 5b:</u> Would be limited to operational use with no effect on the landscape during the construction phase.</p> <p><u>Temporary construction and operational access 5:</u> Will be located off the A284 to the north of Brookside Caravan Park, continuing west through an arable field to the onshore cable corridor in order to provide construction and operational access. The access track will be 10m width and require the removal of a roadside hedge to allow for access and visibility splays. It is assumed that existing mature trees on the northern boundary of Brookside Caravan Park will be unaffected. The magnitude of change will be Low affecting a small geographical area of landscape character in the local vicinity of the access, although the loss of the hedgerow will be permanent.</p>		
	<table border="1"> <tr> <td data-bbox="461 699 815 738">Level of effect:</td> <td data-bbox="815 699 2074 738">Minor / Negligible and Not Significant</td> </tr> </table>	Level of effect:	Minor / Negligible and Not Significant
Level of effect:	Minor / Negligible and Not Significant		
	<table border="1"> <tr> <td data-bbox="461 746 815 826">Type of effect:</td> <td data-bbox="815 746 2074 826">Short-term duration (temporary), direct and adverse with some permanent effects at temporary construction and operational access 5.</td> </tr> </table>	Type of effect:	Short-term duration (temporary), direct and adverse with some permanent effects at temporary construction and operational access 5.
Type of effect:	Short-term duration (temporary), direct and adverse with some permanent effects at temporary construction and operational access 5.		
	<p>Operation and maintenance (Year 1) phase:</p> <p><u>Temporary construction and operational accesses 4, 4a and 5:</u> the access tracks will be reduced to the original width or 4m with verges reinstated to pasture. The magnitude of change will be Negligible-Zero, affecting a small geographical area in the local vicinity of the access route.</p> <p><u>Operational accesses 4b, 5a and 5b:</u> The operational use of the existing accesses will have no effect on the landscape.</p>		
	<table border="1"> <tr> <td data-bbox="461 1078 815 1118">Level of effect:</td> <td data-bbox="815 1078 2074 1118">Negligible and Not Significant</td> </tr> </table>	Level of effect:	Negligible and Not Significant
Level of effect:	Negligible and Not Significant		
	<table border="1"> <tr> <td data-bbox="461 1126 815 1166">Type of effect:</td> <td data-bbox="815 1126 2074 1166">Permanent, direct and neutral.</td> </tr> </table>	Type of effect:	Permanent, direct and neutral.
Type of effect:	Permanent, direct and neutral.		
Limitations / assumptions	<p>1. It has been assumed that hedgerows / shrubs will be replanted at crossing points DTX-06-7 and DTX09 in accordance with commitment C-115 (Appendix 4.1, Volume 4) and that any trees / hedgerows lost to provide temporary access will be replanted where possible post-construction and / or coppiced vegetation allowed to re-grow.</p>		

	<p>2. It has been assumed that operational access (4a and 5a-b) will not require increasing to 10m width and that existing mature trees on the northern boundary of Brookside Caravan Park (temporary construction and operational accesses 5) will be unaffected.</p> <p>3. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending the arboriculture survey and further design maturity and update to the description of the onshore elements of the Proposed Development.</p> <p>4. The assessment has assumed that the need for permanent operational access will entail the reinstatement of grass verges and reduced road width to 4m in-keeping with the rural character of the LCA.</p>	
Overall assessment	<p>Construction phase: Collectively the construction works involving the onshore cable corridor, two HDD construction compounds and six separate access locations spread across the north and eastern half of the Middle Arun Valley Floor LCA, will constitute localised areas of medium to small scale, transient development, spread across a larger geographical extent of the LCA, affecting landscape elements and characteristics of low sensitivity along the eastern edge of the LCA which is influenced by development at Littlehampton and Lyminster. Successive layers of vegetation and the flat topography will limit the extent of visible influence of the construction works on the landscape character and overall the magnitude of change on the LCA will be Medium and the level of effect will be Moderate / Minor and not Significant.</p>	
	<p>Level of effect:</p>	<p>Moderate / Minor and Not Significant</p>
	<p>Type of effect:</p>	<p>Short-term duration (temporary), direct and adverse.</p>
	<p>Operation and maintenance (Year 1) phase: The effect on the landscape character and elements overall will be Negligible and Not Significant.</p>	
Whole Proposed Development effects	<p>The offshore elements of the Proposed Development including the WTGs and offshore substations as well as a shallow draught vessel during the construction phase will be visible to the south from parts of the LCA and the effects are assessed in detail in Chapter 16, Volume 2. The assessment in Chapter 16, Volume 2 concludes that the magnitude of change will be <i>low to negligible</i>, and the level of effect will be Minor to Minor / Negligible and Not Significant.</p> <p>The whole Proposed Development effects will therefore range from Moderate / Minor to Minor / Negligible and Significant.</p>	

Cumulative effects assessment	Other cumulative development is remote from this section of the onshore elements of the Proposed Development. The nearest cumulative development at Hampton Quay (application for four-storey, riverside, housing development and moorings LU/238/20/OUT) and further residential development at Littlehampton (LU/347/14/RES) will not add to the cumulative effects of the onshore elements of the Proposed Development, appearing as part of the wider urban character of Littlehampton to the east of the LCA. Therefore, there will be no cumulative effects.
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Littlehampton Arun Valley Sides LCA No. 38

Figures: 19.4a-b, 19.5bi, and 19.9b, Volume 3		Viewpoint C1 (Figure 19.28), Volume 3
LCA hierarchy	National Character Area:	NCA 126: South Coast Plain
	County Character Area:	SC10: Lower Arun Valley LCA
Designation:	None	
Character description	<p>This LCA is located on the eastern, urban edge of the wider SC10: Lower Arun Valley and is largely covered by recent housing development at Court Wick Park on the north western edge of Littlehampton. The remaining landscape components consist of arable and pasture fields fringing the housing development and associated with Brook Barn Farm. Beyond this the area is bounded by railway lines associated with Arundel Junction and there is a solar farm to the north, both within the neighbouring Middle Arun Valley Floor LCA (No. 34).</p> <p>The key characteristics at a local scale are described in the Arun Landscape Study (Arun District Council, 2006):</p> <p>Key Characteristics:</p> <ul style="list-style-type: none"> • <i>“Mainly large scale arable fields.</i> • <i>Urban influence from Littlehampton and Wick to the east.</i> • <i>Contained by boundary vegetation to the west.</i> • <i>Adjacent to Middle Arun Valley Floor.”</i> <p>The most relevant characteristic relating to the onshore cable corridor is the urban influence of recent housing development on the edge of Littlehampton. This has dramatically altered the LCA taking up the majority of this area since the Arun Landscape Study (2006) and increasing the urban influence on the eastern edge of the LCA.</p>	

	<u>Landscape elements:</u> comprise arable crops and grassland with some treebelts along field boundaries and farm tracks and some trees along the railway line.		
Assessment of sensitivity	<p><u>Landscape value:</u> The overall value of this landscape is stated as 'Slight' in the Arun Landscape Study (2006). This relates to a cumulative value ascribed to the areas limited scenic beauty, in combination with proximity to the locally valued Arun Valley. In terms of designation alone however, the LCA is not designated at a national or local level.</p> <p>The landscape is not rare or particularly scenic, being intensively farmed and now comprises the urban fringe of Littlehampton. The recent housing development views across this landscape which is likely to be highly valued by local residents, but there are no recreational facilities or footpaths.</p> <p>The landscape value is assessed as Medium to low.</p> <p><u>Landscape susceptibility:</u> The Arun Landscape Study (Arun District Council, 2006, para. 5.2.2) ascribes an inherently 'Substantial' level of landscape susceptibility because it "...contributes to separation between Arundel and Littlehampton." This characteristic no longer applies as much of the LCA has been developed. The nature of the onshore elements of the Proposed Development during the construction phase will be short-term and temporary and are most likely to be screened by existing treebelts with occasional views of the onshore cable corridor possible as illustrated by Viewpoint C1 (Figure 19.28, Volume 3). These factors combined with the changing character of the landuse and landcover pattern of the arable fields which regularly encompass crop rotation and the movement of agricultural machinery indicate a reduced susceptibility. In addition, the influence of urban elements in the LCA increase the sense of a built environment with increased traffic movement and linear infrastructure. Permanent pasture will be more sensitive than arable fields which are subject to regular cultivation. Collectively these characteristics promote a higher level of resilience and reduced susceptibility to the nature of the onshore elements of the Proposed Development.</p> <p>The susceptibility of the landscape is assessed as Low.</p>		
Sensitivity	Low	Landscape value:	Medium to low
		Landscape susceptibility:	Low
Magnitude of change			
Onshore cable corridor	Construction phase: The onshore cable corridor is routed just beyond the edge of the LCA in the adjacent Middle Arun Valley Floor LCA (No. 34). Part of the onshore cable corridor includes an enlarged area to allow for alternative HDD location		

River Arun to Broomhurst Farm on the edge of the LCA	<p>for the trenchless crossing (RLX-02) beneath the Chichester – Worthing railway line and a HDD construction compound (used for material / equipment storage, some welfare facilities and HDD activities) may be located in this area.</p> <p>Construction activity along the onshore cable corridor will be transient and of short-term duration (up to 3.5 years) with progressive backfill and reinstatement as works on the onshore cable corridor are completed along the route. The scale and geographical extent of these construction activities will be Medium-high when experienced locally to the construction works (within the same field unit as illustrated by Viewpoint C1 (Figure 19.28, Volume 3)) reducing to Low on the wider LCA (>500m) and in most cases where the onshore cable corridor will appear partly or wholly screened by successive layers of vegetation and accommodated within the wider scale of the flat, open fields, close to the eastern edge of the LCA which is influenced by development at Littlehampton.</p> <p>The onshore cable corridor construction works will not affect trees or other landscape elements of higher sensitivity.</p>	
Level of effect:	Onshore cable corridor and HDD construction compound – Moderate / Minor to Negligible and Not Significant	
Type of effect:	Short-term duration (temporary), direct and adverse.	
<p>Operation and maintenance (Year 1) phase:</p> <p>The onshore cable corridor and associated HDD construction compound will all be reinstated with no lasting effects on the mainly pasture and occasional arable fields and field boundaries. Consequently, there will be no effect on the LCA.</p>		
Level of effect:	N/A	
Type of effect:	N/A	
Temporary construction and operational accesses (4, 4a-b)	<p>Construction phase:</p> <p><u>Temporary construction and operational access 4:</u> Located at an existing access off the A259 to the north of the Chichester – Littlehampton railway line (RLX-01) and continuing along an existing farm track through pasture fields to the onshore cable corridor in order to provide construction and operational access (temporary construction and operational access 4). The access tracks will be increased to 10m width with crushed aggregate. It is assumed that some light tree pruning will be required to maintain existing visibility splays and that access will be required for the duration of the construction phase relating to the construction of the onshore cable corridor (up</p>	

	<p>to 3.5 years). The magnitude of change will be Low affecting a small geographical area of landscape character in the local vicinity of the temporary construction and operational access.</p> <p><u>Operational access 4b</u>: Would be limited to operational use with no effect on the landscape during the construction phase.</p>
Level of effect:	Negligible and Not Significant
Type of effect:	Short-term duration (temporary), direct and adverse.
	<p>Operation and maintenance (Year 1) phase:</p> <p><u>Temporary construction and operational access 4</u>: the access track will be reduced to the original width or 4m with verges reinstated to pasture. The magnitude of change will be Negligible-zero, affecting a small geographical area in the local vicinity of the access.</p> <p><u>Operational access 4b</u>: The operational use of the existing accesses will have no effect on the landscape.</p>
Level of effect:	Negligible and Not Significant
Type of effect:	Permanent, direct and neutral.
Limitations / assumptions	<p>1. The assessment has assumed that the need for permanent operational access will entail the reinstatement of grass verges and reduced road width to 4m in-keeping with the rural character of the LCA.</p>
Whole Proposed Development effects	<p>The offshore elements of the Proposed Development including the WTGs and offshore substations during the construction phase will be visible to the south from parts of the LCA and the effects are assessed in detail in Chapter 16, Volume 2. The assessment in Chapter 16, Volume 2 concludes that the magnitude of change will be <i>low to negligible</i>, and the level of effect will be Minor to Minor / Negligible and Not Significant. The whole Proposed Development effects will therefore range from Moderate / Minor to Negligible and Significant.</p>
Cumulative effects assessment	<p>Other cumulative development is remote from this section of the onshore elements of the Proposed Development. The nearest cumulative development at Hampton Quay (application for four-storey, riverside, housing development and moorings LU/238/20/OUT) and further residential development at Littlehampton (LU/347/14/ RES) will not be particularly visible from this area and will not add to the cumulative effects of the onshore elements of the Proposed Development. Therefore, there will be no cumulative effects.</p>

Littlehampton Northern Fringe LCA No. 39

Figures: 19.4a-b, 19.5bi, and 19.9b, Volume 3		Viewpoints: None	
LCA hierarchy	National Character Area:	NCA 126: South Coast Plain	
	County Character Area:	Urban Area SC10: Lower Arun Valley LCA within West Sussex SC11: Littlehampton and Worthing Fringes LCA within West Sussex	
Designation:	None		
Character description	<p>Although this LCA is mainly located within the 'Urban Area', it shares some characteristics with the adjoining SC10: Lower Arun Valley LCA to the west and SC11: Littlehampton and Worthing Fringes LCA to the east. The LCA comprises a relatively low-lying, flat landscape with frequent urban fringe influences of horse paddocks, nurseries, housing, light industry, and busy minor and major roads. Sensitivities include urban development pressures.</p> <p>The key characteristics at a local scale are described in the Arun Landscape Study (Arun District Council, 2006):</p> <p><u>Key Characteristics:</u></p> <ul style="list-style-type: none"> • <i>"Includes glass houses.</i> • <i>Abuts Littlehampton to the south and Angmering to the east.</i> • <i>Strong urban influence from Littlehampton.</i> • <i>Bounded in the south by busy A259 road and Black Ditch Rife to the north."</i> <p><u>Landscape elements:</u> There will be no effects on any landscape elements within this LCA.</p>		
Assessment of sensitivity	<p><u>Landscape value:</u> The overall value of this landscape is assessed as Low due to the urban / urban fringe landuse influences and no landscape designation.</p> <p><u>Landscape susceptibility:</u> Due to the urban / urban fringe landuse influences and the nature of the onshore elements of the Proposed Development the susceptibility of the landscape is assessed as Low.</p>		
Sensitivity	Low	Landscape value:	Low
		Landscape susceptibility:	Low

Magnitude of change

Onshore cable corridor	Construction phase: The onshore cable corridor is routed approximately 500m beyond the edge of the LCA in the adjacent Middle Arun Valley Floor LCA (No. 34). No part of the onshore cable corridor is located in this LCA and theoretical visibility will be largely screened by a range of urban development including nurseries and the Brookside Caravan Park. The magnitude of change on the LCA is likely to be Negligible-Zero appearing as smaller scale features in the background landscape theoretical visibility from small geographical areas of the LCA.	
	Level of effect:	Onshore cable corridor – Negligible and Not Significant
	Type of effect:	Short-term duration (temporary), direct and neutral.
	Operation and maintenance (Year 1) phase: The onshore cable corridor will all be reinstated and there will be no effect on the LCA.	
Whole Proposed Development effects	The offshore elements of the Proposed Development including the WTGs and offshore substations during the construction phase will be visible to the south from parts of the LCA and the effects are assessed in detail in Chapter 16, Volume 2 . The assessment in Chapter 16, Volume 2 concludes that the magnitude of change will be <i>low to negligible</i> , and the level of effect will be Minor to Minor / Negligible and Not Significant . The whole Proposed Development effects will therefore be Minor to Minor / Negligible and Significant due to the offshore elements of the Proposed Development.	
Cumulative effects assessment	Other cumulative development is remote from this section of the onshore elements of the Proposed Development. The nearest cumulative development at Hampton Quay (application for four-storey, riverside, housing development and moorings LU/238/20/OUT) and further residential development at Littlehampton (LU/347/14/RES) will not be particularly visible from this area and will not add to the cumulative effects of the onshore elements of the Proposed Development. Therefore, there will be no cumulative effects.	

Black Ditch Rife LCA No. 41

Figures: 19.4a-b, 19.5bi, and 19.9b, Volume 3		Viewpoints: None
LCA hierarchy	National Character Area:	NCA 126: South Coast Plain
	County Character Area:	SC11: Littlehampton & Worthing Fringes

Designation:	None		
Character description	<p>This LCA is located within the wider SC11: Littlehampton and Worthing Fringes and comprises a relatively low-lying, flat open landscape of open fields and small paddocks, with frequent urban fringe influences from the adjacent northern edge of Littlehampton to the south. Elements include arable and market gardening, meandering rife and straight drainage ditches, and clusters of windblown trees. There are long views to the South Downs. Sensitivities include urban development pressures, new field divisions and changes to field boundary types, loss of tree and hedgerow cover and planting of hedge and tree boundaries with unsympathetic exotic species such as Leyland Cypress. The key characteristics at a local scale are described in the Arun Landscape Study (Arun District Council, 2006):</p> <p><u>Key characteristics:</u></p> <ul style="list-style-type: none"> • “Shallow, minor valley associated with Black Ditch. • Tall, dense vegetation along ditches limits views towards Littlehampton” <p><u>Landscape elements:</u> There will be no effects on any landscape elements within this LCA.</p>		
Assessment of sensitivity	<p><u>Landscape value:</u> The overall value of this landscape is assessed as Medium to low as it is not designated at a national or local level. The landscape is not rare or particularly scenic, being intensively farmed and influenced by the urban fringe of Littlehampton.</p> <p><u>Landscape susceptibility:</u> The nature of the onshore elements of the Proposed Development during the construction phase will be indirect, short-term and temporary and are most likely to be screened by existing vegetation treebelts with occasional views of the onshore cable corridor possible as illustrated by Viewpoint C1 (Figure 19.28, Volume 3). These factors combined with the influence of urban elements increase the sense of a built environment. Collectively these characteristics indicate a higher level of resilience and reduced susceptibility to the nature of the onshore elements of the Proposed Development.</p> <p>The susceptibility of the landscape is assessed as Low.</p>		
Sensitivity	Medium-low	Landscape value:	Medium to low
		Landscape susceptibility:	Low
Magnitude of change			

Onshore cable corridor and temporary construction and operational access 5	<p>Construction phase:</p> <p>The onshore cable corridor is routed approximately 750m beyond the edge of the LCA in the adjacent Middle Arun Valley Floor LCA (No. 34). No part of the onshore cable corridor is located in this LCA and theoretical visibility will be largely screened by intervening layers of trees and hedgerows. The magnitude of change on the LCA is likely to be Negligible-zero appearing, where visible as smaller scale features in the background landscape theoretical visibility from small geographical areas of the LCA.</p> <p>Temporary construction and operational access 5 is located just beyond the western edge of the LCA and will require the removal of a roadside hedge to allow for access and visibility splays. It is assumed that existing mature trees on the northern boundary of Brookside Caravan Park will be unaffected. The magnitude of change will be Negligible- zero affecting a small geographical area of landscape character in the local vicinity of the access, although the loss of the hedgerow will be permanent.</p>
Level of effect:	Negligible and Not Significant
Type of effect:	Short-term duration (temporary), direct and neutral.
Whole Proposed Development effects	<p>Operation and maintenance (Year 1) phase:</p> <p>The onshore cable corridor will all be reinstated and hedgerows cut back or removed for temporary construction and operational access 5 will be reinstated or retained and there will be no effect on the LCA.</p> <p>The offshore elements of the Proposed Development including the WTGs and offshore substations during the construction phase will be visible to the south from parts of the LCA and the effects are assessed in detail in Chapter 16, Volume 2. The assessment in Chapter 16, Volume 2 concludes that the effect will be Negligible and Not Significant.</p> <p>The whole Proposed Development effect will therefore be Negligible and Not Significant.</p>
Cumulative effects assessment	<p>Other cumulative development is remote from this section of the onshore elements of the Proposed Development. The nearest cumulative development at Littlehampton (LU/347/14/ RES) will not be particularly visible from this area and will not add to the cumulative effects of the onshore elements of the Proposed Development. Therefore, there will be no cumulative effects.</p>

Lyminster Arun Valley Sides LCA No. 37

Figures: 19.4a-b, 19.5bi, and 19.9d, Volume 3

Viewpoints: None

LCA hierarchy	National Character Area:	NCA 126: South Coast Plain
	County Character Type:	LW5: Southern Low Weald
Designation:	None	
Character description	<p>This LCA is located in the western edge of LW5: Southern Low Weald (with some of the southern and north-western fringes, not directly affected by the onshore cable corridor located within SC10 and SC11). The area comprises a relatively low-lying, gently undulating clay landscape, drained by shallow stream valleys. It is characterised by an intricate pattern of small pastures, enclosed by hedgerows and shaws which contrasts in places with a broader, open, homogenous arable landscape with some large fields. Immediately outside the main settlements, landscape is rural and peaceful. Sensitivities at the regional level include removal of hedgerows and loss of individual specimen hedgerow and field trees. The key characteristics at a local scale are described in the Arun Landscape Study (Arun District Council, 2006):</p> <p><u>Key characteristics:</u></p> <ul style="list-style-type: none"> • “Predominately pasture with areas of parkland to the east of the busy Lyminster Road. • Abuts Lyminster to the south and pockets of rural settlement on other sides.” <p><u>Landscape elements:</u> The most relevant features relating to the onshore cable corridor are the areas of pasture and specimen hedgerow and field trees.</p>	
Assessment of sensitivity	<p><u>Landscape value:</u></p> <p>The overall value of this landscape is stated as ‘Moderate’ in the Arun Landscape Study (Arun District Council, 2006). This relates to a cumulative value ascribed to ‘moderate’ scenic beauty, proximity to Arun Valley and Arundel and non-landscape designations. In terms of designation alone however, the LCA is not designated at a national or local level.</p> <p>The landscape is not rare but the small scale pastoral fields interspersed by mature trees and parkland are of local scenic value, although the busy A284 and A27 roads add movement and linear infrastructure which detract from its scenic value. The proximity of this landscape to the Arun Valley and the SDNP affords slightly higher levels of landscape quality in terms of the areas local sense of place and representativeness. Opportunities to experience the landscape result from the road network and recreational routes.</p> <p>The landscape value is assessed as High to Medium.</p> <p><u>Landscape susceptibility:</u></p>	

	<p>The Arun Landscape Study (Arun District Council, 2006, para. 5.2.2) ascribes an inherently ‘Substantial’ level of landscape susceptibility, with susceptible attributes including: “<i>Valley slopes to River Arun, rural and detached from major settlement, forms part of the Arundel/Littlehampton gap.</i>” Permanent pasture will be more sensitive than arable fields which are subject to regular cultivation. Some of the mature trees and areas of parkland within this LCA are of High to Medium susceptibility due to their age, key characteristic role and scenic or amenity value. Considering the nature of the onshore elements of the Proposed Development, in this case their short-term and temporary duration and limited size and scale the landscape susceptibility to this type of development is lower. This is due to the landuse and screening effects of treebelts and hedgerows. Collectively these characteristics indicate a reduced susceptibility to the onshore elements of the Proposed Development.</p> <p>The susceptibility of the landscape is assessed as Low with some mature trees and areas of parkland within this LCA are of High to Medium susceptibility.</p>		
Sensitivity	Medium (High to Medium for landscape elements specimen trees / treebelts)	Landscape value:	High to Medium
		Landscape susceptibility:	Low

Magnitude of change

Onshore cable corridor and temporary construction and operational accesses 6 and 5b	<p>Construction phase:</p> <p>The onshore cable corridor is routed to the south and east of Broomhurst Farm, on the edge of the LCA, northeast through open pasture fields towards the A284, north of the Broomhurst Cottages on the edge of the LCA. The onshore cable corridor will pass through at least one mature tree although it is assumed that roadside vegetation on either side of the A284 will be included in the HDD trenchless crossing (RDX-03). An HDD construction compound (used for material / equipment storage, some welfare facilities and HDD activities) will be located to the west of the A284 in an open pasture field and there will be a trenchless crossing of the A284.</p> <p>Construction activity along the onshore cable corridor will be transient and of short-term in duration (up to 3.5 years) with progressive backfill and reinstatement as works on the onshore cable corridor are completed along the route. The removal of an individual mature tree (part of a key characteristic) will not affect the LCA overall, but incremental tree loss is a concern for this LCA. The magnitude of change likely to affect the landscape character, key characteristics and elements will range from Medium-high close to (within the same field unit <250-500m) construction works reducing to Medium-low overall.</p> <p><u>Temporary construction and operational access 6:</u> Located off the A284 to the north of Broomhurst Lodge will cut through a roadside hedge and cross an open pasture field to provide construction and operational access (temporary construction and operational access 4). The access tracks will be increased to 10m width with crushed</p>
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	<p>aggregate, contrasting with the smaller scale nature of the road corridor. The magnitude of change will be Medium affecting a small geographical area of landscape character in the local vicinity of the access.</p> <p><u>Operational access 5b</u>: Would be limited to operational use with no effect on the landscape during the construction phase.</p> <p>For these reasons, the magnitude of change likely to affect the landscape character, key characteristics and elements will range from Medium-high (in respect of the LCA close (within the same field unit) to the onshore cable corridor / within the same field unit, the HDD construction compound and temporary construction and operational access 6) to Medium-low.</p>
<p>Level of effect:</p>	<p>Onshore cable corridor, temporary construction and operational accesses and HDD construction compound – Moderate to Minor and Not Significant</p> <p>With some Moderate and Significant effects in relation to small areas of the LCA close to the onshore cable corridor.</p>
<p>Type of effect:</p>	<p>Short-term duration (temporary with some permanent effects), direct and adverse.</p>
	<p>Operation and maintenance (Year 1) phase:</p> <p>The onshore cable corridor and associated HDD construction compound will all be reinstated with no lasting effects on the pasture fields and there will be a Negligible to Zero magnitude of change on landscape character and key characteristics.</p> <p><u>Temporary construction and operational access 6</u>: the access track will be reduced to 4m with verges reinstated to pasture. The magnitude of change will be Low, affecting a small geographical area in the local vicinity of the access route.</p> <p><u>Operational access 5b</u>: The operational use of the existing access will have no effect on the landscape.</p>
<p>Level of effect:</p>	<p>Onshore cable corridor, access and HDD construction compound – Minor / Negligible and Not Significant</p> <p>Temporary construction and operational access 6 – Minor and Not Significant</p>
<p>Type of effect:</p>	<p>Permanent, direct and adverse in respect of temporary construction and operational access 6.</p>
<p>Limitations / assumptions</p>	<p>1. The assessment has assumed that the need for permanent operational access will entail the reinstatement of grass verges and reduced road width to 4m in-keeping with the rural character of the LCA.</p>

	<ol style="list-style-type: none"> 2. It has been assumed that hedgerows will be replanted in accordance with commitment C-115 (Appendix 4.1, Volume 4) and that any trees / hedgerows lost to provide temporary construction access will be replanted where possible post-construction and / or coppiced vegetation allowed to re-grow. 3. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending the arboriculture survey and further design maturity and update to the description of the onshore elements of the Proposed Development. 4. It has been assumed that roadside vegetation on either side of the A284 will be included in the HDD trenchless crossing (RDX-03).
Whole Proposed Development effects	<p>The offshore elements of the Proposed Development including the WTGs and offshore substations during the construction phase will be visible to the south from parts of the LCA and the effects are assessed in detail in Chapter 16, Volume 2. The assessment in Chapter 16, Volume 2 concludes that the effect will be Negligible and Not Significant.</p> <p>The whole Proposed Development effect will therefore be Minor to Negligible and Not Significant.</p>
Cumulative effects assessment	<p>The proposed A27 Arundel Bypass project will cross this LCA approximately 100m to the north and north of the existing hotel complex. Whether the proposed A27 Bypass project occurs sequentially or concurrently, there will be a High magnitude of change and a Moderate and Significant cumulative effect.</p>

2.3 Edge of South Downs National Park

- 2.3.1 There are two onshore cable corridor route options (Warningcamp B and Warningcamp C) that transition into the SDNP, crossing the A27 at two alternative locations in the vicinity of Crossbush. The effects of each of these onshore cable corridor route options on the landscape character, characteristics and elements are assessed in **Table 2-3** and **Table 2-4**. A summary of the effects on landscape character is provided in **Table 2-1**.

Table 2-3 Onshore cable corridor route option: Warningcamp B – Effects on Landscape Character

Lyminster Angmering Coastal Plain LCA No. 40	
Figures: 19.4a-b, 19.5bi, and 19.9d, Volume 3	
Viewpoints: None	
LCA hierarchy	National Character Area:
	County Character Type:
Designation:	None
Character description	<p>This LCA overlaps with the county character area boundaries of LW5: Southern Low Weald in the north (within which the onshore cable corridor is routed) and SC11: Littlehampton and Worthing Fringes in the south (not directly affected). The LCA comprises a relatively low-lying, gently undulating clay landscape, drained by shallow stream valleys. It is characterised by an intricate pattern of small pastures, enclosed by hedgerows and shaws which contrasts in places with a broader, open, homogenous arable landscape with some large fields. Immediately outside the main settlements, landscape is rural and peaceful. Sensitivities at the regional level include removal of hedgerows and loss of individual specimen hedgerow and field trees. The key characteristics at a local scale are described in the Arun Landscape Study (Arun District Council, 2006):</p> <p><u>Key characteristics:</u></p> <ul style="list-style-type: none"> • “Consists almost entirely of open arable fields. • Boundary vegetation provides enclosure. • Surrounds Poling. • Bounded by busy A27 to the north. • Middle distance views of Downs. • Rural landscape.” <p><u>Landscape elements:</u> The most relevant features relating to the onshore cable corridor are the areas of pasture and specimen hedgerow and field trees.</p>
Assessment of sensitivity	<u>Landscape value:</u>

The overall value of this landscape is stated as 'Substantial' in the Arun Landscape Study (2006). This relates to a cumulative value ascribed to 'moderate' scenic beauty, in combination with proximity to / setting of the SDNP as well as ancient woodland and other non-landscape designations. In terms of landscape designation alone however, the LCA is not designated at a national or local level.

The landscape is not rare, comprising arable fields interspersed by tree belts and hedgerows with some large-scale agricultural buildings and the busy A27 road along the northern boundary both of which detract from the scenic / amenity value. However, the proximity of this landscape to the South Downs affords slightly higher levels of landscape quality in terms of the areas local sense of place and representativeness. Opportunities to experience the landscape result from its heritage and recreational attributes. The area includes a number of recreational routes (local footpaths), and the remains of a priory.

The landscape value is assessed as **High to Medium**.

Landscape susceptibility:

The Arun Landscape Study (Around District Council, 2006, para. 5.2.2) ascribes an inherently 'Substantial' level of landscape susceptibility, with susceptible attributes including: "*Rural upper coastal plain adjacent to AONB [now the SDNP], detached from existing settlement, relatively high ecological and heritage value.*" Some of the mature trees within this LCA are of Medium susceptibility due to their age, landscape role (screening the A27) and scenic or amenity value. Permanent pasture will be more sensitive than arable fields which are subject to regular cultivation. Considering the nature of the onshore elements of the Proposed Development, in this case their short-term and temporary duration and limited size and scale the landscape susceptibility to this type of development is lower. This is due to the limited duration of the construction works, the changing nature of arable fields and the screening effects of treebelts and hedgerows that contain the open fields preventing wider views of construction activity. Collectively these characteristics indicate greater resilience and reduced susceptibility to the onshore elements of the Proposed Development.

The susceptibility of the landscape is assessed as **Low** with some mature trees of **High to Medium** susceptibility.

Sensitivity	Medium (High to Medium for landscape elements specimen trees / treebelts)	Landscape value:	High to Medium
		Landscape susceptibility:	Low

Magnitude of change

Onshore cable corridor route option: Warningcamp B and temporary construction access 7 and operational accesses 7 and 6a

Construction phase:

The onshore cable corridor (Warningcamp B) is routed to the east of the A284 and south of the A27 and crosses one arable field before making a trenchless crossing of the A27 (RDX-04) to the north of Calceto Farm. It is assumed that roadside vegetation on either side of the A27 will be included in the HDD trenchless crossing (RDX-04). An HDD construction compound (used for material / equipment storage, some welfare facilities and HDD activities) will be located to the south of the A27 in the arable field which is relatively well screened by existing treebelts associated with the A284 and A27 to the west and north with further tree screening along Calceto Lane to the south. (It is assumed that roadside vegetation on either side of the A284 and the A27 will be included in the HDD trenchless crossing (RDX-03 and RDX-04). Construction activity along the onshore cable corridor will be transient and of short-term in duration (up to 3.5 years) with progressive backfill and reinstatement as works on the onshore cable corridor are completed along the route. Close (within the same field unit or >250m) to the construction activity the magnitude of change will be **Medium-high**, reducing to **Medium-low** overall (<500m).

Temporary construction and operational access 7: Located off the A284 to the north of Calceto Lane will cut through a short roadside hedge / scrub and cross an open pasture field to provide temporary construction and operational access. The access tracks will be 10m wide with crushed aggregate and the magnitude of change will be **Medium-low** affecting a small geographical area of landscape character in the local vicinity of the access route.

Operational access 6a: Would be limited to operational use of Calceto Lane with **no effect** on the landscape during the construction phase.

For these reasons, the magnitude of change likely to affect the landscape character, key characteristics and elements will range from **Medium-high** (in respect of the LCA close to (within the same field unit) the onshore cable corridor and the HDD construction compound) to **Medium-low** (temporary construction and operational access 7).

Level of effect:

Onshore cable corridor, temporary construction and operational accesses and HDD construction compound – **Moderate to Minor and Not Significant**
With some **Moderate** and **Significant** effects in relation to small areas of the LCA close (within the same field unit) to the onshore cable corridor.

Type of effect:

Short-term duration (temporary with some permanent effects), direct and adverse.

	<p>Operation and maintenance (Year 1) phase: The onshore cable corridor and associated HDD construction compound will all be reinstated with no lasting effects on the arable fields and there will be a Negligible to Zero magnitude of change on landscape character and key characteristics.</p> <p><u>Operational access 6:</u> the access track will be reduced to 4m with verges reinstated. The magnitude of change will be Low, affecting a small geographical area in the local vicinity of the access route.</p> <p><u>Operational access 5b:</u> The operational use of the existing access will have no effect on the landscape.</p> <table border="1" data-bbox="555 520 2085 647"> <tr> <td data-bbox="555 520 976 647">Level of effect:</td> <td data-bbox="976 520 2085 647">Onshore cable corridor, operational access and HDD construction compound – Minor / Negligible and Not Significant Operational access 6 – Minor and Not Significant</td> </tr> <tr> <td data-bbox="555 647 976 699">Type of effect:</td> <td data-bbox="976 647 2085 699">Permanent, direct and adverse in respect of operational access 6.</td> </tr> </table>	Level of effect:	Onshore cable corridor, operational access and HDD construction compound – Minor / Negligible and Not Significant Operational access 6 – Minor and Not Significant	Type of effect:	Permanent, direct and adverse in respect of operational access 6.
Level of effect:	Onshore cable corridor, operational access and HDD construction compound – Minor / Negligible and Not Significant Operational access 6 – Minor and Not Significant				
Type of effect:	Permanent, direct and adverse in respect of operational access 6.				
Limitations / assumptions	<ol style="list-style-type: none"> 1. The assessment has assumed that the need for permanent operational access will entail the reinstatement of grass verges and reduced road width to 4m in-keeping with the rural character of the LCA. 2. It has been assumed that hedgerows will be replanted in accordance with commitment C-115 (Appendix 4.1, Volume 4) and that any trees / hedgerows lost to provide temporary construction access will be replanted where possible post-construction and / or coppiced vegetation allowed to re-grow. 3. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending the arboriculture survey and further design maturity and update to the description of the onshore elements of the Proposed Development. 4. It has been assumed that roadside vegetation on either side of the A284 and the A27 will be included in the HDD trenchless crossing (RDX-03). 				
Whole Proposed Development effects	<p>The offshore elements of the Proposed Development including the WTGs and offshore substations during the construction phase will be visible to the south from parts of the LCA and the effects are assessed in detail in Chapter 16, Volume 2. The assessment in Chapter 16, Volume 2 concludes that the effect will be Negligible and Not Significant.</p> <p>The whole Proposed Development effects will therefore be Moderate and Significant (due to the onshore elements of the Proposed Development) to Negligible and Not Significant.</p>				

Cumulative effects assessment	The proposed A27 Arundel Bypass project will be located approximately 400m to the northeast of this LCA, north of the existing hotel complex. Whether the proposed A27 Arundel Bypass occurred sequentially or concurrently, there will be a Medium-high magnitude of change and a Moderate and Significant cumulative effect.
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Crossbush Arun Valley Sides LCA No. 36

Figures: 19.4a-b, 19.5bi, and 19.9d, Volume 3		Viewpoints: None
LCA hierarchy	National Character Area:	NCA 125: South Downs NCA 126: South Coastal Plain
	County Character Unit:	SC12: Angmering Upper Coastal Plain LCA within West Sussex SC10: Lower Arun Valley LCA within West Sussex G: Major Chalk Valley Sides
Designation:	South Downs National Park	
Character description	<p>Only a fragment of this LCA remains outside the SDNP and the majority of this area has been overlapped and superseded by the R1 South Downs Upper Coastal Plain which is described in the most recent <i>South Downs National Park Landscape Character Assessment</i> (South Downs National Park, 2020). The remaining fragment of this LCA is mostly occupied by the A27 dual carriageway and roundabout near Crossbush. The route of the A27 at this point forms the boundary to the SDNP and the area marks the transition between the open lower Coastal Plain to the south and the wooded downs to the north. Some characteristic small-sized pastures enclosed by woods / treebelts and hedgerows are present alongside the A27. Sensitivities at the regional level include a loss of undeveloped rural character; extent and diversity of woodland cover; and loss of rural quality of recreational routes through inappropriate development. The key characteristics at a local scale are described in the Arun Landscape Study (Arun District Council, 2006):</p> <p><u>Key characteristics:</u></p> <ul style="list-style-type: none"> • “Predominantly pasture and parkland with some arable land. 	

	<ul style="list-style-type: none"> • <i>Bounded by busy A27 to the south, abuts Arun Valley to the west.</i> • <i>Views contained by boundary vegetation and woodland, but some open views of Arundel and Arun Valley from western side of character area.</i> • <i>Situated on own raised topography.”</i> <p><u>Landscape elements:</u> Pasture fields, treebelts, trees and hedgerows along field and A27 road boundaries.</p>		
Assessment of sensitivity	<p><u>Landscape value:</u> The LCA is on or adjacent to the SDNP boundary and as such the landscape value is assessed as High.</p> <p><u>Landscape susceptibility:</u> The landscape elements and characteristics of the LCA at this location are fundamentally associated with and influenced by the busy A27 road corridor. This transport corridor landscape has a Low susceptibility to the onshore elements of the Proposed Development due to its developed and highly managed form. The landscape elements of pasture fields, treebelts, mature trees and hedgerows however will have a High to Medium susceptibility, reflecting the sensitivities attached to these elements in the LCA description as well as their age, landscape role (screening the A27) and scenic or amenity value.</p>		
Sensitivity	Medium (High to Medium for landscape elements specimen trees / treebelts)	Landscape value:	High
		Landscape susceptibility:	Low (High to Medium for landscape elements)
Magnitude of change			
Onshore cable Corridor route option: Warningcamp B	<p>Construction phase: The onshore cable corridor (Warningcamp B) is routed through this LCA as a trenchless crossing of the A27 (RDX-04) to the north of Calceto Farm. It is assumed that roadside vegetation on either side of the A27 will be included in the HDD trenchless crossing (RDX-04). Due to the retention of roadside trees, views of the onshore cable corridor construction activity and associated HDD construction compound in adjacent fields and landscape character areas will be largely screened and the indirect effects on this LCA will be Negligible–Zero.</p>		
	Level of effect:	Onshore cable corridor and HDD construction compound – Minor / Negligible and Not Significant	

	Type of effect:	Short-term duration (temporary), indirect and adverse.
	Operation and maintenance (Year 1) phase:	The onshore cable corridor and associated HDD construction compound will all be reinstated with no effect on the LCA either directly or indirectly.
Limitations / assumptions		<ol style="list-style-type: none"> 1. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending the arboriculture survey and further design maturity and update of the description of the onshore elements of the Proposed Development. 2. It has been assumed that roadside vegetation on either side of the A27 will be included in the HDD trenchless crossing (RDX-04).
Whole Proposed Development effects		<p>The offshore elements of the Proposed Development including the WTGs and offshore substations during the construction phase will be visible to the south from parts of the LCA and the effects are assessed in detail in Chapter 16, Volume 2. The assessment in Chapter 16, Volume 2 concludes that the effect will be Minor to Minor / Negligible and Not Significant (SC10) and Negligible and Not Significant (SC12 and G).</p> <p>The whole Proposed Development effects will therefore be Minor to Minor / Negligible and Not Significant.</p>
Cumulative effects assessment		The proposed A27 Arundel Bypass project will be located approximately 400m to the west of this LCA, beyond the roundabout. Whether the proposed A27 Arundel Bypass occurred sequentially or concurrently, there will be a Medium magnitude of change and a Moderate and Significant cumulative effect.

South Downs Upper Coastal Plain R1

Figures: 19.4a-b, 19.5bi, and 19.9d, Volume 3		Viewpoints: S4 (Figure 19.56, Volume 3)
LCA hierarchy	National Character Area:	NCA 125: South Downs
	County Character Type:	LCT R: Upper Coastal Plain
Designation:	South Downs National Park	
Character description	This LCA is located just within the southern boundary of the SDNP forming part of the Upper Coastal Plain, it is a transitional landscape between the chalk downs and the flat lower coastal plain and the River Arun	

Valley. The LCA is underlain predominantly by upper chalk forming a smooth, gently undulating topography. The area is drained by a series of streams running southwards. Most of the LCA within the LVIA study area is woodland and mixed woodland, but there is also a strong network of hedgerows and hedgerow trees, mostly oaks alongside a mixture of field sizes and shapes supporting a mixture of predominantly pasture (chalk grassland) and some arable. The unwooded landscape is well settled (Crossbush and a series of farms) and is rich in historic features.

The key characteristics at a local scale are described in the South Downs Landscape Character Assessment (LCA) (South Downs National Park, 2020):

Key characteristics:

- *“The northern edge of the low lying, undulating, fertile strip of land between the dipslope of the South Downs and the sea.*
- *The underlying geology (upper chalk) is masked by drift deposits of ‘Head’ (weathered and broken up material) at the foot of the dipslope which gives rise to stony fertile soils.*
- *The outlying chalk ridge at Highdown Hill is a distinctive feature and is separated from the chalk dipslope to the north by a narrow clay vale.*
- *Drains, ponds and streams around Ashling, including the source of the Bosham Stream, and designed ponds at Ashling Park, provide important ecological features in the local context.*
- *Mixture of field sizes and shapes supporting a mixture of pasture and arable – vast fields between East Lavant and Halnaker are reminiscent of the medieval open field landscape that formerly existed here.*
- *A strong network of hedgerows, hedgerow oaks and small woodlands create structure – woodlands form important visual and ecological links with the wooded downs to the north. Extensive woodland cover in the east creates a distinctive dark horizon in views from the A27.*
- *The clay vale between the chalk dipslope in the north and the outlying chalk ridge at Highdown Hill was probably assarted from the late Saxon period onwards, producing the irregular patchwork of early enclosures still visible around Ecclesden Farm (east of Angmering). Blocks of recent enclosure mark areas of former common e.g. at Slindon.*
- *Nucleated historic villages e.g. Funtington, West Ashling, East Ashling, Mid Lavant, and East Lavant, are located along the foot of the dipslope. Characteristic building materials include flint and brick.*

	<ul style="list-style-type: none"> • <i>Registered Park and Garden at Highdown and other historic parklands at Ashling, Goodwood, Slindon and Binsted, contribute landscape features such as avenues, parkland trees, and woodland.</i> • <i>A wealth of archaeological features indicating the long history of the landscape, including the Bronze Age and Iron Age earthworks at Highdown Hill and the series of Iron Age linear boundaries defining an area of high status settlement on the outskirts of Chichester at 'Devil's Ditch'.</i> • <i>Crossed by narrow rural roads, many of which continue up the dip slope of the chalk onto the chalk downs.</i> • <i>Sand and gravel pits indicate the economic value of the underlying drift deposits.</i> • <i>Views over the coastal plain and towards the sea from Highdown Hill.”</i> <p><u>Landscape elements:</u> Sensitivities at the regional level include the strong network of hedgerows, hedgerow oaks and small woodlands; early field enclosure patterns which could be vulnerable to field amalgamation; parkland trees and woodland associated with historic parklands; and the rural character of unmarked roads which could be vulnerable to ‘improvement’.</p>			
Assessment of sensitivity	<p><u>Landscape value:</u> The LCA is located within the SDNP which is noted for its high scenic value. Opportunities to experience the landscape result from its heritage and recreational attributes which consist of a number of recreational routes including an extensive network of local footpaths, historic buildings, settlements and rural roads. The landscape value is assessed as High.</p> <p><u>Landscape susceptibility:</u> The land use and land cover pattern of established hedgerows and mature woodland are indicators of increased susceptibility to change and areas of permanent pasture will also be vulnerable to disturbance, although less so than hedgerows, trees and woodland. Although the onshore elements of the Proposed Development are short-term and linear the predominant landscape characteristics indicate high levels of susceptibility (mature trees and woodland cover) reducing to medium to high in the areas of small pasture fields. The susceptibility of the landscape is assessed as Medium-high.</p>			
Sensitivity	<table border="1"> <tr> <td data-bbox="551 1353 1346 1401">High</td> <td data-bbox="1346 1353 1731 1401">Landscape value:</td> <td data-bbox="1731 1353 2087 1401">High</td> </tr> </table>	High	Landscape value:	High
High	Landscape value:	High		

		Landscape susceptibility:	Medium-high
Magnitude of change			
Onshore cable corridor route option: Warningcamp B	Construction phase: The onshore cable corridor (Warningcamp B) is routed through this LCA as a trenchless crossing of the A27 and Crossbush Lane (RDX-04 to RDX-05) east of Crossbush. It is assumed that roadside vegetation on either side of the A27 and Crossbush Lane will be included in the HDD trenchless crossing (RDX-04 to RDX-05). Due to the retention of roadside trees and hedges, localised views of the onshore cable corridor construction in adjacent fields to the north of this LCA will be largely screened. As a whole the volume of trees and woodland screening will also act to reduce indirect landscape effects on the LCA and the magnitude of change will be Negligible-Zero affecting a small geographical areas >250m of the onshore cable corridor.		
	Level of effect:	Onshore cable corridor and HDD construction compound – Minor and Not Significant	
	Type of effect:	Short-term duration (temporary), indirect and adverse.	
	Operation and maintenance (Year 1) phase: The onshore cable corridor in adjacent fields will all be reinstated with no effect on the LCA either directly or indirectly.		
Limitations / assumptions	<ol style="list-style-type: none"> 1. Assessments related to landscape elements and in particular tree/vegetation loss are estimated pending the arboriculture survey and further design maturity and update to the description of the onshore elements of the Proposed Development. 2. It has been assumed that roadside vegetation on either side of the A27 and Crossbush Lane will be included in the HDD trenchless crossing (RDX-04 to RDX-05). 		
Whole Proposed Development effects	<p>The offshore elements of the Proposed Development including the WTGs and offshore substations during the construction phase will be visible to the south from parts of the LCA and the effects are assessed in detail in Chapter 16, Volume 2. The assessment in Chapter 16, Volume 2 concludes that the effect will be Moderate to Moderate / Minor and Not Significant.</p> <p>The whole Proposed Development effects will therefore be Moderate to Moderate / Minor and Not Significant (due to the offshore elements of the Proposed Development).</p>		

Cumulative effects assessment	The proposed A27 Arundel Bypass project will be located approximately 400m to the southwest of this LCA, beyond the roundabout. Whether the proposed A27 Arundel Bypass occurred sequentially or concurrently, there will be a Medium magnitude of change and a Major / Moderate and Significant cumulative effect.
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Arun Valley Sides G4

Figures: 19.4a-b, 19.5bi, and 19.9d, Volume 3		Viewpoint S3 (Figure 19.55), Volume 3
LCA hierarchy	National Character Area:	NCA 125: South Downs
	County Character Type:	LCT G: Major Chalk Valley Sides
Designation:	South Downs National Park	
Character description	<p>This LCA is located within the wider LCT G: Major Chalk Valley Sides and forms the sides of the deep U-shaped valleys that cut through the Chalk beds of the South Downs, in this case the River Arun Valley. The sides are of varying steepness and often indented by dry valleys with elevated views across the flat valley floodplain. The slopes support a mix of pasture and chalk grassland, scrub and areas of woodland. Historically used as a link to the sea, the slopes often feature rural roads, minor lanes and tracks. Sensitivities include valley sides and occasional steep chalk cliffs that are vulnerable to quarrying operations as well as the rural road network that is vulnerable to heavy traffic and road upgrades and 'improvement'. The key characteristics at a local scale are described in the South Downs Landscape Character Assessment (LCA) (South Downs National Park, 2020):</p> <p><u>Key characteristics:</u></p> <ul style="list-style-type: none"> • <i>“Valley sides carved from chalk, relatively steep along their whole length, and deeply indented by a system of dry valleys.</i> • <i>Disused chalk quarries above Amberley, relating to the production of lime in the 19th century, are now recognised for their biodiversity interest and are designated as a LWS.</i> • <i>Pasture, chalk grassland and woodland occupy steeper slopes, for example at Peppering Down, Warningcamp Hill and New Down, and Coombe Wood – these are important for biodiversity and often provide open public access.</i> 	

- *The eastern valley side is composed of large-scale arable fields while the western valley side, by comparison, consists largely of surviving early enclosures of late medieval date, reflecting the histories of land use and ownership.*
- *Arundel Park, a major 18th century landscape park, has a major influence on the wooded character of the western valley sides.*
- *The valley sides contain a fragmented road network of narrow rural lanes which often end in dead ends.*
- *A string of villages are located along the lower valley sides e.g. Houghton, North Stoke, South Stoke, Offham, Burpham, Wepham, surrounded by fields enclosed in the later medieval period.*
- *Includes the northern outskirts of the town of Arundel, a former port on the Arun. Arundel Castle is a particularly distinctive landmark standing at a commanding position at the southern end of the Arun valley.*
- *The limited road network ensures the valley sides provide a tranquil, rural setting to the River Arun and its floodplain.'*

Landscape elements:

Landscape elements of note include remnant areas of chalk grassland on steeper slopes, deciduous woodlands and network of hedgerows (north of Crossbush Lane) pastoral fields, flint wall (southeast boundary of Batworthpark House) access track, field edge grass and scrub vegetation, and mature field trees (near Clay Lane).

Assessment of sensitivity

Landscape value:

The LCA is located within the SDNP which is noted for its high scenic value. Opportunities to experience the landscape result from its heritage and recreational attributes which consist of a number of recreational routes including an extensive network of local footpaths, historic buildings, settlements and rural roads.

The landscape value is assessed as **High**.

Landscape susceptibility:

The landuse and landcover pattern of established hedgerows and mature woodland are indicators of increased susceptibility to change and areas of permanent pasture will also be vulnerable to disturbance, although less so than hedgerows, trees and woodland. Although the onshore elements of the Proposed Development are short term and linear, the predominant landscape characteristics indicate high levels of

	susceptibility (mature trees, network of rural roads, important hedgerows and some heritage features) reducing to medium to high in the areas of small pasture fields and hedgerows. The susceptibility of the landscape is assessed as Medium to High .		
Sensitivity	High	Landscape value:	High
		Landscape susceptibility:	Medium to High
Magnitude of change			
Onshore cable corridor route option: Warningcamp B	<p>Construction phase: The onshore cable corridor (Warningcamp B) is routed to the north of Crossbush Lane through a series of small pasture fields, before turning east upon reaching the flint wall on the southeast boundary of Batworthpark House and continuing northeast through a further series of small pasture fields and associated hedgerow boundaries before joining the main onshore cable corridor in a large arable field (north of road crossing RDX-04a).</p> <p>The onshore cable corridor will cross 5 hedgerows (open cut) each of which will be replanted on completion and up to four clumps or individual mature trees which will not be replanted on completion. The assessment assumes a 'worst case' in respect of trees and hedgerows although in reality it may be possible to avoid losing some mature trees due to micro-siting of the onshore cable corridor.</p> <p><u>Temporary construction access 7a and temporary construction and operational access 8a:</u> Located off Crossbush Lane will cross roadside field boundary to provide temporary light construction access (7a) and temporary construction and operational access (8a). The temporary construction and operational access tracks will be 10m wide with crushed aggregate and the magnitude of change will be Medium-low affecting a small geographical area of landscape character in the local vicinity of the temporary construction and operational access route.</p> <p><u>Operational accesses 8f and 8g:</u> Would be limited to operational use of Clay Lane with no effect on the landscape during the construction phase.</p> <p>Construction activity along the onshore cable corridor will be transient and of short-term in duration (up to 3.5 years) with progressive backfill and reinstatement as works on the onshore cable corridor are completed along the route. Close to (within the same field unit >250m) the construction activity the magnitude of change will be Medium-high and direct effects such as the onshore cable trench excavation and vegetation and flint wall removal will be visible. This will reduce to Negligible-Zero within the wider</p>		

	area (<500m) resulting in a Minor and Not Significant effect as successive layers of vegetation act to screen wider landscape effects.	
	Level of effect:	Onshore cable corridor – Moderate and Not Significant With some Major and Significant effects in relation to small geographical areas (field units) of the LCA and particular landscape elements close (within the same field unit) to the onshore cable corridor.
	Type of effect:	Short-term duration (temporary with some permanent effects), direct and adverse.
	Operation and maintenance (Year 1) phase: The onshore cable corridor will be reinstated and hedgerows / flint walls and other field boundaries replanted / rebuilt and there will be a Medium-low magnitude of change on the pattern of landscape elements notwithstanding the loss of some individual trees. Hedgerows will be replanted but not established by Year 1 and temporary construction accesses and verges will be reinstated to a reduced road width of 4m in-keeping with the rural character of the LCA. Overall, there will be no effect on the wider LCA.	
	Level of effect:	Onshore cable corridor – Moderate and Not Significant With some Moderate and Significant effects in relation to small geographical areas (field units) of the LCA and particular landscape elements hedgerows, until these are established.
	Type of effect:	Permanent, direct and adverse reducing to neutral as hedgerows become re-established.
Limitations / assumptions	<ol style="list-style-type: none"> 1. The assessment has assumed that the need for permanent operational access will entail the reinstatement of grass verges and reduced road width to 4m in-keeping with the rural character of the LCA. 2. It has been assumed that hedgerows will be replanted in accordance with commitment C-115 (Appendix 4.1, Volume 4) and that any trees / hedgerows lost to provide temporary construction access will be replanted where possible post-construction and / or coppiced vegetation allowed to re-grow. 	

	3. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending the arboriculture survey and further design maturity and update to the description of the onshore elements of the Proposed Development.
Whole Proposed Development effects	The offshore elements of the Proposed Development including the WTGs and offshore substations during the construction phase will be visible to the south from parts of the LCA and the effects are assessed in detail in Chapter 16, Volume 2 . The assessment in Chapter 16, Volume 2 concludes that the effect will be Negligible and Not Significant . The whole Proposed Development effects will therefore be Moderate and Significant (due to the onshore elements of the Proposed Development) to Negligible and Not Significant .
Cumulative effects assessment	The proposed A27 Arundel Bypass project will be located approximately 400m to the southwest of this LCA, north of the existing hotel complex. Whether the proposed A27 Arundel Bypass occurred sequentially or concurrently, there will be a Low to Negligible-zero magnitude of change and a Moderate to Minor and Not Significant cumulative effect due to the high levels of intervening screening.

Table 2-4 Onshore cable corridor route option: Warningcamp C – Effects on Landscape Character

Lyminster Angmering Coastal Plain LCA No. 40		
Figures: 19.4a-b, 19.5bi, and 19.9d, Volume 3		Viewpoints: None
LCA hierarchy	National Character Area:	NCA 126: South Coast Plain
	County Character Type:	LW5: Southern Low Weald
Designation:	None	
Character description	This LCA overlaps with the county character boundaries of LW5: Southern Low Weald in the north (within which the onshore cable corridor is routed) and SC11: Littlehampton and Worthing Fringes in the south (not directly affected). The LCA comprises a relatively low-lying, gently undulating clay landscape, drained by shallow stream valleys. It is characterised by an intricate pattern of small pastures, enclosed by hedgerows and shaws which contrasts in places with a broader, open, homogenous arable landscape with some large fields. Immediately outside the main settlements, landscape is rural and peaceful. Sensitivities at the regional level include removal of hedgerows and	

	<p>loss of individual specimen hedgerow and field trees. The key characteristics at a local scale are described in the Arun Landscape Study (Arun District Council, 2006):</p> <p><u>Key characteristics:</u></p> <ul style="list-style-type: none"> • <i>“Consists almost entirely of open arable fields.</i> • <i>Boundary vegetation provides enclosure.</i> • <i>Surrounds Poling.</i> • <i>Bounded by busy A27 to the north.</i> • <i>Middle distance views of Downs.</i> • <i>Rural landscape.”</i> <p><u>Landscape elements:</u> The most relevant features relating to the onshore cable corridor are the areas of pasture and specimen hedgerow and field trees.</p>
<p>Assessment of sensitivity</p>	<p><u>Landscape value:</u></p> <p>The overall value of this landscape is stated as ‘Substantial’ in the Arun Landscape Study (Arun District Council, 2006). This relates to a cumulative value ascribed to ‘moderate’ scenic beauty, in combination with proximity to / setting of the SDNP as well as ancient woodland and other non-landscape designations. In terms of landscape designation alone however, the LCA is not designated at a national or local level.</p> <p>The landscape is not rare, comprising arable fields interspersed by tree belts and hedgerows with some large-scale agricultural buildings and the busy A27 road along the northern boundary both of which detract from the scenic / amenity value. However, the proximity of this landscape to the South Downs affords slightly higher levels of landscape quality in terms of the areas local sense of place and representativeness. Opportunities to experience the landscape result from its heritage and recreational attributes. The area includes a number of recreational routes (local footpaths), and the remains of a priory.</p> <p>The landscape value is assessed as High to Medium.</p> <p><u>Landscape susceptibility:</u></p> <p>The Arun Landscape Study (Arun District Council, 2006, para. 5.2.2) ascribes an inherently ‘Substantial’ level of landscape susceptibility, with susceptible attributes including: <i>“Rural upper coastal plain adjacent to AONB [now the SDNP], detached from existing settlement, relatively high ecological and heritage value.”</i> Some of the mature trees within this LCA are of Medium susceptibility due to their age, landscape role (screening the A27) and scenic or amenity value. Permanent pasture will be more sensitive than arable fields which are subject to regular cultivation. Considering the nature of the onshore elements of the Proposed Development, in this case their short-term and</p>

	<p>temporary duration and limited size and scale the landscape susceptibility to this type of development is lower. This is due to the limited duration of the construction works, the changing nature of arable fields and the screening effects of treebelts and hedgerows that contain the open fields preventing wider views of construction activity. Collectively these characteristics indicate greater resilience and reduced susceptibility to the onshore elements of the Proposed Development.</p> <p>The susceptibility of the landscape is assessed as Low with some mature trees of High to Medium susceptibility.</p>		
Sensitivity	Medium (High to Medium for landscape elements specimen trees / treebelts)	Landscape value:	High to Medium
		Landscape susceptibility:	Low
Magnitude of change			
Onshore cable corridor route option: Warningcamp C	<p>Construction phase:</p> <p>The onshore cable corridor (Warningcamp C) is routed to the east of the A284 and south of the A27 and crosses three arable field boundaries (including two hedgerows) before making a trenchless crossing of the A27 (RDX-04). It is assumed that roadside vegetation on either side of the A27 will be included in the HDD trenchless crossing (RDX-04). An HDD construction compound (used for material / equipment storage, some welfare facilities and HDD activities) will be located to the south of the A27 in the arable field which is relatively well screened by existing treebelts associated with the A284 and A27 to the west and north with further tree screening along Calceto Lane to the south. (It is assumed that roadside vegetation on either side of the A284 and the A27 will be included in the HDD trenchless crossing (RDX-03 and RDX-04). Construction activity along the onshore cable corridor will be transient and of short-term in duration (up to 3.5 years) with progressive backfill and reinstatement as works on the onshore cable corridor are completed along the route. Close (within the same field unit, <250m) to the construction activity the magnitude of change will be Medium-high, reducing to Medium Low overall (<500m).</p> <p><u>Temporary construction and operational access 7:</u> Located off the A284 to the north of Calceto Lane will cut through a short roadside hedge / scrub and cross an open pasture field to provide temporary construction and operational access. The access tracks will be 10m wide with crushed aggregate and the magnitude of change will be Medium-low affecting a small geographical area of landscape character in the local vicinity of the temporary construction and operational access route.</p> <p><u>Operational access 6a:</u> Will be limited to operational use of Calceto Lane with no effect on the landscape during the construction phase.</p>		

	For these reasons, the magnitude of change likely to affect the landscape character, key characteristics and elements will range from Medium-high (in respect of the LCA close to (within the same field unit) the cable corridor and the HDD construction compound) to Medium-low (Temporary construction and operational access 7).
Level of effect:	Onshore cable corridor, temporary construction accesses and HDD construction compound – Moderate to Minor and Not Significant With some Moderate and Significant effects in relation to small areas of the LCA close (within the same field unit) to the onshore cable corridor.
Type of effect:	Short-term duration (temporary with some permanent effects), direct and adverse.
	Operation and maintenance (Year 1) phase: The onshore cable corridor and associated HDD construction compound will all be reinstated with no lasting effects on the arable fields and there will be a Negligible-Zero magnitude of change on landscape character and key characteristics. Two hedgerows will be reinstated and replanted and the effects on these elements will be Low reducing further once the new planting is established. <u>Temporary construction and operational access 6:</u> The temporary construction and operational access track will be reduced to 4m with verges reinstated. The magnitude of change will be Low , affecting a small geographical area in the local vicinity of the temporary construction and operational access route. <u>Operational access 5b:</u> The operational use of the existing access will have no effect on the landscape.
Level of effect:	Onshore cable corridor, operational accesses and HDD construction compound – Minor / Negligible and Not Significant Temporary construction and operational access 6 and hedgerows – Minor and Not Significant
Type of effect:	Permanent, direct and adverse in respect of temporary construction and operational access 6.
Limitations / assumptions	<ol style="list-style-type: none"> 1. The assessment has assumed that the need for permanent operational access will entail the reinstatement of grass verges and reduced road width to 4m in-keeping with the rural character of the LCA. 2. It has been assumed that hedgerows will be replanted in accordance with commitment C-115 (Appendix 4.1, Volume 4) and that any trees / hedgerows lost to provide temporary construction access will be replanted where possible post-construction and / or coppiced vegetation allowed to re-grow.

	<p>3. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending the arboriculture survey and further design maturity and update to the description of the onshore elements of the Proposed Development.</p> <p>4. It has been assumed that roadside vegetation on either side of the A284 and the A27 will be included in the HDD trenchless crossing (RDX-03).</p>
Whole Proposed Development effects	<p>The offshore elements of the Proposed Development including the WTGs and offshore substations during the construction phase will be visible to the south from parts of the LCA and the effects are assessed in detail in Chapter 16, Volume 2. The assessment in Chapter 16, Volume 2 concludes that effect will be Negligible and Not Significant.</p> <p>The whole Proposed Development effects will therefore be Minor to Minor / Negligible and Not Significant (due to the onshore elements of the Proposed Development).</p>
Cumulative effects assessment	<p>The proposed A27 Arundel Bypass project will be located approximately 400m to the northeast of this LCA, north of the existing hotel complex. Whether the proposed A27 Arundel Bypass occurred sequentially or concurrently, there will be a Medium-high magnitude of change and a Moderate and Significant cumulative effect.</p>

South Downs Upper Coastal Plain R1

Figures: 19.4a-b, 19.5bi, and 19.9d, Volume 3		Viewpoint S4 (Figure 19.56), Volume 3
LCA hierarchy	National Character Area:	NCA 125: South Downs
	County Character Type:	LCT R: Upper Coastal Plain
Designation:	South Downs National Park	
Character description	<p>This LCA is located just within the southern boundary of the SDNP forming part of the Upper Coastal Plain, it is a transitional landscape between the chalk downs and the flat lower coastal plain and the River Arun Valley. The LCA is underlain predominantly by upper chalk forming a smooth, gently undulating topography. The area is drained by a series of streams running southwards. Most of the LCA within the LVIA study area is woodland and mixed woodland, but there is also a strong network of hedgerows and hedgerow trees, mostly oaks alongside a mixture of field sizes and shapes supporting a mixture of predominantly pasture (chalk grassland) and some arable. The unwooded landscape is well settled (Crossbush and a series of farms) and is rich in historic features.</p>	

The key characteristics at a local scale are described in the South Downs Landscape Character Assessment (LCA) (South Downs National Park, 2020):

Key characteristics:

- *“The northern edge of the low lying, undulating, fertile strip of land between the dipslope of the South Downs and the sea.*
- *The underlying geology (upper chalk) is masked by drift deposits of ‘Head’ (weathered and broken up material) at the foot of the dipslope which gives rise to stony fertile soils.*
- *The outlying chalk ridge at Highdown Hill is a distinctive feature and is separated from the chalk dipslope to the north by a narrow clay vale.*
- *Drains, ponds and streams around Ashling, including the source of the Bosham Stream, and designed ponds at Ashling Park, provide important ecological features in the local context.*
- *Mixture of field sizes and shapes supporting a mixture of pasture and arable – vast fields between East Lavant and Halnaker are reminiscent of the medieval open field landscape that formerly existed here.*
- *A strong network of hedgerows, hedgerow oaks and small woodlands create structure – woodlands form important visual and ecological links with the wooded downs to the north. Extensive woodland cover in the east creates a distinctive dark horizon in views from the A27.*
- *The clay vale between the chalk dipslope in the north and the outlying chalk ridge at Highdown Hill was probably assarted from the late Saxon period onwards, producing the irregular patchwork of early enclosures still visible around Ecclesden Farm (east of Angmering). Blocks of recent enclosure mark areas of former common e.g. at Slindon.*
- *Nucleated historic villages e.g. Funtington, West Ashling, East Ashling, Mid Lavant, and East Lavant, are located along the foot of the dipslope. Characteristic building materials include flint and brick.*
- *Registered Park and Garden at Highdown and other historic parklands at Ashling, Goodwood, Slindon and Binsted, contribute landscape features such as avenues, parkland trees, and woodland.*
- *A wealth of archaeological features indicating the long history of the landscape, including the Bronze Age and Iron Age earthworks at Highdown Hill and the series of Iron Age linear boundaries defining an area of high status settlement on the outskirts of Chichester at ‘Devil’s Ditch’.*
- *Crossed by narrow rural roads, many of which continue up the dipslope of the chalk onto the chalk downs.*
- *Sand and gravel pits indicate the economic value of the underlying drift deposits.*

	<ul style="list-style-type: none"> Views over the coastal plain and towards the sea from Highdown Hill.’ <p><u>Landscape elements:</u> Sensitivities at the regional level include the strong network of hedgerows, hedgerow oaks and small woodlands; early field enclosure patterns which could be vulnerable to field amalgamation; parkland trees and woodland associated with historic parklands; and the rural character of unmarked roads which could be vulnerable to ‘improvement’.</p>		
Assessment of sensitivity	<p><u>Landscape value:</u> The LCA is located within the SDNP which is noted for its high scenic value. Opportunities to experience the landscape result from its heritage and recreational attributes which consist of a number of recreational routes including an extensive network of local footpaths, historic buildings, settlements and rural roads. The landscape value is assessed as High.</p> <p><u>Landscape susceptibility:</u> The landuse and landcover pattern of established hedgerows and mature woodland are indicators of increased susceptibility to change and areas of permanent pasture will also be vulnerable to disturbance, although less so than hedgerows, trees and woodland. Although the onshore elements of the Proposed Development are short-term in duration and linear the predominant landscape characteristics indicate high levels of susceptibility (mature trees and woodland cover) reducing to medium to high in the areas of small pasture fields. The susceptibility of the landscape is assessed as Medium-high.</p>		
Sensitivity	High	Landscape value:	High
		Landscape susceptibility:	Medium-high
Magnitude of change			
Onshore cable corridor route option: Warningcamp C	<p>Construction phase: The onshore cable corridor (Warningcamp C) is routed through most of this LCA as a trenchless crossing of the A27 and Crossbush Lane and two further field boundaries near Crossbush Lodge (RDX-04 to RDX-05) east of Crossbush. It is assumed that roadside vegetation on either side of the A27 and Crossbush Lane and the two field boundaries will be included in the HDD trenchless crossing (RDX-04 to RDX-05). Due to the retention of roadside trees and hedges, localised views of the onshore cable corridor construction activity in adjacent fields to the north or south of this LCA will be largely screened. As a whole the volume of trees and woodland screening will also act to reduce indirect landscape effects on the LCA and the magnitude of change will be Negligible-Zero.</p>		

	<p>Continuing north the onshore cable corridor will cross one field boundary (hedgerow with mature trees) and further hedgerow with mature trees along either side of Clay Lane.</p> <p>Construction activity along the onshore cable corridor will be transient and of short-term in duration (up to 3.5 years) with progressive backfill and reinstatement as works on the onshore cable corridor are completed along the route. Close to (within the same field unit, <250m) the construction activity the magnitude of change will be Medium-high and direct effects such as the onshore cable trench excavation and vegetation removal will be visible. Further effects beyond <250m will not be significant (Negligible-Zero) due to the restriction of woodland cover and successive layers of vegetation that screen wider landscape effects.</p>
Level of effect:	<p>Onshore cable corridor – Minor and Not Significant</p> <p>With some Major and Significant effects in relation to small geographical areas of the LCA (Clay Lane) and particular landscape elements close to (within the same field unit) the onshore cable corridor.</p>
Type of effect:	Short-term duration (temporary with some permanent effects), direct and adverse.
	<p>Operation and maintenance (Year 1) phase:</p> <p>North of the trenchless HDD section, the onshore cable corridor will be reinstated and hedgerows replanted and there will be a Medium-low magnitude of change on the pattern of landscape elements notwithstanding the loss of some individual trees. Hedgerows will be replanted but not established by Year 1.</p>
Level of effect:	Moderate and Significant effects in relation to small geographical areas (Clay Lane) of the LCA until the hedgerows are re-established.
Type of effect:	Permanent, direct and adverse reducing to neutral as hedgerows become re-established.
Limitations / assumptions	<ol style="list-style-type: none"> 1. Assessments related to landscape elements and in particular tree/vegetation loss are estimated pending the arboriculture survey and further design maturity and update to the description of the onshore elements of the Proposed Development. 2. It has been assumed that roadside vegetation on either side of the A27 and Crossbush Lane and the two field boundaries will be included in the HDD trenchless crossing (RDX-04 to RDX-05).
Whole Proposed Development effects	<p>The offshore elements of the Proposed Development including the WTGs and offshore substations during the construction phase will be visible to the south from parts of the LCA and the effects are assessed in detail in Chapter 16, Volume 2. The assessment in Chapter 16, Volume 2 concludes that the effect will be Moderate to Moderate / Minor and Not Significant.</p>

	The whole Proposed Development effects will therefore be Major to Moderate and Significant (due to the onshore elements of the Proposed Development) to Moderate to Minor and Not Significant .
Cumulative effects assessment	The proposed A27 Arundel Bypass project will be located approximately 1km to the west of the onshore cable corridor and whether the proposed A27 Arundel Bypass occurred sequentially or concurrently, there will be a Negligible-zero magnitude of change and a Minor and Not Significant cumulative effect due to the high levels of intervening screening.

2.4 NCA 125: South Downs and South Downs National Park

2.4.1 The South Downs NCA is described by the Natural England (2013a, p. 3) as comprising:

“...whale-backed’ spine of chalk stretching from the Hampshire Downs in the west to the coastal cliffs of Beachy Head in East Sussex; two per cent of the coastline between Eastbourne and Seaford is recognised as Heritage Coast. The majority of the area falls within the South Downs National Park, a recognition of its natural beauty and importance for access and recreation, and allowing for local decision making processes to manage this nationally important area. Some eight per cent of the NCA is classified as urban, comprising the coastal conurbation of Brighton and Hove in the east. The South Downs NCA is an extremely diverse and complex landscape with considerable local variation representing physical, historical and economic influences; much of it has been formed and maintained by human activity, in particular in agriculture and forestry.”

2.4.2 Within the South Downs NCA the onshore elements of the Proposed Development are primarily routed across the edge of the Arun Valley Sides (G4) and the Arun to Adur Open Downs (A3) before descending the South Downs escarpment, with a trenchless crossing of the Arun to Adur Downs Scarp (I3) and crossing the Arun to Adur Scarp Footslopes (J3) on the northern edge of the SDNP.

2.4.3 **Table 2-5** details the landscape assessment and sets out the landscape effects of the onshore elements of the Proposed Development within this area.

2.4.4 Areas scoped out of the assessment within the section of the onshore cable corridor include parts and fragments of the LCAs G4 beyond the River Arun and LCAs F4, B4, R1, A3, I3 and J3 which are all beyond 1km distance and successive vegetated field boundaries such that there will be limited views of the onshore cable corridor construction works and the indirect landscape effects on these receptors will not be significant.

Table 2-5 Effects on Landscape Character within the South Downs (NCA 125)

Arun Valley Sides G4 (South of Warningcamp)		
Figures: 19.4a-b, 19.5bi, and 19.9d, Volume 3		Viewpoints: S3 (Figure 19.55) and S5 (Figure 19.57), Volume 3
LCA hierarchy	National Character Area:	NCA 125: South Downs
	County Character Type:	LCT G: Major Chalk Valley Sides
Designation:	South Downs National Park	
Character description	<p>This LCA is located within the wider LCT G: Major Chalk Valley Sides and forms the sides of the deep U-shaped valleys that cut through the Chalk beds of the South Downs, in this case the River Arun Valley. The sides are of varying steepness and often indented by dry valleys with elevated views across the flat valley floodplain. The slopes support a mix of pasture and chalk grassland, scrub and areas of woodland. Historically used as a link to the sea, the slopes often feature rural roads, minor lanes and tracks. Sensitivities include valley sides and occasional steep chalk cliffs that are vulnerable to quarrying operations as well as the rural road network that is vulnerable to heavy traffic and road upgrades and 'improvement'. The key characteristics at a local scale are described in the South Downs Landscape Character Assessment (LCA) (South Downs National Park, 2020):</p> <p><u>Key characteristics:</u></p> <ul style="list-style-type: none"> • <i>“Valley sides carved from chalk, relatively steep along their whole length, and deeply indented by a system of dry valleys.</i> • <i>Disused chalk quarries above Amberley, relating to the production of lime in the 19th century, are now recognised for their biodiversity interest and are designated as a LWS.</i> • <i>Pasture, chalk grassland and woodland occupy steeper slopes, for example at Peppering Down, Warningcamp Hill and New Down, and Coombe Wood – these are important for biodiversity and often provide open public access.</i> • <i>The eastern valley side is composed of large-scale arable fields while the western valley side, by comparison, consists largely of surviving early enclosures of late medieval date, reflecting the histories of land use and ownership.</i> • <i>Arundel Park, a major 18th century landscape park, has a major influence on the wooded character of the western valley sides.</i> 	

	<ul style="list-style-type: none"> • <i>The valley sides contain a fragmented road network of narrow rural lanes which often end in dead ends.</i> • <i>A string of villages are located along the lower valley sides e.g. Houghton, North Stoke, South Stoke, Offham, Burpham, Wepham, surrounded by fields enclosed in the later medieval period.</i> • <i>Includes the northern outskirts of the town of Arundel, a former port on the Arun. Arundel Castle is a particularly distinctive landmark standing at a commanding position at the southern end of the Arun valley.</i> • <i>The limited road network ensures the valley sides provide a tranquil, rural setting to the River Arun and its floodplain.”</i> <p><u>Landscape elements:</u> Landscape elements of note include remnant areas of chalk grassland on steeper slopes, deciduous woodlands and network of hedgerows (north of Crossbush Lane) pastoral fields, flint wall (southeast boundary of Batworthpark House) access track, field edge grass and scrub vegetation, and mature field trees (near Clay Lane).</p>		
Assessment of sensitivity	<p><u>Landscape value:</u> The LCA is located within the SDNP which is noted for its high scenic value. Opportunities to experience the landscape result from its heritage and recreational attributes which consist of a number of recreational routes including an extensive network of local footpaths, historic buildings, settlements and rural roads. The landscape value is assessed as High.</p> <p><u>Landscape susceptibility:</u> The landuse and landcover pattern of established hedgerows and mature woodland are indicators of increased susceptibility to change and areas of permanent pasture will also be vulnerable to disturbance, although less so than hedgerows, trees and woodland. Although the onshore elements of the Proposed Development are short-term in duration and linear, the predominant landscape characteristics indicate high levels of susceptibility (mature trees, network of rural roads, important hedgerows and some heritage features) reducing to medium to high in the areas of small pasture fields and hedgerows. The susceptibility of the landscape is assessed as Medium to High.</p>		
Sensitivity	High	Landscape value:	High
		Landscape susceptibility:	Medium to High
Magnitude of change			

Onshore cable corridor route option: Warningcamp C

Construction phase:

The onshore cable corridor is routed to the north from Clay Lane (at the junction of the onshore cable corridor route options Warningcamp B and C) through a series of small pasture fields, before joining the main onshore cable corridor in a large arable field (north of road crossing RDX-04a). The onshore cable corridor will cross three hedgerows (open cut) each of which will be replanted on completion and up to two clumps or individual mature trees which will not be replanted on completion. The assessment assumes a 'worst case' in respect of trees and hedgerows although in reality it may be possible to avoid losing some mature trees due to micro-siting of the onshore cable corridor.

Temporary construction access 7b and temporary construction and operational access 8b: Located off Crossbush Lane will cross roadside field boundary to provide light temporary construction access and temporary construction and operational access. The temporary construction and operational access tracks will be 10m wide with crushed aggregate and the magnitude of change will be **Medium-low** affecting a small geographical area of landscape character in the local vicinity of the temporary construction and operational access route. This localised level of effect will be Moderate and significant.

Operational accesses 8e, 8f and 8g: Would be limited to operational use of Clay Lane with **no effect** on the landscape during the construction phase.

Temporary construction and operational access 9: Located off a minor road at Warningcamp, this temporary construction access will be 10m wide, enlarging an existing farm access and / or entailing the removal of hedgerow to allow for access and visibility splays. The magnitude of change will be **Low** affecting a small geographical area of landscape character in the local vicinity of the temporary construction and operational access route.

Construction activity along the onshore cable corridor will be transient and of short-term in duration (up to 3.5 years) with progressive backfill and reinstatement as works on the onshore cable corridor are completed along the route. Close to (within the same field unit <250m) the construction activity, the magnitude of change will be **Medium-high** and direct effects such as the trench excavation and vegetation removal will be visible at the local level. This will reduce to **Medium-low** overall as successive layers of vegetation act to screen wider landscape effects.

Level of effect:

Onshore cable corridor – **Moderate and Not Significant**

With some **Major and Significant** effects in relation to small geographical areas of the LCA (>250m) and particular landscape elements close to (within the same field unit) the onshore cable corridor.

	<p>Type of effect: Short-term duration (temporary with some permanent effects), direct and adverse.</p> <p>Operation and maintenance (Year 1) phase: The onshore cable corridor will be reinstated, and hedgerow boundaries replanted resulting in a Medium-low magnitude of change on the pattern of landscape elements notwithstanding the loss of some individual trees. Hedgerows will be replanted but not established by Year 1 and accesses and verges will be reinstated to a reduced road width of 4m in-keeping with the rural character of the LCA. Overall, the magnitude of change on landscape character and key characteristics will be Low.</p> <p>Level of effect: Onshore cable corridor – Moderate and Not Significant With some Moderate and Significant effects in relation to small geographical areas (field units) of the LCA and particular landscape elements (hedgerows), until these are established.</p> <p>Type of effect: Permanent, direct and adverse reducing to neutral as hedgerows become re-established.</p>
Limitations / assumptions	<ol style="list-style-type: none"> 1. The assessment has assumed that the need for permanent operational access will entail the reinstatement of grass verges and reduced road width to 4m in-keeping with the rural character of the LCA. 2. It has been assumed that hedgerows will be replanted in accordance with commitment C-115 (Appendix 4.1, Volume 4) and that any trees / hedgerows lost to provide temporary construction access will be replanted where possible post-construction and / or coppiced vegetation allowed to re-grow. 3. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending the arboriculture survey and further design maturity and update to the description of the Proposed Development.
Whole Proposed Development effects	<p>The offshore elements of the Proposed Development including the WTGs and offshore substations during the construction phase will be visible to the south from parts of the LCA and the effects are assessed in detail in Chapter 16, Volume 2. The assessment in Chapter 16, Volume 2 concludes that the effect will be Negligible and Not Significant.</p> <p>The whole Proposed Development effects will therefore be Moderate and Significant (due to the onshore elements of the Proposed Development) to Moderate to Negligible and Not Significant.</p>
Cumulative effects assessment	<p>The proposed A27 Arundel Bypass project will be located approximately 1km to the west of the onshore cable corridor and whether the proposed A27 Arundel Bypass occurred sequentially or concurrently, there will be a Negligible-zero magnitude of change and a Minor and not Significant cumulative effect due to the high levels of intervening screening.</p>

Angmering and Clapham Wooded Estate Downland B4

Figures: 19.4a-b, 19.5bi, and 19.9d-e, Volume 3

Viewpoint S2 (Figure 19.54), Volume 3

LCA hierarchy

National Character Area:

NCA 125: South Downs

County Character Type:

LCT: B Wooded Estate Downland

Designation:

South Downs National Park

Character description

Angmering and Clapham Wooded Estate Downland is a distinctive ridge of chalk dominated by large woodland blocks and estates in the central part of the South Downs. The area supports extensive woodland including semi-natural ancient woodland, beech, mixed and commercial coniferous plantation. The woodland is interlocked with irregular shaped arable fields linked by hedgerows. Views are contained within woodland but there are some longer range views from elevated open areas. Scattered villages and farmsteads are a feature of the landscape. Sensitivities at the regional level include large areas of ancient woodland, rare yew forests, chalk grassland, chalk heath and mixed scrub. The key characteristics at a local scale are described in the South Downs Landscape Character Assessment (LCA) (South Downs National Park, 2020):

Key characteristics:

- *“Comprises a chalk dip slope, exhibiting a strong and distinctive topography of rolling hills. supporting a mosaic of parkland, woodland and mixed farmland.*
- *Slightly acidic heavy soils support large expanses of ancient woodland, including assart woodland, much of which may have originated before the medieval period, but also including ornamental plantations associated with landscape parks at Michelgrove and Angmering together with game coverts.*
- *Interwoven with the woodland is an agricultural landscape of straight-sided arable fields linked by hedgerows – fields that were largely amalgamated in the 20th century.*
- *A low density of dispersed settlement, characterised by scattered farmsteads – most of 18th-19th century origin, with some of medieval origin representing shrunken hamlets. Chalk flint is the dominant building material, often edged with red brick.*
- *Medieval villages located in the dry valleys at Patching and Clapham are surrounded by early planned enclosures.*
- *A deeply rural secluded landscape with large tracts devoid of roads and settlement.*

	<ul style="list-style-type: none"> Constantly changing views with some views across to Arundel Castle to the west and other views across the open downland to the north and the coastal plain to the south.” <p><u>Landscape elements:</u> The main landscape elements that will be affected by the onshore cable corridor are arable fields and a hedgerow (TRX-04).</p>		
Assessment of sensitivity	<p><u>Landscape value:</u> The Angmering and Clapham Wooded Estate Downland LCT is located within the SDNP which is noted for its high scenic value. Opportunities to experience the landscape result from its heritage and recreational attributes which consist of a number of recreational routes including an extensive network of local footpaths, national/long distance walking route (Monarch’s Way) and rural roads. The landscape value is assessed as High.</p> <p><u>Landscape susceptibility:</u> Susceptibility to change from the onshore elements of the Proposed Development, is influenced by their short-term and temporary duration and limited size and scale. The landcover pattern of established hedgerows, mature woodland and elevated and open arable fields are indicators of increased susceptibility to change. However, the arable fields will also be less susceptibility to change since they are regularly subject to seasonal cultivation and agricultural change. Collectively these characteristics indicate a Medium to Low level of resilience and reduced susceptibility to the nature of the onshore elements of the Proposed Development.</p>		
Sensitivity:	Medium-high	Landscape value:	High
		Landscape susceptibility:	Medium to Low
Magnitude of change			
Onshore cable corridor	<p>Construction phase: The onshore cable corridor is routed to the north from a minor road off Clay Lane through two arable fields. The onshore cable corridor will also cross one hedgerow (no trees) associated with a bridleway (open cut at TRX-04). The bridleway will also provide operational access. Construction activity along the onshore cable corridor will be transient and of short-term in duration (up to 3.5 years) with progressive backfill and reinstatement as works on the onshore cable corridor are completed along the route. Close to the construction activity (within the same field unit, <250m) the magnitude of change will be Medium-high and direct effects such as the onshore cable trench excavation and vegetation removal will be</p>		

	visible at the local level. This will reduce to Negligible-Zero overall as successive layers of vegetation screen wider landscape effects.
Level of effect:	Onshore cable corridor – Moderate and Not Significant With some Major / Moderate and Significant effects in relation to small geographical areas (field units) of the LCA.
Type of effect:	Short-term duration (temporary with some permanent effects), direct and adverse.
	Operation and maintenance (Year 1) phase: The onshore cable corridor will be reinstated, and hedgerows will be replanted but not established by Year 1 resulting in a Low magnitude of change on landscape elements. Overall, the magnitude of change on landscape character and key characteristics will be Negligible-Zero .
Level of effect:	Onshore cable corridor – Minor and Not Significant With some Moderate / Minor and Not Significant effects until the hedgerow is established.
Type of effect:	Long-term duration, direct and adverse reducing to neutral as hedgerows become re-established.
Limitations / assumptions	None.
Whole Proposed Development effects	The offshore elements of the Proposed Development including the WTGs and offshore substations during the construction phase will be visible to the south from parts of the LCA and the effects are assessed in detail in Chapter 16, Volume 2 . The assessment in Chapter 16, Volume 2 concludes that the effect will be Moderate to Moderate / Minor and Not Significant . The whole Proposed Development effects will therefore be Major / Moderate and Significant (due to the onshore elements of the Proposed Development) to Moderate to Negligible and Not Significant .
Cumulative effects assessment	They will be some long range views of the proposed A27 Arundel Bypass project to the southwest of the onshore cable corridor and whether this occurs sequentially or concurrently, there will be a Negligible-Zero magnitude of change and a Minor and Not Significant cumulative effect due to the intervening distance and screening.

Arun Valley Sides G4 (North of Warningcamp)

Figures: 19.4a-b, 19.5bi-ii, and 19.9e, Volume 3		Viewpoints: None
LCA hierarchy	National Character Area:	NCA 125: South Downs
	County Character Type:	LCT G: Major Chalk Valley Sides
Designation:	South Downs National Park	
Character description	<p>This LCA is located within the wider LCT G: Major Chalk Valley Sides and forms the sides of the deep U-shaped valleys that cut through the Chalk beds of the South Downs, in this case the River Arun Valley. The sides are of varying steepness and often indented by dry valleys with elevated views across the flat valley floodplain. The slopes support a mix of pasture and chalk grassland, scrub and areas of woodland. Historically used as a link to the sea, the slopes often feature rural roads, minor lanes and tracks. Sensitivities include valley sides and occasional steep chalk cliffs that are vulnerable to quarrying operations as well as the rural road network that is vulnerable to heavy traffic and road upgrades and 'improvement'. The key characteristics at a local scale are described in the South Downs Landscape Character Assessment (LCA) (South Downs National Park, 2020):</p> <p><u>Key characteristics:</u></p> <ul style="list-style-type: none"> • <i>“Valley sides carved from chalk, relatively steep along their whole length, and deeply indented by a system of dry valleys.</i> • <i>Disused chalk quarries above Amberley, relating to the production of lime in the 19th century, are now recognised for their biodiversity interest and are designated as a LWS.</i> • <i>Pasture, chalk grassland and woodland occupy steeper slopes, for example at Peppering Down, Warningcamp Hill and New Down, and Coombe Wood – these are important for biodiversity and often provide open public access.</i> • <i>The eastern valley side is composed of large-scale arable fields while the western valley side, by comparison, consists largely of surviving early enclosures of late medieval date, reflecting the histories of land use and ownership.</i> • <i>Arundel Park, a major 18th century landscape park, has a major influence on the wooded character of the western valley sides.</i> • <i>The valley sides contain a fragmented road network of narrow rural lanes which often end in dead ends.</i> • <i>A string of villages are located along the lower valley sides e.g. Houghton, North Stoke, South Stoke, Offham, Burpham, Wepham, surrounded by fields enclosed in the later medieval period.</i> 	



	<ul style="list-style-type: none"> • Includes the northern outskirts of the town of Arundel, a former port on the Arun. Arundel Castle is a particularly distinctive landmark standing at a commanding position at the southern end of the Arun valley. • The limited road network ensures the valley sides provide a tranquil, rural setting to the River Arun and its floodplain.” <p><u>Landscape elements:</u> Landscape elements of note include remnant areas of chalk grassland, scrub and woodland / trees on steeper slopes.</p>						
Assessment of sensitivity	<p><u>Landscape value:</u> The LCA is located within the SDNP which is noted for its high scenic value. Opportunities to experience the landscape result from its heritage and recreational attributes which consist of a number of recreational routes including an extensive network of local footpaths, historic buildings, settlements and rural roads. The landscape value is assessed as High.</p> <p><u>Landscape susceptibility:</u> The landuse and landcover pattern of established hedgerows and mature woodland are indicators of increased susceptibility to change and areas of permanent pasture will also be vulnerable to disturbance, although less so than hedgerows, trees and woodland. Although the onshore elements of the Proposed Development are short-term in duration and linear, the predominant landscape characteristics indicate High to Medium levels of susceptibility (mature trees, scrub, hedgerows and grassland). The susceptibility of the landscape is assessed as Medium.</p>						
Sensitivity	<table border="1"> <tr> <td>High</td> <td>Landscape value:</td> <td>High</td> </tr> <tr> <td></td> <td>Landscape susceptibility:</td> <td>High to Medium</td> </tr> </table>	High	Landscape value:	High		Landscape susceptibility:	High to Medium
High	Landscape value:	High					
	Landscape susceptibility:	High to Medium					
Magnitude of change							
Onshore cable corridor	<p>Construction phase: The onshore cable corridor is routed to the north of a large arable field on the edge of a steep north-facing chalk slope and this section is largely contained within a small scale dry valley, limiting external views. The onshore cable corridor will cross a bridleway and the Monarch’s Way long distance route as well as up to two hedgerows / scrub, a treebelt or line of mature trees and a further area scattered mature trees and steeply sloping grassland.</p>						

	<p>Activity along the onshore cable corridor will be transient and of short duration (up to 3.5 years) with progressive backfill and reinstatement as works on the onshore cable corridor are completed along the route. Close to (within the same field unit, approximately <250m) the construction activity, the magnitude of change will be Medium-high and direct effects such as the trench excavation and vegetation removal will be visible (resulting in a Major and significant landscape effect) at the local level. This will reduce to Medium-low overall magnitude of change <500m (resulting in a Moderate and Not Significant effect) due to landform and vegetation screening.</p>
Level of effect:	<p>Onshore cable corridor – Moderate and Not Significant</p> <p>With some Major and Significant effects in relation to small geographical areas (field units) of the LCA and particular landscape elements close to (within the same field unit) the onshore cable corridor.</p>
Type of effect:	<p>Short-term duration (temporary with some permanent effects), direct and adverse.</p>
	<p>Operation and maintenance (Year 1) phase:</p> <p>The onshore cable corridor will be reinstated and hedgerow boundaries replanted resulting in a Low magnitude of change on the pattern of landscape elements notwithstanding the loss of some mature trees and scrub. Hedgerows will be replanted but not established by Year 1.</p> <p>Overall, the magnitude of change on landscape character and key characteristics will be Low.</p>
Level of effect:	<p>Onshore cable corridor – Moderate and Not Significant</p> <p>With some Moderate and Significant effects in relation to small geographical areas (field units) of the LCA and particular landscape elements (hedgerows), until these are established.</p>
Type of effect:	<p>Permanent, direct and adverse reducing to neutral as hedgerows become re-established.</p>
Limitations / assumptions	<p>Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending the arboricultural survey and further design maturity and update to the description of the onshore elements of the Proposed Development.</p>
Whole Proposed Development effects	<p>The offshore elements of the Proposed Development including the WTGs and offshore substations during the construction phase will be visible to the south from parts of the LCA and the effects are assessed in detail in Chapter 16, Volume 2. The assessment in Chapter 16, Volume 2 concludes that the effect will be Negligible and Not Significant.</p>

	The whole Proposed Development effects will therefore be Major and Significant (due to the onshore elements of the Proposed Development) to Moderate to Negligible and Not Significant .
Cumulative effects assessment	There will be no cumulative effects.

Arun Floodplain F4

Figures: 19.4a-b, 19.5bi - bii, and 19.9d-e, Volume 3	Viewpoints: E1b (Figure 19.32) and E (Figure 19.30a-b), Volume 3	
LCA hierarchy	National Character Area:	NCA 125: South Downs
	County Character Type:	LCT: F Major Chalk River Floodplains
Designation	South Downs National Park	
Character description	<p>This LCA is located within the wider LCT F: Major Chalk River Floodplains. These landscapes emanate from the major chalk valleys that have been carved through the chalk uplands and contain major rivers, in this case the River Arun. The landscape is characterised by wide flat valley floodplains forming the base of distinctive U-shaped valleys with extensive open valley floors and long views that are enclosed and contained by the rising valley sides, and rectilinear small-scale pasture fields with remnant areas of wetland, reedbeds, fen, floodplain grassland and marsh. Sensitivities at the regional level include: the flat, open and undeveloped character of the valley floors and their inter-visibility with adjacent settled valley sides and downs. The key characteristics at a local scale are described in the South Downs Landscape Character Assessment (LCA) (South Downs National Park, 2020):</p> <p><u>Key characteristics:</u></p> <ul style="list-style-type: none"> • <i>“Flat valley floor of the large U-shaped Arun Valley that forms a gap in the South Downs at Arundel.</i> • <i>A landscape of apparent large and expansive scale as a result of the flat landform, consistent pastureland cover, lack of vertical elements and far-reaching views across the open floodplain. Views are contained by the adjacent valley sides.</i> • <i>Contains the meandering course of the tidal River Arun, which flows between artificial flood banks.</i> • <i>Artificially straightened sections of river associated with an industrial history.</i> 	

	<ul style="list-style-type: none"> Periodically waterlogged silty soils support permanent pasture, within fields reclaimed from the floodplain, giving the floodplain a lush, pastoral character and supporting an important ecological flora. The floodplain is etched by a geometric grid of narrow channels ('wet fences') which divide pastures. Groups of willows and alders occur sporadically alongside the river and drainage channels providing important visual and ecological features. The rare black poplar is also a feature of the floodplain. General absence of settlement, with the exception of modern development on the edge of Arundel (a former port). The low incidence of woodland and trees results in a large scale, open landscape with extensive views across the floodplain. Impressive views to Arundel Castle at the 'mouth' of the valley." <p>The most relevant features relating to the onshore cable corridor are the consistent land cover of grassland, a lack of vertical elements and far-reaching views across the open floodplain.</p> <p><u>Landscape elements:</u> Landscape elements of note include the wetland habitats, grasslands and black poplar trees.</p>		
Assessment of sensitivity	<p><u>Landscape value:</u> The Major Chalk River Floodplains LCT is located within the SDNP which is of high scenic value. Opportunities to experience the landscape result from its heritage and recreational attributes which consist of a number of recreational routes including an extensive network of local footpaths, including the Monarch's Way long distance walking route and rural roads. The landscape value is assessed as High.</p> <p><u>Landscape susceptibility:</u> Susceptibility to change from the onshore elements of the Proposed Development, is influenced by the open views, prevailing grasslands and flat topography that indicate that development could be more widely visible and there will be a higher susceptibility. Whilst the grasslands are of lower susceptibility generally, mature trees and in particular black poplar are of high susceptibility. Collectively these characteristics indicate higher susceptibility which has been assessed as Medium - High.</p>		
Sensitivity	High	Landscape value:	High
		Landscape susceptibility:	Medium - High.
Magnitude of change			

Onshore cable corridor	Construction phase: The Arun Floodplain will not be directly affected by the Proposed Development. The onshore cable corridor is routed to the far edge of the adjacent Arun Valley Sides (G4) landscape unit and will only be partly visible, beyond successive intervening trees and woodland as indicated in Viewpoint E: Arundel Castle and E1 which is located on the banks of the River Arun. Two small fingers of the LCA project into the Arun Valley Sides, coming closer to the onshore cable corridor, but it is not considered that these are representative, and they have been excluded from the assessment (areas covered by the Arun Valley Sides G4 assessment). The magnitude of change will be Negligible- Zero and resulting in a Minor and Not Significant landscape effect.	
	Level of effect:	Minor and Not Significant
	Type of effect:	Short-term duration (temporary), indirect and neutral.
	Operation and maintenance (Year 1) phase: The onshore cable corridor will not be visible and there will be no effect on the landscape character.	
	Level of effect:	None
	Type of effect:	N/A
Whole Proposed Development effects	The offshore elements of the Proposed Development including the WTGs and offshore substations during the construction phase will be visible to the south from parts of the LCA and the effects are assessed in detail in Chapter 16, Volume 2 . The assessment in Chapter 16, Volume 2 concludes that the effect will be Negligible and Not Significant . The whole Proposed Development effects will therefore be Minor to Negligible and Not Significant .	
Cumulative effects assessment	There will be no cumulative effects.	

Arun to Adur Open Downs A3

Figures: 19.4c, 19.5bii, and 19.9e-h, Volume 3

Viewpoints: F (**Figure 19.33**), F1 (**Figure 19.34**), F3 (**Figure 19.35**), F4 (**Figure 19.36**), G (**Figure 19.38**), **Volume 3**

LCA hierarchy	National Character Area:	NCA 125: South Downs
	County Character Type:	LCT A: Open Downland
Designation:	South Downs National Park	
Character description	<p>This LCA is located at a county level within the wider Open Downland. It comprises the distinctive upland landscape on the south facing dip slope of the South Downs. It is a large scale, elevated landscape of rolling chalk downland. It features mainly large-scale arable fields of cereals with some pasture, divided by post and wire fencing. There are some small woodland blocks and limited hedgerow. The area is sparsely settled and its elevated features afford long range views. Sensitivities at the regional level include areas of unimproved chalk grassland, chalk heath and pasture, which are vulnerable to changes in management and require consistent grazing regimes; subtle historic landscape features such as hedgerows and tracks, ancient field systems and tumuli, which are not protected and are vulnerable to change and loss. The key characteristics at a local scale are described in the South Downs Landscape Character Assessment (LCA) (South Downs National Park, 2020):</p> <p><u>Key characteristics:</u></p> <ul style="list-style-type: none"> • <i>“Vast open rolling upland chalk landscape of blunt, whale-backed downs reaching 238m at Chanctonbury Hill.</i> • <i>Furrowed by extensive branching dry valley systems which produce deep, narrow, rounded coombes - the main dry valley (the Findon Valley) contains the A24.</i> • <i>Dominated by large scale irregular fields of arable and pasture (of 19th and 20th century date) bounded by visually permeable post and wire fencing or sparse thorn hedgerows creating a very open landscape supporting a range of farmland birds. Hedgerows and tracks survive from the earlier manorial downland landscape.</i> • <i>Significant areas of unimproved chalk grassland, for example at Cissbury Ring and Lancing Ring, which support nationally scarce plant species.</i> • <i>Occasional scrub and woodland on steeper slopes and beech clumps on hill tops contribute to biodiversity and provides visual texture in the landscape.</i> • <i>A landscape managed for country sports (game shooting) which preserves the shape and form of the landscape and creates a distinctive landcover including small woodlands and game cover plots.</i> • <i>Large open skies ensure that weather conditions are a dominant influence creating a dynamic landscape, with considerable seasonal variation.</i> 	

- *A strong sense of remoteness and tranquillity with pockets of deep remoteness associated with hidden dry valleys and higher reaches of the dip slope.*
- *Large number of prehistoric and later earthworks, including causewayed enclosures, long barrows and round barrows, providing a strong sense of historical continuity. Iron Age hillforts at Cissbury Ring and Chanctonbury Ring form prominent features on the skyline.*
- *Four flint mines of Neolithic date (Cissbury, Harrow Hill, Blackpatch and Church Hill, Findon) are associated with minor scarps.*
- *Good public access with a network of public rights of way and open access land.*
- *The typical settlement form is relatively late in origin and comprises isolated farmsteads of 18th-19th century origin. The individual farmsteads are often prominent features in the landscape. The village of Findon is the exception.*
- *Building materials are typically flint, red brick and clay tiles, with more modern materials used in farm buildings.*
- *Extensive views from the north out across the scarp footslopes and Low Weald beyond the National Park, and over the coastal plain to the south.”*

Landscape elements:

Arable and pastoral fields, occasional hedgerows, shelterbelts and scrub and recreational/farm access tracks.

Assessment of sensitivity

Landscape value:

The Arun to Adur Open Downs LCT is located within the SDNP and is noted for its high scenic value. Opportunities to experience the landscape result from its open, elevated character and long views which combine with its heritage features and a number of recreational routes including an extensive network of local footpaths and national / long distance walking routes (South Downs Way and Monarch's Way).

The landscape value is assessed as **High**.

Landscape susceptibility:

The susceptibility of this landscape is influenced by its open, elevated character and long views, which in contrast to lower lying areas, allows the visual influence of development to potentially affect a wider area of the landscape character. This is reinforced by the lack of settlement and movement that has resulted in high levels of tranquillity (a key characteristic) and remoteness. These attributes indicate a high level of susceptibility and although the onshore elements of the Proposed Development will be short term, temporary and limited in size and scale, the linear nature of the onshore cable corridor will be visible extended over a wider area of the landscape. The

	landuse and landcover pattern of open arable fields are indicators of reduced susceptibility to change since they are subject to seasonal cultivation and harvesting that will introduce movement of machinery and change in colours and texture. Areas of hedgerow and chalk grassland, however, are more susceptible to change as they are permanent elements and although areas of grassland can be reinstated quickly, hedgerows will take longer to re-establish. Collectively these characteristics indicate a High to Medium susceptibility.		
Sensitivity	High	Landscape value:	High
		Landscape susceptibility:	High - Medium
Magnitude of change			
Onshore cable corridor and temporary construction and operational access 10	<p>Construction phase:</p> <p>The onshore cable corridor is routed approximately 8km through this LCA between the combe at the foot of Warningcamp Hill (68m AOD) northeast along the southern flank of Perry Hill to Wapham Down at 110m AOD. From here the onshore cable corridor continues northeast across the South Downs dip-slope climbing from 110m to 190m AOD at Sullington Hill on the edge of the chalk scarp.</p> <p>Activity along the onshore cable corridor will be transient and of short duration (up to 3.5 years) with progressive backfill and reinstatement as works on the onshore cable corridor are completed along the route. The landscape characteristics mean that the linear nature of the onshore cable corridor will be more clearly visible across a wider area and the colour, movement and sound of the construction activity will affect the landscape character and its key characteristics (open arable / pasture fields which are remote and tranquil) will be affected over a wider area in comparison to the landscapes of the NCA 126: South Coastal Plain or the NCA 121: Low Weald to the south and north of the SDNP respectively. Drawing from the viewpoint assessment and site survey the magnitude of change will range from High <250m of the onshore cable corridor, reducing to Medium <500m and reducing further to Low <1km.</p> <p>Although hedges and shelterbelts are limited in this landscape the onshore cable corridor will cross up to 11 hedgerows (3 of which include mature trees) within the LCA and one woodland shelterbelt to the north of Lee Farm. The magnitude of change on these landscape elements will range from High (hedges with trees) to Medium (hedges) and due to the open character of the landscape it is likely that more than one area of hedgerow removal will be apparent when viewing across the SDNP.</p> <p>Access 10: Temporary construction and operational access will be provided via an existing farm track / bridleway from Wepham. The temporary construction access tracks will be increased to 10m width with crushed aggregate, contrasting with the smaller scale nature of the farm tracks which in the case of the Wepham access are bounded</p>		

	<p>on both sides by hedges and mature trees on the northern side. The magnitude of change will be High affecting a small geographical area of landscape character in the local vicinity of the temporary construction and operational access route and the landscape elements of farm track, hedgerows and trees.</p> <p>To conclude, there will be a Major and Significant landscape effect <250m of the onshore cable corridor, reducing to Major / Moderate and Significant <500m and reducing further to Moderate and Significant <1km when viewed from elevated areas where the onshore cable corridor is visible across the landscape. These distances are approximate and beyond 1km the intervening distance and increased likelihood of landform screening means that the magnitude of change on the landscape character will reduce to between Low to Zero and the level of effect will be Moderate or less and Not Significant.</p>
<p>Level of effect:</p>	<p>Onshore cable corridor – Major to Moderate and Significant (within 1-1.5km) With some Major to Major / Moderate and Significant effects in relation to landscape elements (hedgerows, trees and shelterbelts) directly affected by the onshore cable corridor and temporary construction access proposals.</p>
<p>Type of effect:</p>	<p>Short-term duration (temporary with some permanent effects), direct and adverse.</p>
	<p>Operation and maintenance (Year 1) phase:</p> <p>The onshore cable corridor will be reinstated with grass / crop cover re-established and hedgerow boundaries replanted resulting in a Low magnitude of change on the pattern of landscape elements notwithstanding the loss of some mature trees and scrub. Replanted hedgerows will not be established by Year 1.</p> <p>Overall, the magnitude of change on landscape character and key characteristics will be Low.</p>
<p>Level of effect:</p>	<p>Onshore cable corridor – Moderate and Not Significant With some Moderate and Significant effects in relation to particular landscape elements (hedgerows), until these are established.</p>
<p>Type of effect:</p>	<p>Permanent, direct and adverse reducing to neutral as hedgerows become re-established.</p>
<p>Limitations / assumptions</p>	<ol style="list-style-type: none"> 1. The assessment has assumed that the need for permanent access will entail the reinstatement of grass verges and reduced road width to 4m in-keeping with the rural character of the LCA or for temporary construction access the existing road width and hedges are retained. 2. It has been assumed that hedgerows will be replanted in accordance with commitment C-115 (Appendix 4.1, Volume 4) and that any trees / hedgerows lost to provide temporary construction access will be replanted where possible post-construction and / or coppiced vegetation allowed to re-grow.

	3. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending the arboricultural survey and further design maturity and update to the description of the onshore elements of the Proposed Development.
Whole Proposed Development effects	The offshore elements of the Proposed Development including the WTGs and offshore substations during the construction phase will be visible to the south from parts of the LCA and the effects are assessed in detail in Chapter 16, Volume 2 . The assessment in Chapter 16, Volume 2 concludes that the effect will be Major / Moderate and Significant to Moderate / Minor and Not Significant . The whole Proposed Development effects will therefore be Major to Moderate and Significant (due to the onshore and offshore elements of the Proposed Development) to Moderate to Moderate / Minor and Not Significant .
Cumulative effects assessment	There will be no cumulative effects.

Arun to Adur Downs Scarp I3

Figures: 19.4c, 19.5bii, and 19.9d, Volume 3		Viewpoint: S4 (Figure 19.56), Volume 3
LCA hierarchy	National Character Area:	NCA 125: South Downs
	County Character Type:	LCT I: Major Scarps
Designation:	South Downs National Park	
Character description	The scarp is a visually distinct landscape type forming the northern edge of the chalk rising steeply from the lower lying land of the Greensand and the Weald. It forms a prominent backdrop, skyline and landmark feature for a wide area to the north of the South Downs. The scarp is either open or wooded along its length and contains some of the most extensive areas of chalk grassland habitat within the South Downs. From open summits there are panoramic views across the lowlands to the north. Sensitivities at the regional level include the distinctive smooth concave-convex slope profiles of the scarps which are vulnerable to further mineral extraction or soil erosion particularly in areas with no woodland cover and large swathes of chalk grassland which are of national ecological value and are important in revealing the profile of the chalk landform. The key characteristics at a local	

	<p>scale are described in the South Downs Landscape Character Assessment (LCA) (South Downs National Park, 2020):</p> <p><u>Key characteristics:</u></p> <ul style="list-style-type: none"> • <i>“A dramatic steep north-facing chalk scarp exhibiting a distinctive concave-convex slope profile, indented by ‘coombes’.</i> • <i>Remarkably consistent in height and slope profile throughout its length as a result of the lithological uniformity of the chalk bedrock.</i> • <i>Relatively well wooded, some of which comprises ornamental planting.</i> • <i>The scarp contains some extensive areas of chalk grassland habitat, for example the nationally important Amberley Mount to Sullington Hill SSSI.</i> • <i>Deeply sunken lanes and tracks, known as bostal tracks, cut the scarp and link the lower land to the chalk uplands e.g. Wiston bostal.</i> • <i>‘Gaps’ cut by valleys form important communication routes, for example the gap between Chantry Hill and Sullington Hill, and the gap south of Washington where the A24 ascends the scarp in cutting.</i> • <i>At the foot of the scarp where the slopes are less steep the land is ploughed for crops – here colours contrast with the muted grey-green colours of the scarp face.</i> • <i>A number of small isolated chalk pits associated with the former agricultural lime-burning industry are visible on the scarp, although many are now vegetated.</i> • <i>Elevated landform provides panoramic views over the scarp footslopes to the north and, in the distance, the Low Weald.”</i> <p><u>Landscape elements:</u></p> <p>Grassland, scrub, woodland and farm access tracks.</p>
<p>Assessment of sensitivity</p>	<p><u>Landscape value:</u></p> <p>The LCA is located within the SDNP which is noted for its high scenic value. Opportunities to experience the landscape result from a number of recreational routes that cross the scarp.</p> <p>The landscape value is assessed as High.</p> <p><u>Landscape susceptibility:</u></p> <p>The landuse and landcover pattern of chalk grassland, scrub and woodland (some of it ancient woodland) on the scarp has an increased susceptibility to change with areas of ancient and mature woodland being most</p>

	vulnerable to disturbance. Although the onshore elements of the Proposed Development are short term and linear the predominant landscape characteristics indicate high levels of susceptibility (mature trees and woodland cover) reducing to medium to high in the areas of small pasture fields. The susceptibility of the landscape is assessed as High - Medium .		
Sensitivity	High	Landscape value:	High
		Landscape susceptibility:	High - Medium
Magnitude of change			
Onshore cable corridor	Construction phase: The onshore cable corridor is routed through this LCA as a trenchless crossing (TRX-13) and it is assumed that woodland at the foot of the scarp is included in the HDD crossing. Due to the steep topography and the indented nature of the scarp at this point there will be limited visibility and indirect effects, although a HDD construction compound will be partly visible at the foot of the scarp in the neighbouring LCA (Arun to Adur Scarp Footslopes) and largely screened by woodland. Two operational access routes are proposed (Access 10a-b) and there will be no effect during the construction phase. The magnitude of change will be Negligible – Zero .		
	Level of effect:	Onshore cable corridor – Minor and Not Significant	
	Type of effect:	Short-term duration (temporary), indirect and adverse.	
	Operation and maintenance (Year 1) phase: The onshore cable corridor and HDD construction compound in adjacent LCA will be reinstated with no effect on the LCA either directly or indirectly.		
Limitations / assumptions	It has been assumed that there is a HDD trenchless crossing (TRX-13) and that woodland at the foot of the scarp is included in the HDD crossing.		
Whole Proposed Development effects	The offshore elements of the Proposed Development including the WTGs and offshore substations during the construction phase will not be visible. The whole Proposed Development effects will therefore be Minor and Not Significant due to the onshore elements of the Proposed Development.		

Cumulative effects assessment	There will be no cumulative effects.	
Arun to Adur Scarp Footslopes J3		
Figures: 19.4c, 19.5bii, and 19.9h-k, Volume 3	Viewpoints: H (Figure 19.39), H1 (Figure 19.40), J4 (Figure 19.44a-b) and I (Figure 19.41), Volume 3	
LCA hierarchy	National Character Area:	NCA 125: South Downs
	County Character Type:	LCT I: Major Scarps
Designation:	South Downs National Park	
Character description	<p>This LCA comprises the lowland shelf that lies at the foot of the steep northern scarp of the South Downs east of the Arun Valley. This landscape type is dominated by the chalk scarp which forms a dramatic backdrop, skyline and landmark feature for a wide area beyond the South Downs. The footslopes themselves form a transition between the steep chalk scarp to the south and the Low Weald to the north. The landscape contains a mosaic of farmland and woodland comprising irregular arable and pasture fields bounded by an intact network of thick hedgerows, with hedgerow oaks, and woodland typical. There are impressive panoramic views onto the footslopes from the adjacent scarp and downs as illustrated in Viewpoint I (Figure 19.41, Volume 3). Sensitivities include the pattern of small irregular fields of pasture and meadow, with fields originating as historic woodland assarts, which will be vulnerable to field expansion or boundary loss and the intact network of hedgerows, hedgerow oaks and woodland. Another sensitive feature is the underhill lanes and bostal tracks which survive as rough tracks and public rights of way, indicating the course of ancient coaching lanes and droveways. These may be vulnerable to erosion as a result of recreational pressure, particularly from off-road vehicles. The scarp footslopes are highly visible from the adjacent scarp and downs to the south and this intervisibility increases visual sensitivity although the rolling topography and the intact hedgerow network and presence of woodland also creates enclosure within the landscape as illustrated in Viewpoint J4 (Figure 19.44a-b, Volume 3). The key characteristics at a local scale are described in the South Downs Landscape Character Assessment (LCA) (South Downs National Park, 2020):</p> <p><u>Key characteristics:</u></p>	

- *“Complex geology comprising bands of chalk, mudstones and sandstones giving rise to a locally undulating lowland landscape at the foot of the northern scarp of the Arun to Adur Downs.*
- *Large, fertile straight-sided arable fields on the Lower Chalk geology at the foot of the scarp, enclosed in the 20th century from open fields systems and earlier piecemeal enclosures.*
- *Small irregular fields of pasture on the less productive clay soils, which originated as woodland assarts, represent a largely intact late medieval landscape.*
- *Hedgerows with mature hedgerow oaks linked closely with the woodland, forming an interlocking network that is of high biodiversity value as well as creating a sense of seclusion and enclosure.*
- *Sandstone outcrops give rise to locally sandy soils which support areas of acid grassland, bracken, gorse, woody scrub, and oak-birch woodland.*
- *Streams, arising from springs at the foot of the Chalk/Upper Greensand flow northwards in narrow, hidden stream valleys, some enshrouded in woodland.*
- *Field ponds, mill ponds and designed ponds are common features of the clay.*
- *Villages located on the springline, e.g. Washington, are linked by the A283, which coincides largely with the character area boundary. The steep chalk scarp forms a dramatic backdrop to villages at the scarp foot.*
- *Landscape parks such as Parham are located on the less fertile Gault Clay and Lower Greensand. These add diversity and ‘time depth’ to the landscape. Parham Park, which is a designated SSSI also provides great ecological interest, comprising a mixture of ancient woodland and parkland, as well as areas of lowland raised bog and alder carr.*
- *A network of public rights of way provides opportunities for countryside access, however, it is less well-developed than other areas of the Scarp Footslopes.*
- *The Scarp Footslopes are visually dominated by the steep chalk scarp to the south, which forms a backdrop to views. Impressive panoramic views from the adjacent scarp and downs reveal a pleasingly balanced woodland and farmland mosaic.”*

Landscape elements:

These include the arable / pasture fields, hedgerow network, oak trees and woodland, and a series of bostal tracks.

Assessment of sensitivity	<p><u>Landscape value:</u> The LCA is located within the SDNP which is noted for its high scenic value. Opportunities to experience the landscape result from an extensive network of local footpaths with facilities such as parking and viewpoints. The South Downs Way, a national / long distance walking route passes through Washington, West Sussex at the foot of the scarp. The landscape value is assessed as High.</p> <p><u>Landscape susceptibility:</u> Indicators of lower susceptibility include the sense of enclosure and limited visibility due to the undulating landform, the chalk scarp to the south and a network of trees, hedges and woodland which prevent longer range views. The changing character of the landuse and the landcover pattern of the arable fields arable is a further indicator due to regular crop rotation and the movement of agricultural machinery. However, the area is clearly visible from the top of the scarp and the views from here are popular as indicated by the South Downs Way. Although the onshore elements of the Proposed Development are short-term in duration and linear the predominant landscape characteristics indicate high levels of susceptibility (trees, hedgerows, and woodland cover) reducing to medium to high in the areas of small pasture fields. The susceptibility of the landscape is assessed as High - Medium.</p>		
Sensitivity	High	Landscape value:	High
		Landscape susceptibility:	High - Medium

Magnitude of Change

Onshore cable corridor Foot of South Downs scarp to Buncton	<p>Construction phase: The onshore cable corridor in this section is approximately 5.5km in two sections to the east and west of Washington, West Sussex. The onshore cable corridor will be approximately 50m wide, comprising perimeter stock fencing, open cut cable installation with internal haul road, associated construction machinery and soil storage as indicated in Graphic 4.19, Chapter 4, Volume 2.</p> <p><u>South Downs Scarp to A24</u> The western most section is routed between the foot of the South Downs scarp, northeast across a mixture of arable and pasture fields to the A24, northwest of Washington, West Sussex. There will be limited visibility of the route due to the screening effects of successive layers of hedgerows, trees and woodland within this landscape as well as tree screening along the A24 embankments. Elevated views from the top of the South Downs scarp are also limited by topography as illustrated by Viewpoint I (Figure 19.41, Volume 3), although it is likely that views</p>		
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from further along the scarp and the South Downs Way will view part of the onshore cable corridor from further distance.

Activity along the onshore cable corridor will be transient and of short duration (up to 3.5 years) with progressive backfill and reinstatement as works on the onshore cable corridor are completed along the route. The scale and geographical extent of these construction activities will be largely contained by one or two field boundaries, appearing not dissimilar to intensive periods of agricultural activity. The onshore cable corridor will cross seven hedgerows (four of which include mature trees). Close to the construction activity (within the same or adjacent field unit, <250m) the magnitude of change will be **High to Medium** and direct effects such as the onshore cable trench excavation and vegetation removal will be visible (resulting in a **Major to Major / Moderate** and **Significant** landscape effect on the landscape character and elements, noting that the hedgerows and oak trees are a key characteristic). This will reduce to a magnitude of change of **Medium-low** overall (resulting in a **Moderate** and **Not Significant** effect) as successive layers of vegetation act to screen wider landscape effects.

A24 to A283 Trenchless crossing

This section of onshore cable corridor, to the north of Washington, West Sussex will be trenchless and it is assumed that roadside trees and vegetation along the A24 and the A283 road corridors will be included in the HDD crossing and there will be **no effect** on the landscape character within this section, see Viewpoint H (**Figure 19.39a-b, Volume 3**).

A283 to Buncton

The eastern section of the onshore cable corridor (east of Washington, West Sussex) commences with an HDD and temporary construction compound (containing welfare facilities / offices and storage of materials and equipment for a three-year period) located within one pasture field to the north of the A283 and south of Rock Common Quarry. The temporary construction compound will be bounded on all sides by trees, woodland and hedgerows and there will be limited visibility of this area, from beyond, even during the winter months as illustrated by Viewpoint H1 (**Figure 19.40, Volume 3**). The magnitude of change affecting the pasture field will be **High**, but beyond the perimeter screening (to be retained) the effect on the surrounding landscape character is likely to be **Negligible-Zero**. The landscape effect on the pasture field will be **Major** and **Significant** whilst the effect on the wider LCA will be **Minor** and **Not Significant**.

Continuing east the onshore cable corridor crosses the A283 for a second time (again via HDD / trenchless crossing and it is assumed that roadside trees and hedges will be included). Beyond this the onshore cable corridor continues east, to the south of the A283 (as illustrated by Viewpoint J4, **Figure 19.44a-b, Volume 3**), crossing mainly pasture fields and nine hedgerows (six of which include mature trees). There will be a further

HDD and temporary construction compound located within one pasture field to the south of the A283 and east of Rock Common Quarry. The temporary construction compound will be bounded on all sides by trees and hedgerows but it will be visible from part of the A283 and from adjacent fields (viewing above hedgerows from elevated ground). The magnitude of change affecting the pasture field will be **High**, with a **Medium – High** magnitude affecting the A283 corridor and adjacent fields indirectly. Beyond 2-3 field boundaries (approximately >500m) the successive screening will reduce the magnitude of change on the surrounding landscape character to **Negligible-Zero**. The landscape effect of the HDD construction compound will be **Major to Major / Moderate and significant** affecting a wider area (<250m) than the one further west. The effect on the wider LCA will reduce to **Minor and Not Significant**.

Just west of Buncton the onshore cable corridor crosses the A283 for a third time via HDD (RDX-B01). Close to the onshore cable corridor and the associated HDD (within the same or adjacent field unit, <250m) the magnitude of change will be **High to Medium** and direct effects such as the trench excavation and vegetation removal will be visible (resulting in a **Major to Major / Moderate and Significant** landscape effect on the landscape character and elements, noting that the hedgerows and oak trees are a key characteristic). This will reduce to **Low to Negligible** overall (resulting in a **Moderate to Minor and Not Significant** effect) as successive layers of vegetation act to screen wider landscape effects.

Level of effect:	Onshore cable corridor HDD and temporary construction compound – Major to Major / Moderate and Significant (within the same or adjacent field unit) With some Major and Significant effects in relation to landscape elements (hedgerows and trees) directly affected by the onshore cable corridor. Reducing to Moderate to Minor and Not Significant for the wider LCA.
Type of effect:	Short-term duration (temporary with some permanent effects), direct and adverse.

Operation and maintenance (Year 1) phase:

The onshore cable corridor and HDD construction compounds will be reinstated with grass / crop cover re-established and hedgerow boundaries replanted resulting in a **Low** magnitude of change on the pattern of landscape elements notwithstanding the loss of some mature trees >250m. Replanted hedgerows will not be established by Year 1.

Overall, the magnitude of change on landscape character and key characteristics will be **Low to Negligible**.

Level of effect:	Onshore cable corridor – Moderate to Minor and Not Significant
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		With some Moderate and Significant effects in relation to particular landscape elements (hedgerows), until these are established.
	Type of effect:	Permanent, direct and adverse reducing to neutral as hedgerows become re-established.
Temporary construction and operational access 11 via Barns Farm Lane and Access 12 south of East Clayton Farm	Construction phase:	<p><u>Temporary construction and operational access 11 via Barns Farm Lane:</u> Temporary construction and operational access will be taken off the A283 along Barns Farm Lane leading through both Sandgate Farm and Barns Farm. Visibly splays along the A283 will require tree and hedgerow management (pruning, coppicing and in the worst scenario felling of trees) to ensure highway safety. Barns Farm Lane is lined by a hedgerow with mature trees in either side and temporary construction access will require widening to 10m entailing the loss of approximately 400m of hedge and trees along the length of this lane. The route then continues through Sandgate Farm entailing the loss of a further 100m of hedge before continuing across pasture fields and cutting through a further hedge, before entering the onshore cable corridor. A further access is routed through Barns Farm, crossing pasture fields / paddocks before accessing the onshore cable corridor.</p> <p>The magnitude of change will be High affecting a small geographical area of landscape character and landscape elements (trees and hedgerow) in the local vicinity of the access route, namely Barns Farm Lane and adjacent fields due to the likely loss of a hedgerow and mature tree boundary.</p> <p><u>Temporary construction and operational access 12 south of East Clayton Farm:</u> Temporary construction and operational access will also be taken off the A283 to the south of East Clayton Farm through a large pasture field and crossing one hedgerow with trees. Visibly splays along the A283 will require more limited tree management as there is no hedgerow at this location and only occasional trees. The new temporary construction and operational access will however be more visible from this section of the A283. The magnitude of change will be High affecting a small geographical area of landscape character and landscape elements (trees and one hedgerow) in the pasture field to the south of East Clayton Farm.</p>
	Level of effect:	Major and Significant affecting a small geographical area of the LCA and landscape elements (trees, hedgerow and pasture fields).
	Type of effect:	Short-term duration (temporary with some permanent effects), direct and adverse.
	Operation and maintenance (Year 1) phase:	<p>The temporary construction access will be required for ongoing operational access, but with tracks reduced to the original working width of Barns Farm Lane and in the case of Access 12 a new permanent operational access track will remain in the landscape splitting the pasture field to the south of East Clayton Farm. Trees lost to</p>

	<p>construction for access reasons will be replanted, but evidence of the construction works will remain in terms of lost trees, coppicing and pruning, until these have regrown. The magnitude of change on the landscape character, key characteristics and elements will be Low, affecting a small geographical area in the local vicinity of the access route.</p>	
	Level of effect:	Moderate and Significant until replacement planting has become established.
	Type of effect:	Permanent (subject to tree growth), direct and adverse.
Limitations / assumptions	<ol style="list-style-type: none"> 1. It is assumed that roadside trees and vegetation along the A24 and the A283 road corridors will be included in the corresponding HDD crossing points. 2. The assessment has assumed that the need for temporary constructional and operation access off the A283 and along Barn Farm lane will entail the reinstatement of grass verges, hedgerows and trees reducing the construction width from 10m to its original width restoring the LCA. 3. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending the arboricultural survey and further design maturity and update to the description of the Proposed Development. 	
Overall assessment	<p>Construction phase: Collectively the construction works along the 5.5km onshore cable corridor within this LCA will entail three HDD construction compounds to the north of the South Downs scarp and south of the A283 road corridor with two temporary construction and operational accesses off the A283 north of the onshore cable corridor and likely to continue for the full up to 3.5 year construction phase affecting a larger swath or geographical area of the LCA. Whilst successive layers of vegetation will limit the extent of visible influence on the landscape character and key characteristics a number of mature trees, hedgerows and pasture fields will be affected. Collectively the magnitude of change will be Medium-high and the manner in which this will be repeatedly experienced at different locations locally will be significant.</p>	
	Level of effect:	Onshore cable corridor HDD and temporary construction compound and access – Major to Major / Moderate and Significant (within the same or adjacent field unit). With some Major and Significant effects in relation to landscape elements (hedgerows and trees). Reducing to Moderate to Minor and Not Significant for the wider LCA.
	Type of effect:	Short-term duration (temporary with some permanent effects), direct and adverse.
	Operation and maintenance (Year 1) phase:	

	Collectively the overall magnitude of change will be Low affecting a swath of landscape character, characteristics and landscape elements notwithstanding the loss of some mature trees. Replanted hedgerows will not be established by Year 1.				
	<table border="1"> <tr> <td>Level of effect:</td> <td>Moderate and Significant until replacement planting has become established.</td> </tr> <tr> <td>Type of effect:</td> <td>Permanent (subject to tree growth), direct and adverse.</td> </tr> </table>	Level of effect:	Moderate and Significant until replacement planting has become established.	Type of effect:	Permanent (subject to tree growth), direct and adverse.
Level of effect:	Moderate and Significant until replacement planting has become established.				
Type of effect:	Permanent (subject to tree growth), direct and adverse.				
Whole Proposed Development effects	The offshore elements of the Proposed Development including the WTGs and offshore substations are assessed in Chapter 16, Volume 2 and the assessment concludes that there will be no visibility and no effect on this LCA. Therefore, the whole Proposed Development effects will be Major to Moderate and Significant to Moderate to Minor and Not Significant (due to the onshore elements of the Proposed Development).				
Cumulative effects assessment	There will be no cumulative effects.				

NCA 121: Low Weald (Winston to Bolney)

2.4.5 The Low Weald NCA is described by the Natural England (2013b, p.3).

“The Low Weald NCA is a broad, low-lying clay vale which largely wraps around the northern, western and southern edges of the High Weald. It is predominantly agricultural, supporting mainly pastoral farming owing to heavy clay soils, with horticulture and some arable on lighter soils in the east, and has many densely wooded areas with a high proportion of ancient woodland. Around 9 per cent of it falls within the adjacent designated landscapes of the Surrey Hills, Kent Downs and High Weald Areas of Outstanding Natural Beauty and the South Downs National Park. Around 23 per cent of the area is identified as greenbelt land.”

2.4.6 The onshore elements of the Proposed Development are primarily routed across the extensive Ashurst & Wiston Wooded Farmlands (G1), Steyning & Henfield Brooks (O3) and the Cowfold & Shermanbury Farmlands (J3) which are documented in the *Horsham District Landscape Character Assessment, Final Report* (Chris Blandford Associates on behalf of Horsham District Council, 2003). The north easternmost part of the study area is covered by the Mid Sussex Landscape Character Assessment (Mid Sussex District Council, 2005) which includes part of Hickstead Low Weald LW1 at the end of the onshore cable corridor near Bolney.

2.4.7 There are two other NCAs within this part of the study area. The Wealden Greensand NCA 120 is located to the northwest of Washington, West Sussex and surrounding Storrington. This NCA is described by the Natural England (2013c, p.3):

“The long, curved belt of the Wealden Greensand runs across Kent, parallel to the North Downs, and on through Surrey. It moves south, alongside the Hampshire Downs, before curving back eastwards to run parallel with the South Downs in West Sussex. Around a quarter of the NCA is made up of extensive belts of woodland – both ancient mixed woods and more recent conifer plantations. In contrast, the area also features more open areas of heath on acidic soils, river valleys and mixed farming, including areas of fruit growing.

The area has outstanding landscape, geological, historical and biodiversity interest. Some 51 per cent of the NCA is covered by the South Downs National Park, Kent Downs Area of Outstanding Natural Beauty (AONB) and Surrey Hills AONB – a testament to the area’s natural beauty. The underlying geology has shaped the scarp-and-dip slope topography, with its far-reaching views, but it has also had a significant bearing on the area’s sense of place: there are clear links between vernacular architecture, industry and local geology. The heritage assets provide vital connections to the NCA’s industrial, military and cultural history, and include distinctive deer parks and more recent 18th-century parklands. Biodiversity interests are represented by internationally and nationally designated sites alongside numerous local sites and other non-designated semi-natural habitats. The internationally designated sites include three Special Protection Areas (SPAs), two Ramsar sites and eight Special Areas of Conservation (SAC), representing the outstanding value and quality of the heathland, woodland,

wetland and coastal habitats found within the NCA. In addition, fragments of acid grassland and parkland landscapes add to the overall diversity of habitats.”

- 2.4.8 The High Weald is located to the north of Cowfold and the A272. This NCA is described by the Natural England (2013d, p.3).

“The High Weald National Character Area (NCA) encompasses the ridged and faulted sandstone core of the Kent and Sussex Weald. It is an area of ancient countryside and one of the best surviving medieval landscapes in northern Europe. The High Weald Area of Outstanding Natural Beauty (AONB) covers 78 per cent of the NCA. The High Weald consists of a mixture of fields, small woodlands and farmsteads connected by historic routeways, tracks and paths. Wild flower meadows are now rare but prominent medieval patterns of small pasture fields enclosed by thick hedgerows and shaws (narrow woodlands) remain fundamental to the character of the landscape.”

- 2.4.9 **Table 2-6** details the landscape assessment and sets out the landscape effects of the onshore elements of the Proposed Development within this area.

- 2.4.10 Areas scoped out of the assessment within the section of the onshore cable corridor include LCAs beyond 1km distance from the onshore part of the PEIR Assessment Boundary and urban / suburban areas around Storrington. These include parts of LCAs D1 and E1 which are largely occupied by sand quarries to the southeast of Storrington.

- 2.4.11 Two further LCAs, within the NCA 121: Low Weald are scoped out of the assessment as follows:

- Henfield & Small Dole Farmlands D2:

The onshore elements of the Proposed Development will not be located within this LCA which has only limited areas within the 1km buffer and fragmented ZTB coverage. Site survey and ZTV analysis indicates that there will be Negligible to Zero visibility of the onshore elements of the Proposed Development from limited locations and consequently there will be no effect on the landscape character.

- Upper Adur Valley LW2:

The onshore elements of the Proposed Development will not be located within this LCA which is located approximately 700m from onshore cable corridor. Site Survey and ZTV analysis indicates that there will be Negligible to Zero visibility of the onshore elements of the Proposed Development from limited locations and consequently there will be no effect on the landscape character.

- 2.4.12 Two further LCAs, within the NCA 122: High Weald are scoped out of the assessment as follows:

- Crabtree & Nuthurst Ridges & Ghylls M1:

The onshore elements of the Proposed Development will not be located within this LCA which is located approximately 200m from onshore substation search area option A. Site survey, ZTV and viewpoint analysis from Viewpoint SA2: A272 (**Figure 19.11, Volume 3**) and Viewpoint SA6: PRoW 1750 north of Aglands (**Figure 19.15, Volume 3**) indicate that there will be Negligible to Zero

visibility of the onshore cable corridor from limited locations and consequently there will be no effect on the landscape character. This LCA has been assessed in **Chapter 19, Volume 2** in respect of onshore substation search area option A.

- High Weald Fringes HW10:

The onshore elements of the Proposed Development will not be located within this LCA which is located approximately 700m from onshore cable corridor. Site Survey and ZTV analysis indicates that there will be Negligible to Zero visibility of the onshore elements of the Proposed Development from limited locations and consequently there will be no effect on the landscape character.

- Upper Adur Valley LW2:

The onshore elements of the Proposed Development will not be located within this LCA which is located approximately 700m from onshore cable corridor. Site Survey and ZTV analysis indicates that there will be Negligible to Zero visibility of the onshore elements of the Proposed Development from limited locations and consequently there will be no effect on the landscape character.

Table 2-6 Effects on Landscape Character within the Low Weald (NCA 121)

Amberley to Steyning Farmlands D1		
Figures: 19.4c, 19.5bii, and 19.9h-k, Volume 3		Viewpoint: H1 (Figure 19.40), Volume 3
LCA hierarchy	National Character Area:	NCA 121: Low Weald and NCA 120: Wealden Greensand
	County Character Type:	LCT: WG8: Central Scarp Footslopes
Designation:	None	
Character description	<p>This LCA is located within the wider WG8: Central Scarp Footslopes LCA which extends between Amberley and Steyning at the foot of the adjacent chalk escarpment. Its landscape often appears diminished and intricate in scale when set against the bold chalk ridge above. The field and vegetation patterns, lying over sandstone and clay, are complex. Large, straight-edged arable fields contrast with a pattern of smaller, irregular pastures and arable fields, and narrow linear woodlands near the streams, creating sudden transitions. There are dramatic views of the chalk escarpment to the south and glimpsed views of settlements through woodland and trees. Sensitivities in the wider Central Scarp Footslopes LCA include: Loss of rural quality of the PRoW network of tracks and byways, through inappropriate development. Only the areas outwith the South Downs J3 LCT are assessed to avoid repetition. The key characteristics at a local scale are described in the Horsham District Landscape Character Assessment (LCA) (Chris Blandford Associates, 2003, p.55):</p> <p><u>Key characteristics:</u></p> <ul style="list-style-type: none"> • <i>“Rolling landscape of the low ridges of the upper greensand, and the narrow vale of gault clay.</i> 	

	<ul style="list-style-type: none"> • <i>Overlooked by the chalk escarpment to the south.</i> • <i>Varied patchwork of arable and pasture farmland, with fields of irregular shapes and sizes.</i> • <i>Small north flowing streams in steep narrow valleys.</i> • <i>Sunken lanes with high hedgebanks.</i> • <i>Small springline settlements and farmsteads dispersed along the edge of the greensand ridge.</i> • <i>Extensive historic parkland at Wiston.</i> • <i>Mix of local building materials, including, brick and flint, sandstone and thatch.”</i> <p>The most relevant features relating to the onshore cable corridor are the fact that it is overlooked by the chalk escarpment to the south, and the varied patchwork of arable and pasture farmland, with fields of irregular shapes and sizes.</p> <p><u>Landscape elements:</u> The most relevant landscape elements are the hedgerows, mature trees and woodland.</p>		
Assessment of sensitivity	<p><u>Landscape value:</u> Although undesignated the landscape is located on the edge of the SDNP and has some common characteristics indicating High value in line with the SDNP. Part of the area is urban / suburban and borders a large sand quarry indicating lower value. Opportunities to experience the landscape result from its network of recreational routes/PRoW and from a caravan and campsite. The landscape value is assessed as Medium.</p> <p><u>Landscape susceptibility:</u> The Horsham District Landscape Character Assessment (LCA) (Chris Blandford Associates on behalf of Horsham District Council, 2003, p.57) states that the “<i>overall sensitivity to change is high due to the openness and prominence of the greensand ridge at the foot of the scarp, and due to the vulnerability of small scale historic field patterns in the gault clay vale.</i>” This statement relates to the wider LCA and is not particularly relevant to the remaining area of landscape character once the South Downs Landscape Character Assessment (LCA) (South Downs National Park, 2020) has been taken into account. The remaining area includes a large sand quarry and associated woodland, some urban/suburban areas and pasture fields, all of which are well enclosed by vegetation and indicative of Medium to Low susceptibility.</p>		
Sensitivity	Medium Low in respect of the pasture field	Landscape value:	Medium
		Landscape susceptibility:	Medium to Low
Magnitude of change			
Onshore cable corridor and temporary	Construction Phase: An HDD construction compound (containing welfare facilities/offices and storage of materials and equipment for a three-year period) is		

construction compound North of Washington	located within one pasture field to the north of Washington, West Sussex, the A283 and south of Rock Common Quarry. The temporary construction compound will be bounded on all sides by trees, woodland and hedgerows and there will be limited visibility of this area, from beyond, even during the winter months as illustrated by Viewpoint H1 (Figure 19.40, Volume 3). The onshore cable corridor to the west will be underground via HDD / trenchless crossing and it is assumed that roadside trees and hedges will be included and retained. The onshore cable corridor to the east will be located beyond the A283 and associated trees and hedgerow screening. The magnitude of change affecting the pasture field will be High, but beyond the perimeter screening (to be retained) the effect on the surrounding landscape character will be Negligible-Zero . The landscape effect on the pasture field which is of Low sensitivity due to its containment will be Moderate / Minor and Not Significant whilst the effect on the wider LCA will be Minor / Negligible and Not Significant .	
	Level of effect:	HDD construction compound and onshore cable corridor – Moderate / Minor to Minor / Negligible and Not Significant
	Type of effect:	Short-term duration (temporary), direct and adverse.
	Operation and maintenance (Year 1) phase: The onshore cable corridor and associated HDD construction compound will all be reinstated with no effects remaining on the pasture field and field boundaries.	
	Level of effect:	None
	Type of effect:	Permanent and neutral.
Limitations/ assumptions	1. It has been assumed that all perimeter vegetation (trees, hedgerow and woodland) around the HDD construction compound and along the A283 roadside will be protected and retained.	
Whole Proposed Development effects	The offshore elements of the Proposed Development are assessed in Chapter 16, Volume 2 which confirms very low visibility and Negligible and Not Significant effects. Therefore, the whole Proposed Development effects will be Moderate / Minor to Minor / Negligible and Not Significant (due to the onshore elements of the Proposed Development).	
Cumulative effects assessment	There will be no cumulative effects.	

Parham & Storrington Wooded Farmlands & Heaths E1

Figures: 19.4c, 19.5biii, and 19.9j, Volume 3

Viewpoints: I (Figure 19.41) and J5 (Figure 19.45), Volume 3

LCA hierarchy	National Character Area:	NCA 121: Low Weald and NCA 120: Wealden Greensand
	County Character Type:	LCT: WG7: Storrington Woods and Heaths
Designation	None	
Character description	<p>This LCA is located within the wider WG7: Storrington Woods and Heaths LCA. The landform is a series of low ridges alternating with shallow valleys, reflecting a complex geology of sandstone and clay. Heavily wooded ridges to the south are interspersed with small patches of heathland. Sensitivities include loss of open heathland and woodland cover or decreases in overall diversity of woodland due to poor management or plantation planting. The key characteristics at a local scale are described in the Horsham District Landscape Character Assessment (LCA) (Chris Blandford Associates, 2003, p.63).</p> <p><u>Key characteristics:</u></p> <ul style="list-style-type: none"> • “Rolling <i>landform of sandy ridges cut by small narrow stream valleys.</i> • <i>Extensive pine and oak-birch woodland. Linear streamside woods. Small areas of heathland, such as at Sullington Warren Golf course.</i> • <i>Small mostly well hedged pasture fields with mature hedgerow oaks.</i> • <i>Historic parkland of Parham Park with distinctive tree clumps, groves and extensive tree belts.</i> • <i>Major areas of sand and gravel extraction at Sandgate Park and Rock Common.</i> • <i>Scattered farmsteads and cottages along roads. Traditional local materials of sandstone, half timber and plaster and brick.”</i> <p>The closest part of the LCA to the onshore cable corridor is the hill at Rock Common which is an area of pasture, bounded by post and wire fencing and enclosed by perimeter woodland with no public access.</p>	
Assessment of sensitivity	<p><u>Landscape value:</u></p> <p>Although undesignated the landscape is located on the edge of the SDNP indicating higher value in line with the SDNP. Part of the area is suburban and includes a large sand quarry at Rock Common indicating lower value. Opportunities to experience the landscape are limited and the landscape value is assessed as Medium to Low.</p> <p><u>Landscape susceptibility:</u></p> <p>The Horsham District Landscape Character Assessment (LCA) (Chris Blandford Associates, 2003, states that the “<i>overall sensitivity to change is high due to the area's many intrinsic landscape qualities and its general visibility from the chalk escarpment to the south.</i>” Viewpoint I: Chanctonbury Ring (Figure 19.41, Volume 3) provides a view of this area from the escarpment which appears well wooded and this part of the onshore cable corridor will be screened by landform, otherwise the area includes a large sand quarry and associated woodland, some urban / suburban areas and pasture fields, all of which are well enclosed by vegetation and indicative of Medium to Low susceptibility.</p>	

Sensitivity	Medium-low	Landscape value:	Medium to Low
		Landscape susceptibility:	Medium to Low
Magnitude of change			
Onshore cable corridor and HDD construction compound North of Rock Common	Construction phase:		
	<p>The onshore cable corridor and a HDD construction compound will be visible from the hill at Rock Common on the south eastern edge of the LCA. The onshore elements of the Proposed Development will add to the views of the existing sand quarry extending a construction influence into the rural landscape along the A283 which forms the boundary of the LCA and the SDNP. The magnitude of change will be Medium-high <250m and affecting a small area of this LCA on the hill at Rock Common.</p> <p>A HDD construction compound (containing welfare facilities / offices and storage of materials and equipment for a three-year period) is located within one pasture field to the north of Rock Common Quarry. Temporary construction access will be provided via an existing road into a business facility and there will be no loss trees or hedgerows due to access or visibility splays. The HDD construction compound will occupy part of an arable field that is bounded to the south by woodland with the construction compound extending into the field and the adjacent LCA (Pulborough, Chiltoningon & Thakeham Farmlands F1). Again, this area will be overlooked from the hill at Rock Common extending a construction influence into the rural landscape to the north. The magnitude of change will be Medium-high <250m and affecting a small area of this LCA on the hill at Rock Common.</p> <p>Views from the wider LCA will be very limited as the ZTV is fragmented and the area is partly developed with successive layers of trees and garden shrubs and the effects on the wider LCA will be Negligible.</p>		
	Level of effect:	HDD construction compound and onshore cable corridor - Moderate and Significant	
	Type of effect:	Short-term duration (temporary), direct and adverse.	
	Operation and maintenance (Year 1) phase:		
<p>The onshore cable corridor and associated HDD construction compound will all be reinstated with no effects remaining on the landscape or landscape elements.</p>			
Level of effect:	None		
Type of effect:	Permanent and neutral.		
Limitations/ assumptions	1. It has been assumed that all perimeter vegetation (trees, hedgerow and woodland) around the HDD construction compound and along the A283 roadside will be protected and retained.		

Whole Proposed Development effects	The offshore elements of the Proposed Development are assessed in Chapter 16, Volume 2 which confirms very low visibility and Negligible and Not Significant effects. Therefore, the whole Proposed Development effects will be Moderate and Significant (due to the onshore elements of the Proposed Development).
Cumulative effects assessment	There will be no cumulative effects.

Pulborough, Chiltington & Thakeham Farmlands F1	
Figures: 19.4c, 19.5bii, and 19.9k, Volume 3	Viewpoints: I (Figure 19.41) J2 and J5 (Figures 19.43 and 19.45), Volume 3
LCA hierarchy	National Character Area: County Character Type:
	NCA 121: Low Weald and NCA 120: Wealden Greensand LCT: WG7: Storrington Woods and Heaths
Designation	None
Character description	<p>This LCA is located within the wider WG7: Storrington Woods and Heaths LCA. The landform is a series of low ridges alternating with shallow valleys, reflecting a complex geology of sandstone and clay. Heavily wooded ridges to the south are interspersed with small patches of heathland. Sensitivities include loss of open heathland and woodland cover or decreases in overall diversity of woodland due to poor management or plantation planting. The key characteristics at a local scale are described in the Horsham District Landscape Character Assessment (LCA) (Chris Blandford Associates, 2003, p.71).</p> <p><u>Key characteristics:</u></p> <ul style="list-style-type: none"> • “Undulating sandstone ridge. • Partly wooded low scarp. • Extensive arable and some horticultural land use with glasshouses and mushroom farms. • Small orchards and vineyards • Leafy sunken lanes with sandstone exposures. • Small historic villages built of sandstone and half timber such as West Chiltington and Thakeham. • Scattered small cottages and farmsteads mainly along lanes.” <p><u>Landscape elements:</u></p> <p>The most relevant landscape elements are the hedgerows and mature trees within the onshore cable corridor.</p>
Assessment of sensitivity	<p><u>Landscape value:</u></p> <p>Although undesignated the landscape is located on the edge of the SDNP indicating higher value in line with the SDNP. Most of the area east of the A24 is made up of arable fields bounded by hedgerows with occasional woodland clumps and it is not particularly representative of the LCA description. Part of the area is suburban and includes a large sand quarry at Rock Common indicating lower value. There are limited</p>

PRoW within this area of the LCA, the main one passing Upper Chancton Farm. The landscape value is assessed as **Medium**.

Landscape susceptibility:

The Horsham District Landscape Character Assessment (LCA) (Chris Blandford Associates, 2003, p.73) states that the “overall sensitivity to change is high due to the area’s many intrinsic landscape qualities and its general visibility from the chalk escarpment to the south.” Viewpoint I: Chanctonbury Ring (**Figure 19.41, Volume 3**) provides a view of this area from the escarpment which indicates that the onshore cable corridor will be screened from this view by foreground landform and the construction compound will be mostly screened by the hill at Rock Common and intervening woodland. Nonetheless there is likely to be some visibility from paths on the side of the escarpment (partly wooded) and/or further along albeit at greater distance.

Indicators of lower susceptibility include the sense of enclosure and limited visibility due to the undulating landform, and the network of trees, hedges and woodland which prevent longer range views from within the LCA, close to the onshore cable corridor. The changing character of the landuse and the landcover pattern of the arable fields arable is a further indicator of lower susceptibility due to regular crop rotation and the movement of agricultural machinery. The susceptibility of the landscape overall is assessed as **Medium**.

Landscape elements (mature trees, hedgerows, and woodland) are indicative of higher levels of susceptibility as they are not easily replaced if removed from within the onshore cable corridor.

Sensitivity	Medium (High to Medium for landscape elements trees and hedgerows)	Landscape value:	Medium
		Landscape susceptibility:	Medium (High for landscape elements)

Magnitude of change

Onshore cable corridor and temporary construction access

Construction phase:

Figures 19.5biii and 19.9k, Volume 3 show the onshore cable corridor (approximately 400m in length) crossing up to two pasture fields and two hedgerows with trees between the A283 and Water Lane on the south eastern tip of the LCA, close to the SDNP boundary. The onshore cable corridor will be approximately 50m wide, comprising perimeter stock fencing, open cut cable installation with internal haul road, associated construction machinery and soil storage as indicated in **Graphic 4.19, Chapter 4, Volume 2**.

Activity along the onshore cable corridor will be transient and of short duration (up to 3.5 years) with progressive backfill and reinstatement as works on the onshore cable corridor are completed along the route. The scale and geographical extent of these construction activities will be **Medium-high** when experienced locally to the construction works (within the same field unit or approximately 250m), reducing to **Negligible-Zero** for the wider LCA where the onshore cable corridor will appear partly or wholly screened by successive layers of vegetation.

	<p>The onshore cable corridor construction works will affect approximately two hedgerows with trees of High sensitivity close to the SDNP boundary. The loss of trees will be permanent, and this will affect the localised pattern of hedgerows with trees in this area. The magnitude of change affecting these elements will be High.</p> <p>The construction compound (containing welfare facilities / offices and storage of materials and equipment for a three-year period) is located within one pasture field to the north of the hill at Rock Common (largely screened from view from the top of the escarpment in the SDNP). It is assumed that the perimeter hedge along the east and west boundaries will be retained. The hill at Rock Common is clearly visible in Viewpoint J5 (Figure 19.45, Volume 3) and the construction compound will appear in the foreground of this view and its influence on landscape character will be more extensive due to the low hedges. The magnitude of change will be Medium-high <250m and affecting a small area of this LCA to the north of the hill at Rock Common.</p> <p>Collectively the landscape effect will be Moderate and Significant <250m of the onshore cable corridor and construction compound, reducing to Minor / Negligible for the wider LCA. The loss of trees within the onshore cable corridor will lead to a localised Major b Significant effect <100m.</p>
Level of effect:	<p>Temporary construction compound and onshore cable corridor – Moderate and Significant</p> <p>With some Major and Significant effects in relation to loss of trees within the onshore cable corridor.</p>
Type of effect:	<p>Short-term duration (temporary and permanent), direct and adverse.</p>
	<p>Operation and maintenance (Year 1) phase:</p> <p>The onshore cable corridor and temporary construction compound will be reinstated, and hedgerow boundaries replanted resulting in a Low to Negligible-Zero magnitude of change on the pattern of landscape elements notwithstanding the loss of some mature trees. Replanted hedgerows will not be established by Year 1 and there will be a reduced Medium magnitude of change.</p> <p>Overall, the magnitude of change on landscape character overall will be Zero.</p>
Level of effect:	<p>Onshore cable corridor – Minor and Not Significant</p> <p>With some Moderate and Significant effects in relation hedgerows, until these are established.</p>
Type of effect:	<p>Permanent, direct and adverse reducing to neutral as hedgerows become re-established.</p>
Limitations/ assumptions	<p>1. It has been assumed that all perimeter vegetation around the temporary construction compound will be protected and retained.</p>
Whole Proposed Development effects	<p>The offshore elements of the Proposed Development are assessed in Chapter 16, Volume 2 which confirms very low visibility and Negligible and Not Significant effects. Therefore, the whole Proposed Development effects will be Major to Moderate and Significant (due</p>

	to the onshore elements of the Proposed Development) to Minor to Negligible and Not Significant .	
Cumulative effects assessment	There will be no cumulative effects.	
Ashurst & Wiston Wooded Farmlands G1		
Figures: 19.4d, 19.5biii, and 19.9k-l, Volume 3	Viewpoints: J1 (Figure 19.42) and K1 (Figure 19.47a-b), Volume 3	
LCA hierarchy	National Character Area:	NCA 121: Low Weald
	County Character Type:	LCT: LW7: Wiston Low Weald
Designation	None	
Character description	<p>This LCA is located within the wider LW7: Wiston Low Weald. The area is characterised by gently undulating landform with mainly pastoral field with woodland and has a well-wooded character. There are strong patterns of small to medium size fields enclosed by woodlands, shaws and hedgerows with trees with some larger arable fields. Some areas include isolated trees in pasture and ancient woodland and conifer plantations. Sensitivities in the wider Wiston Low Weald LCT include loss of woodland cover or biodiversity of woodland due to plantation planting or lack of management, changes in field sizes and loss of tranquillity as a result of land management and loss of hedgerows and isolated pasture trees. The key characteristics at a local scale are described in the Horsham District Landscape Character Assessment (LCA) (Chris Blandford Associates, 2003, p.75):</p> <p><u>Key characteristics:</u></p> <ul style="list-style-type: none"> • <i>“Gently undulating wooded farmland, drained by small streams.</i> • <i>Small to medium size pasture fields usually enclosed by hedgerows and shaws.</i> • <i>Occasional glimpsed views of the Downs.</i> • <i>Isolated farms and cottages on lanes and small tracks.</i> • <i>Varied local building materials of half timber, tile hanging, weatherboarding and some flint.</i> • <i>Winding lanes.</i> • <i>Rural, mostly remote and tranquil character”</i> <p><u>Landscape elements:</u></p> <p>The most relevant landscape elements are the woodland, hedgerows and mature trees within the onshore cable corridor.</p>	
Assessment of sensitivity	<p><u>Landscape value:</u></p> <p>The landscape is not rare, consisting of farmed pastoral and arable fields interspersed by tree belts, woodland and hedgerows which are not uncommon to the wider area. However, the rolling landscape does have some scenic value and the proximity of this landscape to the SDNP to the south affords higher levels of landscape quality in terms of</p>	

the areas local sense of place and representativeness. Opportunities to experience the landscape result from its network of recreational routes / PRow. The landscape value is assessed as **Medium**.

Landscape susceptibility:

The Horsham District Landscape Character Assessment (LCA) (Chris Blandford Associates, 2003, p.76) states that the “*overall sensitivity to change is high. Although an enclosed landscape, without prominent topography and little existing development, many types of change could damage or erode its unspoilt remote rural character.*”

Indicators of lower susceptibility include the sense of enclosure and limited visibility due to the undulating landform, and the network of trees, hedges and woodland which prevent longer range views from within the LCA, close to the onshore cable corridor. The changing character of the landuse and the landcover pattern of the arable fields arable is a further indicator of lower susceptibility due to regular crop rotation and the movement of agricultural machinery. There is however a dense network of trees, hedgerows, and woodland as illustrated in Viewpoints J1 (**Figure 19.42, Volume 3**) and K1 (**Figure 19.47a-b, Volume 3**) which will be of higher susceptibility and are a key characteristic.

The susceptibility of the landscape overall is assessed as **High to Medium**.

Landscape elements (mature trees, hedgerows, and woodland) are indicative of higher levels of susceptibility as they are not easily replaced if removed from within the onshore cable corridor.

Sensitivity	Medium-high (High for landscape elements woodland, trees and hedges)	Landscape value:	Medium
		Landscape susceptibility:	High to Medium (High for landscape elements)

Magnitude of change

Onshore cable corridor and temporary construction access	<p>Construction Phase:</p> <p>Figures 19.5biii and 19.9k-l, Volume 3 show the onshore cable corridor (approximately 4km in length) crossing the landscape to the northeast of Wiston to Spithandle Lane near Beggar’s Bush Kennels and Calcot Wood. The route of the onshore cable corridor is almost parallel to Spithandle Lane (approximately 750-250m further northwest). Although woodland is avoided, the onshore cable corridor will cross up to 19 fields and approximately 22 hedgerows with trees and a up to five mature field trees are also located within the onshore cable corridor, including four minor roads / tracks with roadside hedgerows and trees. There is one trenchless HDD crossing at woodland near Beggar’s Bush Kennels to the north of Spithandle Lane (RDX-12). An HDD construction compound (containing welfare facilities / offices and storage of materials and equipment for a three-year period) will be located within the adjacent pasture field to the south. The onshore cable corridor will be approximately 50m wide, comprising perimeter stock fencing, open cut cable installation with</p>
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internal haul road, associated construction machinery and soil storage as indicated in **Graphic 4.19, Chapter 4, Volume 2**.

Activity along the onshore cable corridor will be transient and of short-term in duration (up to 3.5 years) with progressive backfill and reinstatement as works on the onshore cable corridor are completed along the route. The scale and geographical extent of these construction activities will be **Medium-high** when experienced locally to the construction works (within the same field unit or approximately >250m), reducing to **Negligible-Zero** for the wider LCA where the onshore cable corridor will appear partly or wholly screened by successive layers of vegetation.

The onshore cable corridor construction works will affect approximately 22 hedgerows with trees of High sensitivity not far from the SDNP boundary. The loss of trees will be permanent, and this will affect the localised pattern of hedgerows with trees in this area. The magnitude of change affecting these elements will be **High**.

Temporary construction and operational access 17a

There will be one temporary construction and operational access (17a) off the A283, crossing through an existing gap in the hedge. The access will cross two fields and hedges (no trees) and it is assumed that the access will be set back beyond the canopy and root zone of mature oak trees adjacent to the access route. The temporary construction and operational access (17a) will be permanent and used for operation and the magnitude of change will be **Low**.

Collectively the landscape effect will be **Major / Moderate and Significant** <250m of the onshore cable corridor and temporary construction compound, reducing to **Minor** for the wider LCA. The loss of trees and hedgerow trees within the onshore cable corridor will lead to a localised **Major and Significant** effect <250m.

Level of effect:	Onshore cable corridor – Major / Moderate and Significant With some Major and Significant effects in relation to loss of trees within the onshore cable corridor.
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Type of effect:	Short-term duration (temporary and permanent), direct and adverse.
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Operation and maintenance (Year 1) phase:

The onshore cable corridor will be reinstated resulting in a **Low to Negligible** magnitude of change.

Hedgerow boundaries replanted (although they will not be established by Year 1) resulting in a **Low** magnitude of change on the pattern of landscape elements notwithstanding the loss of mature trees. The replanted hedges (and lost trees) will be visible across successive field boundaries when viewing along the onshore cable corridor from minor road and PRow. Overall, the magnitude of change on the wider landscape character overall (>250m) will be **Negligible-Zero**.

Level of effect:	Onshore cable corridor – Moderate to Minor and Not Significant
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		With some Moderate and Significant effects in relation hedgerows, until these are established.
	Type of effect:	Permanent, direct and adverse reducing to neutral as hedgerows become re-established.
Limitations / assumptions		<ol style="list-style-type: none"> 1. The assessment has assumed that the need for permanent operational access will entail the reinstatement of grass verges and reduced road width to 4m in-keeping with the rural character of the LCA. 2. It has been assumed that hedgerows will be replanted in accordance with commitment C-115 (Appendix 4.1, Volume 4) and that any trees / hedgerows lost to provide temporary construction access will be replanted where possible post-construction and / or coppiced vegetation allowed to re-grow. 3. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending the arboricultural survey and further design maturity and update to the description of the Proposed Development.
Whole Proposed Development effects		The offshore elements of the Proposed Development are assessed in Chapter 16, Volume 2 which confirms low visibility and Negligible and Not Significant effects. Therefore, the whole Proposed Development effects will be Major to Moderate and Significant (due to the onshore elements of the Proposed Development) to Moderate to Minor and Not Significant .
Cumulative effects assessment		There will be no cumulative effects.

Steyping & Henfield Brooks O3

Figures: 19.4d, 19.5biii, and 19.9l, m and n, Volume 3		Viewpoints: K (Figure 19.46a-b) L (Figure 19.48), T (Figure 19.58a-b), T1 (Figure 19.59), Volume 3
LCA hierarchy	National Character Area:	NCA 121: Low Weald
	County Character Type:	LCT: LW9: Upper Adur Valley
Designation		None
Character description		This LCA is located within the wider LW9: Upper Adur Valle and comprises the headwaters of the River Adur which are characterised by a network of narrow valleys and streams, rimmed by low ridges the expansive, open brooks pastures of the Henfield and Beeding Brooks. The LCA has a downland backdrop and is mainly a pastoral landscape with a well-wooded character. There are relatively few panoramic or long views within the valley although views to the south are dominated by the steep downland scarp. Sensitivities in the Upper Adur Valley LCA include brooks, pasture and the impact of new urban development, modern farm buildings, masts, pylons and new roads. The key characteristics at a local scale are described in the Horsham District

	<p>Landscape Character Assessment (LCA) (Chris Blandford Associates, 2003, p.143):</p> <p><u>Key characteristics:</u></p> <ul style="list-style-type: none"> • <i>“Middle reaches of the River Adur and its alluvial floodplain.</i> • <i>Seasonal flooding.</i> • <i>Small fields of unimproved and semi-improved wet grassland divided mostly by drainage ditches.</i> • <i>Course of the river marked by raised embankments.</i> • <i>Occasional patches of scrub and isolated trees & tree groupings with scrub following drainage ditches.</i> • <i>Arable valleysides with fragmented hedgerow pattern and small isolated woodlands.</i> • <i>Largely tranquil undeveloped rural character”.</i> <p><u>Landscape elements:</u></p> <p>The most relevant landscape elements are the isolated trees and hedgerows within the onshore cable corridor.</p>		
<p>Assessment of sensitivity</p>	<p><u>Landscape value:</u></p> <p>The landscape is not designated but does have some perceptual qualities of tranquillity and some scenic value. It is traversed by the Downs Link long distance walking route. Other opportunities to experience the landscape result from its network of recreational routes/PRoW, particularly along the River Adur, rural roads and angling opportunities near Shermanbury.</p> <p>The landscape value is assessed as Medium.</p> <p><u>Landscape susceptibility:</u></p> <p>The Horsham District Landscape Character Assessment (LCA) (Chris Blandford Associates, 2003, p.145) states that the <i>“overall sensitivity to change is high. Although an enclosed landscape, without prominent topography and little existing development, many types of change could damage or erode its unspoilt remote rural character.”</i></p> <p>Considering the nature of the onshore elements of the Proposed Development, the changing character of the landuse and the landcover pattern of the arable fields arable is an indicator of lower susceptibility due to regular crop rotation and the movement of agricultural machinery. There is also a sparse network of trees and hedgerows, indicating High - medium susceptibility.</p> <p>The susceptibility of the landscape overall is assessed as High to Medium.</p> <p>Landscape elements (watercourses, mature trees and hedgerows) are indicative of higher levels of susceptibility as they are not easily replaced if removed from within the onshore cable corridor.</p>		
<p>Sensitivity</p>	<p>Medium (Medium-high for landscape elements trees and hedges)</p>	<p>Landscape value:</p>	<p>Medium</p>
		<p>Landscape susceptibility:</p>	<p>High to Medium</p>

Magnitude of change

Onshore cable corridor and temporary construction access

Construction phase:

Figures 19.5biii and **19.9I-m, Volume 3** show the onshore cable corridor (approximately 5.5km in length) crossing the landscape to the northeast of the River Adur between just to the north of Beggar's Bush Kennels near Ashurst to the B2116 near Shermanbury and Partridge Green. The onshore cable corridor will cross approximately 29 fields and hedgerows, some with trees and a up to 10 mature field trees are also located within the onshore cable corridor. The onshore cable corridor will be approximately 50m wide, comprising perimeter stock fencing, open cut cable installation with internal haul road, associated construction machinery and soil storage as indicated in **Graphic 4.19, Chapter 4, Volume 2**. There is also a trenchless HDD crossing of the River Adur (RVX-02). An HDD construction compound (containing welfare facilities / offices and storage of materials and equipment for a three-year period) will be located within the pasture fields to the south. Activity along the onshore cable corridor will be transient and of short duration (up to 3.5 years) with progressive backfill and reinstatement as works on the onshore cable corridor are completed along the route. The scale and geographical extent of these construction activities will be **Medium-high** when experienced locally to the construction works (within the same field unit or approximately >250m), reducing to **Negligible-Zero** for the wider LCA where the onshore cable corridor will appear more distant and partly screened by successive layers of vegetation.

The onshore cable corridor construction works will affect approximately 29 hedgerows and trees of High sensitivity. The loss of trees will be permanent, although this is less likely to affect landscape patterns of hedgerows which are generally more diffuse in this area. The magnitude of change affecting these elements will be **Medium-high**.

Temporary construction and operational access:

There will be five temporary construction accesses (approximately 10m wide) which will also provide permanent operational access along the onshore cable corridor:

- Access 20a – B2135, south of Ashurst – will require the removal of trees creating a 'green tunnel' along this road to allow access and visibility splays.
- Access 21 – B2135, north of Ashurst – will require the removal of trees and hedges to allow access and visibility splays along the roadside.
- Access 22 – B2135, near Brightman's Farm – will require the removal of trees creating a 'green tunnel' along this road to allow access and visibility splays.
- Access 23a – A281, near Shermanbury – will require the removal of trees to allow access and visibility splays. It is assumed that access will allow a setback from the tree canopy and root zone to preserve existing trees adjacent to the access route.

	<ul style="list-style-type: none"> • Access 24 – B2116, near Shermanbury – will require the removal of trees to allow access and visibility splays. It is assumed that access will allow a setback from the tree canopy and root zone to preserve existing trees adjacent to the access route. <p>Collectively the landscape effect will be Moderate and Significant <250m of the onshore cable corridor, reducing to Minor / Negligible for the wider LCA. The loss of trees and hedgerow trees within the onshore cable corridor and along the proposed temporary construction and operational accesses will lead to a localised Major / Moderate and Significant effect <250m.</p>
<p>Level of effect:</p>	<p>Onshore cable corridor – Moderate and Significant With some Major / Moderate and Significant effects in relation to loss of trees within the onshore cable corridor and for temporary construction and operational access.</p>
<p>Type of effect:</p>	<p>Short-term duration (temporary and permanent), direct and adverse.</p>
	<p>Operation and maintenance (Year 1) phase: The onshore cable corridor will be reinstated resulting in a Low to Negligible-Zero magnitude of change. Hedgerow boundaries will be replanted (although they will not be established by Year 1) resulting in a Low magnitude of change on the pattern of landscape elements notwithstanding the loss of mature trees. The removal of trees to allow access will remain as localised Medium to Low magnitudes of change to roadside vegetation. Overall, the magnitude of change on the wider landscape character will be Zero.</p>
<p>Level of effect:</p>	<p>Onshore cable corridor – Minor and Not Significant With some Moderate and Significant effects in relation trees removed for permanent access.</p>
<p>Type of effect:</p>	<p>Permanent, direct and adverse to neutral as hedgerows become re-established.</p>
<p>Limitations / assumptions</p>	<ol style="list-style-type: none"> 1. The assessment has assumed that the need for permanent operational access will entail the reinstatement of grass verges and reduced road width to 4m in-keeping with the rural character of the LCA. 2. It has been assumed that hedgerows will be replanted in accordance with commitment C-115 (Appendix 4.1, Volume 4) and that any trees / hedgerows lost to provide temporary construction access will be replanted where possible post-construction and / or coppiced vegetation allowed to re-grow. 3. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending the arboriculture survey and further design maturity and update to the description of the onshore elements of the Proposed Development.



Whole Proposed Development effects	The offshore elements of the Proposed Development are assessed in Chapter 16, Volume 2 which confirms low visibility and Negligible and Not Significant effects. Therefore, the whole Proposed Development effects will be Major / Moderate to Moderate and Significant (due to the onshore elements of the Proposed Development) to Minor and Not Significant .
Cumulative effects assessment	There will be no cumulative effects.

Cowfold & Shermanbury Farmlands J3		
Figures: 19.4d, 19.5biii, and 19.9o-r, Volume 3		Viewpoints: T (Figure 19.58a-b), W (Figure 19.63), V2 (Figure 19.62), Y (Figure 19.65), Volume 3
LCA hierarchy	National Character Area:	NCA 121: Low Weald and NCA 122: High Weald
	County Character Type:	LCT: LW10: Eastern Low Weald
Designation	None	
Character description	<p>This LCA is located within the wider LW10: Eastern Low Weald LCT and comprises a lowland mixed pastoral and arable landscape with a strong hedgerow pattern. It lies over low ridges and clay vales drained by the upper Adur river system. Where possible there are some long views to the South Downs in the south and north to the High Weald. Sensitivities in the wider Eastern Low Weald LCT include a high level of perceived naturalness and a rural tranquillity in the landscape the west of the A23 Trunk Road; woodland cover and the mosaic of shaws and hedgerows. The key characteristics at a local scale are described in the Horsham District Landscape Character Assessment (LCA) (Chris Blandford Associates, 2003, p. 111):</p> <p><u>Key characteristics:</u></p> <ul style="list-style-type: none"> • <i>“Gently undulating low ridges and valleys.</i> • <i>Scattered small woodlands.</i> • <i>Small and medium size pasture fields and some larger arable fields.</i> • <i>Mostly small scale intricate landscape. Localised areas with more open character.</i> • <i>Field ponds.</i> • <i>Small farmsteads and cottages dispersed along lanes and tracks.</i> • <i>The historic village of Cowfold and more suburban development at Partridge Green and Shermanbury.</i> • <i>Local building materials of half timber, brick, tile, Horsham stone and weatherboarding.</i> • <i>Landmark of St Hugh’s Charterhouse Monastery at Shermanbury.”</i> <p><u>Landscape elements:</u></p>	

	The most relevant landscape elements are the woodland, hedgerows and mature trees within the onshore cable corridor and onshore substation search area.		
Assessment of sensitivity	<p><u>Landscape value:</u> The landscape is not rare, consisting of farmed pastoral and arable fields interspersed by tree belts, woodland and hedgerows which are not uncommon to the wider area. However, the undulating low ridges and valleys have some scenic value and the proximity to the High Weald AONB in the north indicates a higher degree of landscape quality. Opportunities to experience the landscape result from its network of recreational routes / PRoW, historic villages, and rural roads. The landscape value is assessed as High-medium to Medium.</p> <p><u>Landscape susceptibility:</u> The Horsham District Landscape Character Assessment (LCA) (Chris Blandford Associates, 2003, p. 113) states that the “<i>Sensitivity to change overall is moderate reflecting the moderate to high intervisibility of the area and moderate intrinsic landscape qualities.</i>” Considering the nature of the onshore elements of the Proposed Development, indicators of lower susceptibility include the sense of enclosure and limited visibility due to the undulating landform, and the network of trees, hedges and woodland which prevent longer range views from within the LCA, close to the onshore cable corridor. The changing character of the landuse and the landcover pattern of the arable fields arable is a further indicator of lower susceptibility due to regular crop rotation and the movement of agricultural machinery. There is however a dense network of trees, hedgerows, and woodland which will be of higher susceptibility and are a key characteristic. The susceptibility of the landscape overall is assessed as Medium. Landscape elements (mature trees, hedgerows, and woodland) are indicative of higher levels of susceptibility as they are not easily replaced if removed from within the onshore cable corridor.</p>		

Sensitivity	Medium (High for landscape elements woodland, trees and hedges)	Landscape value:	High-medium to Medium
		Landscape susceptibility:	Medium (High for landscape elements)

Magnitude of change

Onshore cable corridor	<p>Construction phase: <u>Onshore cable corridor between Shermanbury Road and the A281</u> Figures 19.5biii and 19.9o, Volume 3 show the onshore cable corridor (approximately 2km in length) crossing the landscape between Shermanbury Road and the A281 to the north of Shermanbury. Although woodland is avoided, the onshore cable corridor will cross up to seven fields and approximately eight hedgerows with trees and a up to three mature field trees are also located within the onshore cable corridor. The onshore cable corridor will be approximately 50m wide, comprising perimeter stock fencing, open cut cable installation with</p>
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internal haul road, associated construction machinery and soil storage as indicated in **Graphic 4.19, Chapter 4, Volume 2**.

Activity along the onshore cable corridor will be transient and of short duration (up to 3.5 years) with progressive backfill and reinstatement as works on the onshore cable corridor are completed along the route. The scale and geographical extent of these construction activities will be **Medium – high** when experienced locally to the construction works (within the same field unit or approximately >250m), reducing to **Negligible – Zero** for the wider LCA where the onshore cable corridor will appear partly or wholly screened by successive layers of vegetation.

The onshore cable corridor construction works will affect approximately eight hedgerows with trees and up to three field trees of High sensitivity. The loss of trees will be permanent, and this will affect the localised pattern of hedgerows with trees in this area. The magnitude of change affecting these elements will be **High**.

There will be one temporary construction access (No. 26) off the A281, which will require the removal of trees and hedges to allow access and visibility splays along the roadside.

Onshore cable corridor between the A281 and onshore substation search area options A and B

There are multiple onshore cable corridor route options and temporary construction access options with some HDD construction compound requirements each extending 4-6km across the landscape. There are also two onshore substation search areas. The effects will be similar to the section assessed between Shermanbury Road and the A281 above. A summary of the main differences is provided as follows:

- Wineham Lane North Route 1A – approximately 4km in length and crossing approximately 30 field boundaries and one section of woodland approximately 350m;
- Wineham Lane South Route 1A – approximately 4km in length and crossing approximately 30 field boundaries;
- Wineham Lane North Route 1B – approximately 4km in length and crossing approximately 34 field boundaries and one section of woodland approximately 350m. Part of this route is within the adjacent Upper Adur Valleys (P2) LCA;
- Wineham Lane South Route 1B – approximately 4km in length and crossing approximately 32 field boundaries. Part of this route is within the adjacent Upper Adur Valleys (P2) LCA;
- Bolney Road/Kent Street Route 1C – approximately 6km in length and crossing approximately 42 field boundaries and one trenchless crossing of the Cowfold Stream; and
- Bolney Road/Kent Street Route 1D – approximately 6.5km in length and crossing approximately 44 field boundaries and one trenchless crossing of the Cowfold Stream.

	<p>Preliminary assessment, subject to further design maturity indicates that the landscape effect will be Major / Moderate and Significant <250m of the onshore cable corridor and temporary construction compound, reducing to Minor for the wider LCA. The loss of woodland, trees and hedgerow trees within the onshore cable corridor will lead to a localised Major and Significant effect <250m.</p>
Level of effect:	Onshore cable corridor – Major / Moderate and Significant With some Major and Significant effects in relation to loss of trees within the onshore cable corridor.
Type of effect:	Short-term duration (temporary and permanent), direct and adverse.
	<p>Operation and maintenance (Year 1) phase: The onshore cable corridor will be reinstated resulting in a Low to Negligible-Zero magnitude of change. Hedgerow boundaries will be replanted (although they will not be established by Year 1) resulting in a Low magnitude of change on the pattern of landscape elements notwithstanding the loss of mature trees. The replanted hedges will be visible across successive field boundaries when viewing along the onshore cable corridor. Overall, the magnitude of change on the wider landscape character overall (>250m) will be Negligible-Zero.</p>
Level of effect:	Onshore cable corridor – Minor and Not Significant With some Moderate and Significant effects in relation hedgerows, until these are established.
Type of effect:	Permanent, direct and adverse reducing to neutral as hedgerows become re-established.
Limitations / assumptions	<ol style="list-style-type: none"> 1. The assessment has assumed that the need for permanent operational access will entail the reinstatement of grass verges and reduced road width to 4m in-keeping with the rural character of the LCA. 2. It has been assumed that hedgerows will be replanted in accordance with commitment C-115 (Appendix 4.1, Volume 4) and that any trees / hedgerows lost to provide temporary access will be replanted where possible post-construction and / or coppiced vegetation allowed to re-grow. 3. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending the arboriculture survey and further design maturity and update of description of the onshore elements of the Proposed Development.
Whole Proposed Development effects	The offshore elements of the Proposed Development are assessed in Chapter 16, Volume 2 which confirms very low visibility and Negligible and Not Significant effects. Therefore, the whole Proposed Development effects will be Major to Moderate and Significant (due to the onshore elements of the Proposed Development) to Minor and Not Significant .

Cumulative effects assessment	The onshore elements of the Proposed Development will be experienced cumulatively with a consented solar farm to the northeast of the existing National Grid Bolney substation and west of Bolney Chapel Road (DM/15/0644).	
Hickstead Low Weald LW1		
Figures: 19.4d, 19.5biii, and 19.9r, Volume 3	Viewpoint: Y (Figure 19.65, Volume 3)	
LCA hierarchy	National Character Area:	NCA 121: Low Weald
	County Character Type:	LCT: LW10: Eastern Low Weald
Designation	None	
Character description	<p>This LCA is located within the wider LW10: Eastern Low Weald LCT which comprises a lowland mixed pastoral and arable landscape with a strong hedgerow pattern. The landform is gently undulating within low ridges and clay vales drained by the upper Adur river system. Where possible there are some long views to the South Downs in the south and north to the High Weald. Sensitivities in the wider Eastern Low Weald LCT include a high level of perceived naturalness and a rural tranquillity in the landscape the west of the A23 Trunk Road; woodland cover and the mosaic of shaws and hedgerows. The key characteristics at a local scale are described in the Horsham District Landscape Character Assessment (LCA) (Chris Blandford Associates, 2003):</p> <p><u>Key characteristics:</u></p> <ul style="list-style-type: none"> • <i>“Alternating west-east trending low ridges with sandstone beds and clay vales carrying long, sinuous upper Adur streams.</i> • <i>Views dominated by the steep downland scarp to the south and the High Weald fringes to the north.</i> • <i>Arable and pastoral rural landscape, a mosaic of small and larger fields, scattered woodlands, shaws and hedgerows with hedgerow trees.</i> • <i>Quieter and more secluded, confined rural landscape to the west, much more development to the east, centred on Burgess Hill.</i> • <i>Biodiversity in woodland, meadowland, ponds and wetland.</i> • <i>Mix of farmsteads and hamlets favouring ridgeline locations, strung out along lanes.</i> • <i>A modest spread of designed landscapes and major landmark of Hurstpierpoint College.</i> • <i>Crossed by north-south roads including the A23 Trunk Road, with a rectilinear network of narrow rural lanes.</i> • <i>London to Brighton Railway Line crosses the area through Burgess Hill.</i> 	

	<ul style="list-style-type: none"> • <i>Varied traditional rural buildings built with diverse materials including timberframing, weatherboarding, Horsham Stone roofing and varieties of local brick and tile-hanging.</i> • <i>Principal visitor attraction is the Hickstead All England Equestrian Showground.”</i> <p><u>Landscape elements:</u> The most relevant landscape elements are the woodland, hedgerows and mature trees within the onshore cable corridor and onshore substation search area.</p>		
Assessment of sensitivity	<p><u>Landscape value:</u> The landscape is not rare, consisting of farmed pastoral and arable fields interspersed by tree belts, woodland and hedgerows which are not uncommon to the wider area. However, the rolling landscape does have some scenic value and the proximity of this landscape to the High Weald AONB to the north indicates a degree of landscape quality. Opportunities to experience the landscape result from its network of recreational routes/PRoW, historic villages, rural roads and the equestrian showground at Hickstead. The landscape value is assessed as Medium.</p> <p><u>Landscape susceptibility:</u> The Landscape Character Assessment for Mid Sussex (LCA) 2005 states that the “<i>Parts of the area are visually exposed to views from the downs with a consequently high sensitivity to the impact of new development and the cumulative visual impact of buildings and other structures.</i>” Indicators of lower susceptibility include the sense of enclosure and limited visibility due to the undulating landform, and the network of trees, hedges and woodland which prevent longer range views from within the LCA, close to the onshore cable corridor. The changing character of the landuse and the landcover pattern of the arable fields arable is a further indicator of lower susceptibility due to regular crop rotation and the movement of agricultural machinery. The existing National Grid Bolney substation is well screened but a local influence on the landscape sensitivity of the onshore cable corridor. The susceptibility of the landscape overall is assessed as Medium. Landscape elements (mature trees, hedgerows, and woodland) are indicative of higher levels of susceptibility as they are not easily replaced if removed from within the onshore cable corridor.</p>		
Sensitivity	Medium (High for landscape elements woodland, trees and hedges)	Landscape value:	Medium
		Landscape susceptibility:	Medium (High for landscape elements)
Magnitude of change			
Onshore cable corridor and temporary construction access	<p>Construction phase: Figures 19.5biii and 19.9q, Volume 3 show the onshore cable corridor route options and onshore substation search area option B. The route of the onshore cable corridor is approximately 1km in length and skirts the southern and eastern boundaries of the existing National</p>		

Grid Bolney substation to the north and south of Bob Lane. The onshore cable corridor will cross hedgerows and mature roadside trees at Wineham Lane and Bob Lane. Onshore substation search area option B will take up three fields, three hedgerows with trees and further areas of existing screen planting to the north of the existing National Grid Bolney substation.

Activity along the onshore cable corridor will be transient and of short duration (up to 3.5 years) with progressive backfill and reinstatement as works on the onshore cable corridor are completed along the route. Construction activity at onshore substation search area option B will be focused on the site area for three years and will entail further perimeter screen planting.

The scale and geographical extent of these construction activities will be **High** when experienced locally to the construction works (within the same field unit or approximately >250m, viewing along the onshore cable corridor), reducing to **Negligible-Zero** for the wider LCA where the onshore substation and onshore cable corridor will appear partly or wholly screened by successive layers of vegetation.

The loss of trees and hedgerow will be permanent, and this will affect the localised roadside character of Bob Lane and open views of the existing substation. The magnitude of change affecting these elements will also be **High**.

Collectively the landscape effect will be **Major / Moderate** and **Significant** <250m of the onshore cable corridor and onshore substation (search area option B), reducing to **Minor / Negligible** for the wider LCA. The loss of trees and hedgerow trees will lead to a localised **Major** and **Significant** effect <250m.

Level of effect:	Onshore cable corridor – Major / Moderate and Significant With some Major and Significant effects in relation to loss of trees.
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Type of effect:	Short-term duration (temporary and permanent), direct and adverse.
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Operation and maintenance (Year 1) phase:

The onshore cable corridor will be reinstated resulting in a **Medium-high** magnitude of change due to the loss of tree cover along Bob lane and screen planting associated with the existing National Grid Bolney substation. In respect of onshore substation search area option B, screen planting will be implemented, but not established at Year 1 resulting in a **High** magnitude of change due to the visibility of the new onshore substation (search area option B) at close range (<250m).

Overall, the magnitude of change on the wider landscape character overall (>250m) will be **Negligible-Zero**.

Level of effect:	Major / Moderate and Significant effects pending the establishment of screen planting via an Outline Landscape and Ecology Management Plan for the new onshore substation.
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	Type of effect:	Permanent, direct and adverse reducing to neutral as a result of the Outline Landscape and Ecology Management Plan for the new onshore substation.
Limitations/assumptions		<ol style="list-style-type: none"> 1. The assessment has assumed that the need for permanent operational access will entail the reinstatement of grass verges and reduced road width to 4m in-keeping with the rural character of the LCA. 2. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending the arboricultural survey and further design maturity and update to description of the onshore elements of the Proposed Development.
Whole Proposed Development effects		The offshore elements of the Proposed Development are assessed in Chapter 16, Volume 2 which confirms very low visibility and Negligible and Not Significant effects. Therefore, the whole Proposed Development effects will be Major to Major / Moderate and Significant (due to the onshore elements of the Proposed Development).
Cumulative effects assessment		The onshore elements of the Proposed Development will be experienced cumulatively with a consented solar farm to the northeast of the existing National Grid Bolney substation and west of Bolney Chapel Road (DM/15/0644).

3. Landscape Designations

3.1 Introduction

- 3.1.1 The onshore elements of the Proposed Development are partly located within the South Downs National Park (SDNP) with the route of the onshore cable corridor crossing the SDNP between Crossbush and Wiston. This element of the Proposed Development will have both a direct effect and an indirect effect on the SDNP and may affect its natural beauty, special qualities and in particular its Special Landscape Qualities (SLQ) including views and perceptual qualities as well as its setting and overall integrity.
- 3.1.2 The High Weld Area of Outstanding Natural Beauty (AONB) will not be directly affected by the onshore elements of the Proposed Development, but nonetheless it may also be indirectly affected in terms of its SLQ including views and perceptual qualities.
- 3.1.3 Both the SDNP and the AONB are assessed here and a summary is repeated in [Chapter 19, Volume 2](#).

3.1 Assessment Methodology

- 3.1.1 This section reports on the effects on the onshore elements of the Proposed Development on the SDNP and its setting, with regard to the statutory requirement to conserve the natural beauty, special qualities and overall integrity of the national park as set out in *The National Parks and Access to the Countryside Act 1949* and *The Environment Act 1995*.

“Conserve and enhance the natural beauty, wildlife and cultural heritage [and] promote opportunities for the understanding and enjoyment of the special qualities of the National Parks by the Public.”

- 3.1.2 In addition, these statutory duties also apply to development which is outwith the national park as set out in *Planning Practice Guidance (PPG), Natural Environment, Landscape, and PPG for Renewable and Low Carbon Energy* (Ministry of Housing, Communities & Local Government, 2015; Ministry of Housing, Communities & Local Government, 2019):

“The duty is relevant in considering development proposals that are situated outside National Park or Area of Outstanding Natural Beauty boundaries, but which might have an impact on the setting of, and implementation of, the statutory purposes of these protected areas.”

- 3.1.3 This assessment draws from the LVIA undertaken in accordance with the methodology set out in [Appendix 19.1, Volume 4](#) with additional guidance provided by the NatureScot working draft *Guidance for Assessing the Effects on Special Landscape Qualities*, (NatureScot, 2018). This is because the assessment of landscape planning designations differs from landscape character or visual assessment in that the assessment considers the effects of the onshore elements

of the Proposed Development on the natural beauty of the national park which are encapsulated by the SLQs as well as the setting and integrity of the designation.

3.1.4 This assessment comprises the four stages as follows.

- Stage 1: Brief description of the landscape planning designation and summary of SDNP special qualities and setting.
- Stage 2: Defining the study area and selection of relevant SLQs for assessment. The assessment is supported by ZTV, viewpoint analysis including site survey and a summary of the landscape character and visual assessment.
- Stage 3: Assessment of each of the relevant SLQs, setting and integrity of the designation by addressing the following questions:
 - ▶ i) is there an effect on the landscape character within the designated area and to what extent will this affect the natural / scenic beauty, special qualities, and the integrity?
 - ▶ ii) is there an effect on the landscape character outwith the boundary of the designation and to what extent does this represent valued setting of the designation such that it contributes to the natural / scenic beauty, special qualities and integrity of the designation?
 - ▶ iii) is there an effect on the views from within the designation to the onshore elements of the Proposed Development either within or beyond the boundary of the designation and to what extent will the effects on these views affect the natural / scenic beauty, special qualities, and integrity?
 - ▶ iv) is there an effect on the views back into the designation from beyond the boundary and to what extent will the effects on these views affect the natural/scenic beauty, special qualities, and the integrity of the designation?
 - ▶ v) the assessment will also address whole Proposed Development effects and cumulative effects.
- Stage 4: Statement of Significance – providing a summary of the assessment, noting the effects on the SDNP in terms of the SLQs, its setting and the implications for the integrity of the designation as well as highlighting any opportunities for further mitigation.

3.2 South Downs National Park

Overview

3.2.1 The onshore elements of the Proposed Development are partly located within the South Downs National Park (SDNP) with the route of the onshore cable corridor crossing the SDNP between Crossbush and Wiston.

3.2.2 Significant landscape character and visual effects have been identified within the wider LVIA that will affect receptors within or close to the SDNP during the construction phase with more limited effects identified during Year 1 of the operation period. The onshore elements of the Proposed Development therefore

have the potential to effect aspects of the SLQs and natural beauty of the SDNP as well as its setting and integrity.

Stage 1: South Downs National Park

Overview

3.2.3 The SDNP covers 1,600km² of rural South Downs landscape in part of the counties of Hampshire, West Sussex and East Sussex. It is a rich and diverse landscape of national importance that includes rolling hills, heathland, river valleys, ancient woodland, villages and market towns, and the iconic white cliffs of the Heritage Coast. Some key facts relating to the SDNP are as follows (South Downs National Park, no date; South Downs National Park, 2021):

- *“The South Downs National Park is the newest of the UK’s 15 National Parks.*
- *The South Downs National Park officially came into being on 31 March 2010. However, the idea of a National Park in the South Downs can be traced all the way back to 1929.*
- *In 2016 the National Park was granted South Downs International Dark Sky Reserve status, making it one of the best places in the country to view the night sky. Today, we are one of only 16 such Reserves in the world.*
- *The National Park is home to a number of globally important habitats, including lowland heath, described as rarer than rainforest.*
- *Woolmer Forest, a lowland heath site, is the only place in the country to have all 12 of the UK’s native amphibian and reptile species.*
- *Around 4% of the land in the National Park is chalk grassland. Since the Second World War, the UK has lost over 80% of its chalk grassland.*
- *The South Downs is home to a number of rare species, including the Adonis blue butterfly that thrives in chalk grassland.*
- *The South Downs Way is one of 15 National Trails. However, it is the only National Trail to lie entirely within a National Park.*
- *It is thought that the chalk ridgeline of the South Downs Way has been used by people for more than 6000 years.*
- *Cissbury Ring, just north of Worthing, is the second largest hillfort in England. It is a Scheduled monument due to its Neolithic flint mines and the remnants of the Iron Age fort.*
- *The South Downs is the most populous of the UK’s National Park. 117,000 live and work within the Park’s boundaries with an additional 2 million people living within 5km of the Park.”*

Special Qualities of the South Downs National Park

3.2.4 There are seven special qualities of the SDNP, which were agreed through public consultation by the South Downs National Park Authority in 2015 (South Downs National Park 2015a). A summary of these is provided as follows:

- 1) diverse, inspirational landscapes and breath-taking views;
- 2) a rich variety of wildlife and habitats including rare and internationally important species;
- 3) tranquil and unspoilt places;
- 4) an environment shaped by centuries of farming and embracing new enterprise;
- 5) great opportunities for recreational activities and learning experiences;
- 6) well-conserved historical features and a rich cultural heritage; and
- 7) distinctive towns and villages, and communities with real pride in their area.

The setting of the South Downs National Park

3.2.5 The setting of the SDNP is not defined on any plan but is likely to include:

- areas close to the boundary with common or complementary landscape character and qualities;
- panoramic views from within the SDNP to areas beyond the SDNP boundary:
 - ▶ from the northern escarpment to the lower lying landscapes of the Weald in the north; and
 - ▶ from the southern dip-slope south across the coastal plain to the sea and along the River Arun valley.
- views from beyond the SDNP boundary towards the South Downs hills (escarpment and dip-slope) as well as other landmark features within the SDNP such as Arundel Castle.

Stage 2: Study area and SLQ selection

Overview

3.2.6 The LVIA study area and the onshore part of the PEIR Assessment Boundary are illustrated in **Figures 19.6a-b, Volume 3**. The study area encapsulates a 2km buffer from the PEIR Assessment Boundary and the route of the onshore cable corridor as it crosses the SDNP.

3.2.7 A ZTV of the onshore elements of the Proposed Development is illustrated in **Figure 19.4a** with **Figures 19.4b-d, Volume 3** illustrating three parts of the onshore cable corridor with **Figure 19.4c, Volume 3** overlapping the SDNP. It should be noted that the SDNP boundary does not extend to include the visual watershed or area visible from within the SDNP, rather it focuses on the hill range of the South Downs and the heritage coast. Therefore, in terms of the setting of the SDNP, this is likely to include areas of landscape and views to and from the SDNP which are beyond the boundary of the SDNP.

Summary of effects on Landscape Character within the South Downs National Park

3.2.8 The part of the SDNP within the study area comprises a broad elevated east–west ridge with a predominantly steep, north facing scarp slope and a gentle southerly

dip slope, breaking into a series of hills east and west beyond the study area. The area to the east of the River Arun is characterised by large open arable and grassland fields, with a general absence of woodland and hedgerow boundaries, creating an open, exposed landscape, however, the area to the south, and west of the River Arun features large woodlands. Roads and villages are mainly concentrated in the river valleys with the more elevated areas sparsely settled with scattered farmsteads. Public Rights of Way (PRoW) including the South Downs Way National Trail traverse this landscape with some routes benefiting from panoramic views across the downs and beyond. Perceptual qualities include tranquillity and a lack of built development particularly in the Open Downs and along the edge of the escarpment where there are panoramic views across the lower lying landscapes to the north.

- 3.2.9 The area to the south of the SDNP is a coastal plain very gently rising north /northeast towards the National Park. The area to the north of the SDNP and its steep escarpment is a broad low-lying and undulating landscape (the Low Weald) that rises north towards the High Weald AONB beyond.
- 3.2.10 The landscape character within the SDNP is documented in the *South Downs Landscape Character Assessment* (South Downs National Park, 2020) and the following LCAs are located within the SDNP and the study area. These are assessed in the landscape character assessment (Section 1 of this appendix) and illustrated in **Figures 19.5bi-iii, Volume 3**:
- G4 Arun Valley Sides;
 - F4 Arun Floodplain;
 - R1 South Downs Upper Coastal Plain;
 - B4 Angmering and Clapham Wooded Estate Downland;
 - A3 Arun to Adur Open Downs;
 - I3 Arun to Adur Downs Scarp; and
 - J3 Arun to Adur Scarp Footslopes.
- 3.2.11 A summary of the landscape character assessment is provided in **Table 2-1**.
- 3.2.12 During the construction phase, there will be a direct and significant effect on a small part of five LCAs within the SDNP as a result of the construction work along the onshore cable corridor. These five LCAs are G4 Arun Valley Sides, R1 South Downs Upper Coastal Plain, B4 Angmering and Clapham Wooded Estate Downland, A3 Arun to Adur Open Downs and J3 Arun to Adur Scarp Footslopes.
- 3.2.13 Significant effects will affect small areas of two LCAs (G4 Arun Valley Sides and A3 Arun to Adur Open Downs) and associated landscape elements close to the route of the onshore cable corridor during the operation and maintenance phase until the re-establishment of replacement hedgerow planting.

Summary of effects on Views and Visual Amenity within the South Downs National Park

- 3.2.14 The visual assessment is documented in **Chapter 19, Volume 2** and covers the visual effects on views likely to be experienced by people in settlements, on

transport and recreational routes (including long distance routes such as the South Downs Way) and other recreational, visitor and tourist attractions.

- 3.2.15 The viewpoint selection was agreed through consultation with the South Downs National Park Authority and a number of other stakeholders and has been assisted by the *South Downs National Park: View Characterisation and Analysis, Final Report*, (South Downs National Park, 2015b).
- 3.2.16 The viewpoint analysis (**Appendix 19.2, Volume 4**) indicates that significant visual effects during the construction phase are likely to affect areas within approximately 1km of the onshore elements of the Proposed Development. The analysis of 19 viewpoints within the SDNP are summarised in **Table 3-1** and listed in order to distance from the onshore elements of the Proposed Development.

Table 3-1 Summary of Viewpoint Analysis of Viewpoints within the SDNP

Viewpoint No. and title	Distance to centre of onshore cable Corridor (m)	Sensitivity	Construction phase		Operation and maintenance (Year 1) phase	
			Magnitude	Level of effect	Magnitude	Level of Effect
H. Washington	6	High to Medium	Low to Negligible-Zero	Moderate to Minor	N/A	N/A
S3. Junction of Clay Lane and Blakehurst Lane	36	High-medium	High	Major to Major / Moderate	High-medium	Major / Moderate
J4. A283 at Lower Chancton Farm	37	High to Medium	High	Major to Major / Moderate	N/A	N/A
F5. PRoW 2221 / 2226, southeast of Wepham	86	High	High	Major	Low to Negligible – Zero	Moderate to Minor
H1. Junction of The Pike and A283, Washington	88	Medium	Medium to Negligible-Zero	Moderate to Minor / Negligible	N/A	N/A
S4. PRoW 2202 Crossbush Lane	91	High	Low	Moderate to Minor	N/A	N/A
F1. PRoW 2191_2 Barpham Hill	279	High	High-medium	Major to Major / Moderate	Negligible – Zero	Minor

Viewpoint No. and title	Distance to centre of onshore cable Corridor (m)	Sensitivity	Construction phase		Operation and maintenance (Year 1) phase	
			Magnitude	Level of effect	Magnitude	Level of Effect
F. Wepham Down PRow 2191	335	High	Medium-low	Major / Moderate to Moderate	N/A	N/A
S2. Blakehurst Lane, Warningcamp	483	High-medium	Low to Negligible-Zero	Moderate / Minor to Minor	N/A	N/A
G. Chantry Hill	611	High	Low	Moderate	N/A	N/A
F3. PRow 2173 North of Blackpatch Hill	875	High	Medium	Major / Moderate	Negligible – Zero	Minor
E1B. PRow 2266 near Offham Farm, Arundel	1,216	High	Low to Negligible-Zero	Moderate to Minor	N/A	N/A
I. Chanctonbury Ring / Hill	1,218	High	Low to Negligible-Zero	Moderate to Minor	N/A	N/A
E. Arundel Castle (The Keep)	1,278	High	Low to Negligible-Zero	Moderate to Minor	N/A	N/A
F4. Pepering lane, north of Burpham	1,340	High-medium	Low	Moderate	N/A	N/A
E1a. Arundel Park	2,484	High	Low	Moderate to Minor	N/A	N/A
X. Long Furlong – (Church Hill)	3,350	High	Low to Negligible-Zero	Moderate / Minor	N/A	N/A
N. Devil's Dyke	8,790	High	Negligible-Zero	Minor	N/A	N/A
O. Cissbury Ring	5,039	High	N/A	N/A	N/A	N/A

3.2.17 During the construction phase, the views from six of the 19 viewpoints will be significantly affected as a result of the onshore elements of the Proposed Development (onshore cable corridor, temporary construction compounds and access).

- 3.2.18 During the operation and maintenance (Year 1) phase, this will reduce to one of the 19 viewpoints being significantly affected as a result of the onshore elements of the Proposed Development (onshore cable corridor, temporary construction compounds and access). This is viewpoint S3 and the significant effect is due to tree and hedgerow loss on a localised area of the onshore cable corridor viewed at close range, affecting a small or localised geographical area). The hedgerow in question will be replanted and the significant visual effects will be mitigated once this has become established.
- 3.2.19 The visual assessment has identified significant effects on the views experienced from a number of PRoW including the South Downs Way and the Monarch Way long distance footpaths within the SDNP. This includes access to a number of hilltops (Barpham Hill, Chantry Hill and Sullington Hill open access land) within the study area. Significant visual effects have been assessed in respect of the views experienced from settlements at Crossbush (including Crossbush Lane), Warningcamp (including Clay lane and Blakehurst Lane), Wepham and Barpham, and Wiston (including Water Lane and the A283) which is just beyond the SDNP boundary.

Selection of relevant Special Landscape Qualities

- 3.2.20 Of the seven special qualities of the SDNP, it is considered that four special qualities 1, 3, 5 and 7 encapsulate the SLQ which are the focus of this assessment covering landscapes and views, tranquillity, recreation (such as the South Downs Way) and townscape.
- 3.2.21 Special qualities 2, 4, 6 and 7 relate to nature conservation and ecology, landuse, heritage and socioeconomics which are covered in **Chapter 18: Socio-economics, Volume 2, Chapter 23: Terrestrial ecology and nature conservation, Volume 2** and **Chapter 26: Historic environment, Volume 2**.
- 3.2.22 Each of the three SLQ's are described further drawing on the detailed descriptions provided by the SDNPA (South Downs National Park, 2015a). The most relevant parts to this assessment are underlined.

- “1. *Diverse, inspirational landscapes and breathtaking views:*

The geology of the South Downs underpins so much of what makes up the special qualities of the area: its diverse landscapes, land use, buildings and culture. The rock types of the National Park are predominately chalk and the alternating series of greensands and clays that form the Western Weald. Over time a diversity of landscapes has been created in a relatively small area which is a key feature of the National Park. These vary from the wooded and heathland ridges on the greensand in the Western Weald to wide open downland on the chalk that spans the length of the National Park, both intersected by river valleys. Within these diverse landscapes are hidden villages, thriving market towns, farms both large and small and historic estates, connected by a network of paths and lanes, many of which are ancient.

There are stunning, panoramic views to the sea and across the Weald as you travel the hundred mile length of the South Downs Way from Winchester to Eastbourne, culminating in the impressive chalk cliffs at Seven Sisters. From

near and far, the South Downs is an area of inspirational beauty that can lift the soul.”

- “3. *Tranquil and unspoilt places:*

The South Downs National Park is in South East England, one of the most crowded parts of the United Kingdom. Although its most popular locations are heavily visited, many people greatly value the sense of tranquillity and unspoilt places which give them a feeling of peace and space. In some areas the landscape seems to possess a timeless quality, largely lacking intrusive development and retaining areas of dark night skies. This is a place where people seek to escape from the hustle and bustle in this busy part of England, to relax, unwind and re-charge their batteries.”

- “5. *Great opportunities for recreational activities and learning experiences:*

The South Downs offers a wide range of recreational and learning opportunities to the large and diverse populations living both within and on the doorstep of the National Park, and to visitors from further afield.

With 3,200 kilometres (2,000 miles) of public rights of way and the entire South Downs Way National Trail within the National Park there is exceptional scope for walking, cycling and horse riding. Many other outdoor activities take place such as paragliding, orienteering and canoeing. There is a chance for everyone to walk, play, picnic and enjoy the countryside, including at Queen Elizabeth Country Park in Hampshire and Seven Sisters Country Park in East Sussex.

The variety of landscapes, wildlife and culture provides rich opportunities for learning about the South Downs as a special place, for the many school and college students and lifelong learners. Museums, churches, historic houses, outdoor education centres and wildlife reserves are places that provide both enjoyment and learning. There is a strong volunteering tradition providing chances for outdoor conservation work, acquiring rural skills, leading guided walks and carrying out survey work relating to wildlife species and rights of way.

- “7. *Distinctive towns and villages, and communities with real pride in their area”*

“The South Downs National Park is the most populated National Park in the United Kingdom, with around 110,000 people living within the boundary. Significantly more people live in the major urban areas and villages that surround the National Park including communities that are actively involved in the South Downs such as Brighton and Hove, and Eastbourne.

The South Downs is unique in having the largest market towns of any UK National Park – Lewes, Petersfield and Midhurst. The character and appearance of these and many other settlements throughout the National Park derives in large part from the distinctive local building materials. Picturesque villages like Selborne, Charlton and Alfriston blend into their landscapes.

Many of these settlements contain strong and vibrant communities with much invested in the future of where they live, and a sense of identity with their local area, its culture and history. Across the South Downs there are also

communities of people who come together through common interests, for example, farming, conservation and recreation. These communities dedicate time and resources to enhancing community life, conserving what is important to them and planning for future generations.

Stage 3: Assessment of the SDNP

Overview

- 3.2.23 This part of the assessment draws collectively on the LVIA to form a judgement on the likely effects of the onshore elements of the Proposed Development on the SLQs, setting and integrity of the SDNP.

SLQ 1. Diverse, inspirational landscapes and breath-taking views.

Overview

- 3.2.24 Notably its “*diverse landscapes*” that “*vary from the wooded and heathland ridges on the greensand in the Western Weald to wide open downland on the chalk that spans the length of the National Park, both intersected by river valleys.*” And the “*stunning, panoramic views to the sea and across the Weald as you travel the hundred mile length of the South Downs Way from Winchester to Eastbourne...*” (South Downs National Park, 2015a).

Construction phase effects

- 3.2.25 The onshore elements of the Proposed Development will not alter the geology or extent of landscape diversity, but it will temporarily, introduce a new feature to the to the landscape during the construction phase which will be particularly visible from within the wide-open downland (A3 Arun to Adur Open Downs).
- 3.2.26 During the construction phase, there will be a direct and significant effect on a small part of five LCAs within the SDNP as a result of the construction work along the onshore cable corridor. These five LCAs are G4 Arun Valley Sides, R1 South Downs Upper Coastal Plain, B4 Angmering and Clapham Wooded Estate Downland, A3 Arun to Adur Open Downs and J3 Arun to Adur Scarp Footslopes. From some limited viewpoints it will be possible to see the route of the onshore cable corridor extending across the landscape and this will be most noticeable from the A3 Arun to Adur Open Downs as illustrated in Viewpoint Nos: F (**Figure 19.33, Volume 3**), F1 (**Figure 19.34, Volume 3**), F3 (**Figure 19.35, Volume 3**), and G (**Figure 19.38, Volume 3**). Elsewhere the landscape character is more enclosed and of a smaller scale and the indirect effects on adjacent LCAs are generally screened by successive layers of intervening vegetation.
- 3.2.27 The duration of these effects will be transient and limited to the up to 3.5 year construction phase of the onshore cable corridor, with progressive backfill and reinstatement as works on the onshore cable corridor are completed along the route. Although the scale and geographical extent of these construction activities will be contained and accommodated within the scale of the open fields and not dissimilar to intensive periods of agricultural activity, the linear nature of these

effects however, will extend across several fields, particularly when viewed from elevated areas within the A3 Arun to Adur Open Downs.

- 3.2.28 Viewpoint I (**Figure 19.41, Volume 3**) represents a panoramic view from Chanctonbury Ring, north across the Weald landscape. Although the route of the onshore cable corridor will be partly visible, it will be largely screened by successive layers of vegetation and the intervening distance is such that the visual effects will not be significant.
- 3.2.29 Viewpoint E (**Figure 19.30a-b, Volume 3**) represents a panoramic view from Arundel Castle, which encompasses part of the setting of the SDNP. The illustrated views extend from the northeast, within the SDNP and sweep south, viewing along the Arun River valley, towards the sea and well beyond the SDNP boundary. Although the route of the onshore cable corridor will be partly visible, it will be largely screened by successive layers of vegetation and the intervening distance is such that the visual effects will not be significant.
- 3.2.30 Views back towards the SDNP from beyond its boundary can also constitute the setting of the SDNP although these are not as 'breathhtaking' and panoramic or otherwise referred to the SLQ description. The viewpoint analysis indicates that the onshore elements of the Proposed Development will not interrupt key public views back towards the landmark features of the SDNP such as Arundel Castle. Viewpoint J1 (**Figure 19.42, Volume 3**) from All Saints Church, Winston illustrates views south towards the chalk scarp of the SDNP and although it is beyond the boundary of the SDNP there are clear views of the South Downs scarp geology and the Chanctonbury Ring hilltop. Although there will be a significant visual effect as a result of the onshore cable corridor constriction works appearing in the foreground of the view, these will not overly interrupt or otherwise prevent the views towards these features of the SDNP. Similar views are represented by Viewpoints J2 and J5 (**Figures 19.43 and 19.45** respectively, **Volume 3**) and these along with other more distant views of the South Downs do not constitute significant effects on the setting of the SDNP due to the greater intervening distance.

Operation and maintenance phase effects – Year 1

- 3.2.31 Significant effects will affect small areas of two LCAs (G4 Arun Valley Sides and A3 Arun to Adur Open Downs) and associated landscape elements (hedgerows) along the route of the onshore cable corridor during the operation and maintenance phase until the re-establishment of replacement hedgerow planting.
- 3.2.32 These effects will be most widespread within the A3 Arun to Adur Open Downs (occurring in more localised areas of the G4 Arun Valley Sides) where it will be possible to see successive breaks / sections of re-planted hedges from some elevated viewpoints, viewing along the route of the reinstated onshore cable corridor. Viewpoints F1: Barpham Hill (**Figure 19.34, Volume 3**) and G: Chantry hill (**Figure 19.38, Volume 3**) provide examples. The on-going effects on these landscape elements are assessed as Moderate and significant until the re-planted hedgerows become established. These effects however are not considered as significant in terms of preserving natural beauty or SLQ 1: *Diverse inspirational landscapes and breathtaking views* because of their smaller scale and role in terms of mitigation.

Cumulative and Whole Proposed Development effects

- 3.2.33 The offshore elements of the Proposed Development including the WTGs and offshore substations will be visible to the south from parts of the SDNP and the assessment in **Chapter 16, Volume 2** concludes that the level of effect will range from **Major** and **Significant** to **Negligible** and **Not Significant**.
- 3.2.34 The LVIA indicates that the landscape and visual effects of the onshore elements of the Proposed Development in combination with the A27 Arundel Bypass will also have a significant and cumulative effect on the landscape character and setting of the SDNP along its southern boundary.

Conclusion: Effects on SLQ 1 and the setting of the SDNP

- 3.2.35 All of this indicates that the onshore elements of the Proposed Development, namely the onshore cable corridor and associated temporary construction compounds and accesses, will have a **Significant Effect** on the landscape character within the SDNP and the adjacent landscapes along the boundary of the SDNP which define its landscape setting. This will constitute a significant effect on the part of the SLQ 1 – the “*diverse, inspirational landscapes*”. The nature of this effect will be short-term in duration, temporary (up to 3.5 years) and adverse, extending across a small geographical area related to the field sizes and the extent of field boundary vegetation screening within each LCA, typically limited to one field unit or >500m. However, when viewed from some more open landscapes (A3 Arun to Adur Open Downs) and elevated areas, the linear nature of the construction effects will be seen to extend across several field boundaries appearing larger in scale and geographical extent.
- 3.2.36 There is, however, no evidence to support significant effects on the second part of the SLQ 1 – the ‘*breath-taking views*’ which include the wider setting of the SDNP described as “*panoramic views to the sea and across the Weald*”. Viewpoint analysis in **Appendix 19.2, Volume 4** indicates that visual effects of the onshore elements of the Proposed Development will be limited by intervening distance and screening and will not be significant.

SLQ 3. Tranquil and unspoilt places

Overview

- 3.2.37 The supporting text to this special quality is relatively short (the most relevant sections to this assessment are underlined):

“The South Downs National Park is in South East England, one of the most crowded parts of the United Kingdom. Although its most popular locations are heavily visited, many people greatly value the sense of tranquillity and unspoilt places which give them a feeling of peace and space. In some areas the landscape seems to possess a timeless quality, largely lacking intrusive development and retaining areas of dark night skies. This is a place where people seek to escape from the hustle and bustle in this busy part of England, to relax, unwind and re-charge their batteries.” (South Downs National Park, 2015a)

- 3.2.38 This is supported by GLVIA 3 which defines tranquillity as:

“A state of calm and quietude associated with peace, considered to be a significant asset of the landscape.”

- 3.2.39 Drawing from work undertaken by the CPRE and summarised by the Landscape Institute (2017) tranquillity is often associated with perceptual qualities or characteristics of remoteness and naturalness or a lack of built development. These characteristics are referred to in the Arun to Adur Open Downs A3 where one of the key characteristics is noted in the South Downs Landscape Character Assessment (LCA) (South Downs National Park, 2020) as a:

“A strong sense of remoteness and tranquillity with pockets of deep remoteness associated with hidden dry valleys and higher reaches of the dip slope.”

- 3.2.40 Tranquillity is also referred to as a key characteristic of the Arun Valley Sides G4:

“The limited road network ensures the valley sides provide a tranquil, rural setting to the River Arun and its floodplain.”

- 3.2.41 Factors that adversely affect perceptions of tranquillity include the presence of other people, visibility and / or the sound of man-made development such as urban areas, roads, airports, power lines, mineral extraction, wind farms and industrial development. Construction activity along the onshore cable corridor is therefore likely to adversely affect the perception of tranquillity within part of the SDNP and in particular the LCAs G4 and A3 where it is noted as a key characteristic.

- 3.2.42 Whilst perceptions of tranquillity are likely to be strongest in the central areas of the SDNP and within Arun to Adur Open Downs A3, both the northern and southern edges of the SDNP within the study area are bounded by busy roads. The A27 dual carriageway is located along the southern boundary of the SDNP near Crossbush and levels of tranquillity within this area are weaker as a result of traffic noise and people and development in and around the settlement of Crossbush and associated with the A27. In the north, the northern boundary of the SDNP is influenced by the A24 dual carriageway and the A283 along its northern boundary with perceptions of tranquillity similarly reduced.

Construction phase effects

- 3.2.43 The noise assessment is reported in **Chapter 22: Noise and vibration, Volume 2**. It is anticipated that the onshore cable corridor will be in sufficient proximity to result in noise levels of above 75dB at sensitive noise receptor locations within the SDNP. However, at worst, these levels will only be exceeded for a maximum of two days, as the works pass sensitive noise receptors. Construction work will occur between 07:00 to 19:00 hours Monday to Friday and 08:00 to 13:00 hours on Saturday with only exceptional activities occurring on Sundays and public / bank holidays. As such, the onshore cable corridor construction will result in a low magnitude of change and **Minor and Not Significant** effect.
- 3.2.44 Significant visual effects are noted as extending to within 1km of the onshore cable corridor, although more typically within 500m and contained by the field boundaries.

Operation and maintenance phase effects – Year 1

- 3.2.45 Post reinstatement of the onshore cable corridor there will be limited evidence of the earlier construction period, namely some lost areas of trees, shelterbelt and hedgerow, the latter of which will be replanted along the onshore cable corridor. Consequently, there will be **No Significant Effects** on perceptions of tranquillity and no sources of visual or noise intrusion.

Cumulative and Whole Proposed Development effects

- 3.2.46 The offshore elements of the Proposed Development including the WTGs and offshore substations will be visible to the south from parts of the SDNP and the assessment in **Chapter 16, Volume 2** concludes that the magnitude of change will be **Moderate** and **Not Significant**.
- 3.2.47 The landscape and visual effects of the onshore elements of the Proposed Development in combination with the A27 Arundel Bypass are unlikely to lead to significant cumulative effects on perceptions of tranquillity due to the existing A27 corridor and associated traffic.

Conclusion: Effects on SLQ 3 and the setting of the SDNP

- 3.2.48 The onshore elements of the Proposed Development, namely the onshore cable corridor and associated temporary construction compounds and accesses, will have a **Significant Effect** on the perceptions of tranquillity within the SDNP but this is unlikely to affect the northern and southern boundaries of the SDNP or extend beyond to affect the setting of the SDNP. It may be noted that landscapes beyond the SDNP boundary, included within the study area do not list tranquillity as a key characteristic and although rural, generally have a more developed character.
- 3.2.49 The nature of this effect will be short-term in duration, temporary (up to 3.5 years) and adverse, extending across a small geographical area related to the field sizes and the extent of field boundary vegetation screening within each LCA, typically limited to one field unit or >500m. However, when viewed from some more open landscapes (A3 Arun to Adur Open Downs) and elevated areas, the linear nature of the construction effects will be seen to extend across several field boundaries appearing larger in scale and geographical extent up to 1km.

SLQ 5. Great Opportunities for Recreational Activities and Learning Experiences

Overview

- 3.2.50 The supporting text notably refers to “3,200 kilometres (2,000 miles) of public rights of way and the entire South Downs Way National Trail” which provide “exceptional scope for walking, cycling and horse riding.” Other noted activities such as paragliding, orienteering and canoeing are less sensitive to the onshore elements of the Proposed Development and will not be significantly affected. Walking in particular involves a strong appreciation or connection with the landscape whereas the other activities are more sports orientated.

Construction phase effects

- 3.2.51 An assessment of the effects on the views and visual amenity experienced by people on PRow, including the South Downs Way and at other recreational / visitor attraction locations are set out in **Appendix 19.4, Volume 4**.
- 3.2.52 During the construction phase, a number of PRow including the South Downs Way and the Monarchs Way will be crossed by the onshore cable corridor. In addition, the views and visual amenity of PRow including part of the South Downs Way will be **significantly affected** as a result of construction works. Related to and accessed via the PRow are a number of hilltops within the SDNP that will also be **significantly affected** in terms of their views and visual amenity. These include, Barpham Hill (Viewpoint F1, **Figure 19.34, Volume 3**) and Sullington Hill. And Chanty Hill (Viewpoint G, **Figure 19.38, Volume 3**).
- 3.2.53 There are 62.35km of PRow within the SDNP, that are within the ZTV and 1km distance from the onshore cable corridor, the views from which could be significantly affected. This represents just under 2% of the PRow resource within the SDNP and a similarly low percentage of the South Downs Way which is 160km length in total. Although these PRow routes are significantly affected on an individual basis, collectively the SLQ “*Great opportunities for recreational activities*” will not be significantly diminished.
- 3.2.54 Although PRow along the boundary and within the setting of the SDNP will be crossed by the onshore cable corridor and significantly affected, these routes tend to be separated from the SDNP by major roads (A27, A24 and A283) such that the effects pathway linking effects on these PRow to the SDNP and its setting are interrupted.

Operation and maintenance phase effects – Year 1

- 3.2.55 Post-reinstatement of the onshore cable corridor there will be limited evidence of the earlier construction phase and access to PRow will be restored. Consequently, there will be **No Significant Effects** on recreational activities.

Cumulative and Whole Proposed Development effects

- 3.2.56 The offshore elements of the Proposed Development including the WTGs and offshore substations will be visible to the south from parts of the SDNP and the assessment in **Chapter 16, Volume 2** concludes that the effect will be **Minor and Not Significant**.
- 3.2.57 The visual effects of the onshore elements of the Proposed Development in combination with the A27 Arundel Bypass will lead to some significant cumulative effects on the views and visual amenity experienced from PRow 2207 between Arundel Station and Lyminster on the edge of the SDNP. This PRow route will be crossed by both developments.

Conclusion: Effects on SLQ 5 and the setting of the SDNP

- 3.2.58 Notwithstanding the significant effects on individual PRow including the South Downs Way and the Monarchs Way, the SLQ of “*Great opportunities for*

recreational activities” will not be significantly diminished or affected either within the SDNP or in relation to its setting.

SLQ 7. Distinctive Towns and Villages, and Communities with Real Pride in their Area

Overview

- 3.2.59 The supporting text refers to the distinctive character and picturesque appearance of some villages that blend into the landscape through the use of local building materials. This has created a sense of identity, with a strong sense of community. *“These communities dedicate time and resources to enhancing community life, conserving what is important to them and planning for future generations”.*
- 3.2.60 The onshore elements of the Proposed Development have the potential to adversely affect settlements and their distinctive townscape qualities.

Construction phase effects

- 3.2.61 An assessment of the effects on the views and visual amenity experienced by people in settlements is set out in **Appendix 19.4, Volume 4**.
- 3.2.62 During the construction phase, a number of small settlements will be **significantly affected** by the construction works of the onshore cable corridor. These include the settlements of Crossbush and Warningcamp which will be severed by the route of the onshore cable corridor and the settlements of Wepham, Barpham and Wiston (within the setting of the SDNP) which will be affected by temporary construction access and views of the construction works. Although the construction phase will be short-term in duration and temporary (approximately 3.5 years) these effects on the views and visual amenity experienced by local communities will also have an effect on this SLQ in terms of the distinctive character, picturesque appearance and sense of identity of these small villages or settlements.

Operation and maintenance phase effects – Year 1

- 3.2.63 Post-reinstatement of the onshore cable corridor there will be limited evidence of the earlier construction phase. Temporary construction and operational access routes will be reduced to their original width and where possible vegetation re-planted. Consequently, there will be **No Significant Effects**.

Cumulative and Whole Proposed Development effects

- 3.2.64 The offshore elements of the Proposed Development including the WTGs and offshore substations will be visible from parts of a number of southern settlements. The assessment in **Chapter 16, Volume 2** concludes that the effect will be **Moderate / Minor and Not Significant**.
- 3.2.65 The visual effects of the onshore elements of the Proposed Development in combination with the A27 Arundel Bypass will lead to some **Significant** cumulative effects on the views and visual amenity experienced by residents at Crossbush.

Conclusion: Effects on SLQ 7 and the setting of the SDNP

- 3.2.66 The onshore elements of the Proposed Development, namely the onshore cable corridor and associated access, will have a **Significant** effect on the SLQ of distinctive towns and villages, affecting perceptions of distinctive character, picturesque appearance and sense of identity. The nature of this effect will be short-term in duration and temporary (up to 3.5 years) and adverse.

Stage 4: Statement of Significance

Overview

- 3.2.67 The onshore elements of the Proposed Development are partly located within the South Downs National Park (SDNP) with the route of the onshore cable corridor crossing the SDNP between Crossbush and Wiston. This onshore element of the Proposed Development will have a significant effect on part of the SDNP. Three of the seven special qualities of the SDNP will be significantly affected within the study area:
- 1) diverse, inspirational landscapes and breathtaking views;
 - 3) tranquil and unspoilt places; and
 - 7) distinctive Towns and Villages.
- 3.2.68 The nature of these effects will extend across part of the SDNP and its setting and expound from significant effects on landscape character and visual receptors that will occur during the construction phase. The duration of the effects will be limited to the construction phase for the onshore cable corridor (up to 3.5 years) and some of these effects will be cumulative with the A27 Bypass and whole Proposed Development effects.
- 3.2.69 In terms of the integrity of the SDNP the short duration of these effects and the largely reversible nature of the effects (in that the onshore cable corridor will be reinstated and hedgerows re-planted) indicates that the integrity of this part of the SDNP (within the study area) will not be adversely or significantly affected.
- 3.2.70 Further mitigation may entail provision of a more detailed Proposed Development program within the SDNP in order to limit the construction period, activity and access within this area.

Effects on SLQ 1: Diverse, inspirational landscapes and breath-taking views

- 3.2.71 In summary, the onshore elements of the Proposed Development, namely the onshore cable corridor and associated temporary construction compounds and accesses, will have a **Significant Effect** on the landscape character within the SDNP and the adjacent landscapes along the boundary of the SDNP which define its landscape setting. This will constitute a significant effect on the part of the SLQ 1 - the "*diverse, inspirational landscapes*". The nature of this effect will be temporary (short-term in duration) and adverse, extending across a small geographical area related to the field sizes and the extent of field boundary vegetation screening within each LCA, typically limited to one field unit or >500m. However, when viewed from some more open landscapes (A3 Arun to Adur Open

Downs) and elevated areas, the linear nature of the construction effects will be seen to extend across several field boundaries appearing larger in scale and geographical extent.

- 3.2.72 There will be **No Significant Effects** on the second part of the SLQ 1 – the ‘*breath-taking views*’ which include the wider setting of the SDNP described as “*panoramic views to the sea and across the Weald*”. Viewpoint analysis indicates that visual effects of the onshore elements of the Proposed Development will be limited by intervening distance and screening and will not be significant.

Effects on SLQ 3: Tranquil and unspoilt places

- 3.2.73 There will be a **Significant Effect** on the perceptions of tranquillity within part of the SDNP but this is unlikely to affect the northern and southern boundaries of the park or extend beyond to affect the setting of the SDNP due to the presence of the A27 and A24 dual carriageways and the A283 which bound the SDNP to the north and south within the study area.

Effects on SLQ 7: Distinctive Towns and Villages

- 3.2.74 There will also be a **Significant Effect** on some distinctive towns and villages, affecting perceptions of distinctive character, picturesque appearance and sense of identity. The nature of this effect will be short-term in duration, temporary (up to 3.5 years) and adverse.

Operation and maintenance phase effects

- 3.2.75 There will be no significant effects on the SDNP and its special qualities setting or integrity during the operational phase.

3.3 High Weald Area of Outstanding Natural Beauty

- 3.3.1 The High Weald Area of Outstanding Natural Beauty (AONB) will not be directly affected by the onshore elements of the Proposed Development, however it may be indirectly affected in terms of its special qualities, setting and integrity.
- 3.3.2 The LVIA study area, ZTV and the onshore part of the PEIR Assessment Boundary are illustrated in **Figures 19.3a-b, Volume 3** which relate to the onshore substation search areas options A and B respectively. The study area encapsulates a 2km buffer from the onshore part of the PEIR Assessment Boundary as it relates to the onshore substation search areas.
- 3.3.3 The High Weald AONB is described on their website (High Weald AONB, 2021) as:
- “A medieval landscape of wooded, rolling hills, studded with sandstone outcrops; small, irregular-shaped fields; scattered farmsteads; and ancient routeways. The 1,461km² area covers parts of Kent, Sussex and Surrey at the heart of South East England.”*
- 3.3.4 Key attractions within the High Weald AONB include over 30 small manor houses, castles and parks and gardens (nine managed by the National Trust); and other

visitor attractions such as Bewl Water; Harrison's Rocks; Bedgebury Forest and three steam railways.

3.3.5

The Statement of Significance 2019-24 defines what makes the High Weald special and identifies the qualities that justify its designation as a nationally important landscape (High Weald AONB, 2019, p23). Five special qualities are identified as follows:

- *“1. Geology, landform and water systems – a deeply incised, ridged and faulted landform of clays and sandstone with numerous gill streams.*
- *2. Settlement – dispersed historic settlement including high densities of isolated farmsteads and late Medieval villages founded on trade and non-agricultural rural industries.*
- *3. Routeways – a dense network of historic routeways (now roads, tracks and paths).*
- *4. Woodland – abundance of ancient woodland, highly interconnected and in smallholdings.*
- *5. Field and Heath – small, irregular and productive fields, bounded by hedgerows and woods, and typically used for livestock grazing; with distinctive zones of lowland heaths, and incised river valleys.*
- *Land-based economy and related rural life bound up with, and underpinning, the observable character of the landscape with roots extending deep into history. An increasingly broad-based economy but with a significant land-based sector and related community life focused on mixed farming (particularly family farms and smallholdings), woodland management and rural crafts.*
- *Other qualities and features that are connected to the interaction between the landscape and people and which enrich character components. Such qualities and features enhance health and wellbeing, and foster enjoyment and appreciation of the beauty of nature. These include locally distinctive features which enrich the character components such as historic parks and gardens, orchards, hop gardens, veteran trees, along with their rich and varied biodiversity, and a wide range of appealing and locally distinctive historic buildings including oast houses, farm buildings, Wealden Hall houses and their associated features such as clay-tile cat-slide roofs. People value the wonderful views and scenic beauty of the High Weald with its relative tranquillity. They appreciate the area’s ancientness and sense of history, its intrinsically dark landscape with the opportunity to see our own galaxy – the Milky Way – and the ability to get close to nature through the myriad public rights of way.”*

3.3.6

Perceptions of scenic beauty and tranquillity are noted as relevant SLQ. Additionally, the wooded character and incised nature of some of the valleys indicates higher levels of enclosure and limited views out from the AONB towards the onshore substation search areas options A and B. This has proved to be case as a result of site surveys. The setting of the High Weald AONB is not defined but is likely to include areas close to the boundary with common landscape character and qualities and views out from the AONB beyond the boundary as well as views towards the AONB and any particular landmarks from the surrounding landscape.

- 3.3.7 No significant effects on landscape character have been identified within the High Weald AONB or along its boundary.
- 3.3.8 No significant visual effects have been identified in respect of views of visual receptors within the High Weald AONB and there are no significant effects on views that view north towards landmarks within the High Weald AONB that could affect its setting. The following viewpoints are located within the High Weald AONB:
- Viewpoint SA6: PRoW 1750 north of Aglands (**Figure 19.15, Volume 3**); and
 - Viewpoint M: High Weald Landscape Trail (near Bolney) (**Figure 19.49, Volume 3**).
- 3.3.9 Neither of these will view the onshore elements of the Proposed Development due to the intervening distance and vegetation screening.
- 3.3.10 Consequently, there will be **no effect** on the special qualities, setting and integrity of the High Weald AONB.

4. Glossary of terms and abbreviations

Table 4-1 Glossary of terms and abbreviations

Term (acronym)	Definition
AONB	Area of Outstanding Natural Beauty
Baseline conditions	The environment as it appears (or would appear) immediately prior to the implementation of the Proposed Development together with any known or foreseeable future changes that will take place before completion of the Proposed Development.
Beneficial or Adverse Types of Landscape Effect	The landscape effects may be beneficial, neutral, or adverse. In landscape terms – a beneficial effect would require development to add to the landscape quality and character of an area. Neutral landscape effects would include low or negligible changes that may be considered as part of the ‘normal’ landscape processes such as maintenance or harvesting activities. An adverse effect may include the loss of landscape elements such as mature trees and hedgerows as part of construction leading to a reduction in the landscape quality and character of an area.
Beneficial or Adverse Types of Visual Effect	The visual effects may be beneficial, neutral, or adverse. In visual terms – beneficial or adverse effects are less easy to define or quantify and require a subjective consideration of a number of factors affecting the view, which may be beneficial, neutral, or adverse. However it is not the assumption of this assessment that all change, including significant change is a negative experience. Rather this assessment has considered factors such as the visual composition of the landscape in the view together with the design and composition, which may or may not be reasonably, accommodated within the scale and character of the landscape as perceived from the receptor location.
Cumulative effects	Additional changes caused by a Proposed Development in conjunction with other similar developments or as a combined effect of a set of developments, taken together.
Cumulative Effects Assessment (CEA)	Assessment of impacts as a result of the incremental changes caused by other past, present and reasonably foreseeable human activities and natural processes together with the Proposed Development.

Term (acronym)	Definition
Cumulative landscape effects	Effects that 'can impact on either the physical fabric or character of the landscape, or any special values attached to it' (SNH, 2012)
Cumulative visual effects: In combination In succession Sequentially	<p>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)</p> <ul style="list-style-type: none"> • In combination: Where two or more developments are or would be within the observer's arc of vision at the same time without moving his/her head (GLVIA3, 2013 Table 7.1). • In succession: Where the observer has to turn his/her head to see the various developments – actual and visualised (GLVIA3, 2013 Table 7.1). • Sequential cumulative effect. Occurs where the observer has to move to another viewpoint to see the same or different developments. Sequential effects may be assessed for travel along regularly used routes such as major roads or popular paths (GLVIA3, 2013 Table 7.1).
Decommissioning	The period during which a development and its associated processes are removed from active operation.
Degree of change	A combination of the scale extent and duration of an effect also defined as 'magnitude'.
Designated Landscape	Areas of landscape identified as being of importance at international, national or local levels, either defined by statute or identified in development plans or other documents.
Direct effects	An effect that is directly attributable to the Proposed Development.
Elements	Individual parts which make up the landscape, such as, for example, trees, hedges and buildings.
Embedded environmental measures	Equate to 'primary environmental measures' as defined by Institute of Environmental Management and Assessment (2016). They are measures to avoid or reduce environmental effects that are directly incorporated into the preferred masterplan for the Proposed Development.
Environmental Impact Assessment (EIA)	The process of evaluating the likely significant environmental effects of a proposed project or development over and above the existing circumstances (or 'baseline').

Term (acronym)	Definition
Environmental Measures	Measures which are proposed to prevent, reduce and where possible offset any significant adverse effects (or to avoid, reduce and if possible remedy identified effects. (GLVIA3, 2013 Para 3.37).
Environmental Statement (ES)	The written output presenting the full findings of the Environmental Impact Assessment.
Feature	Particularly prominent or eye-catching elements in the landscape such as tree clumps, church towers or wooded skylines OR a particular aspect of the project proposal.
GLVIA 3	Guidelines for Landscape and Visual Impact Assessment, Third Edition, published jointly by the Landscape Institute and Institute of Environmental Management and Assessment, 2013.
Heritage	The historic environment and especially valued assets and qualities such as historic buildings and cultural traditions.
IEMA	Institute of Environmental Management and Assessment
Impact	The changes resulting from an action.
Indirect effects	Effects that result indirectly from the proposed project as a consequence of the direct effects, often occurring away from the site, or as a result of a sequence of interrelationships or a complex pathway. They may be separated by distance or in time from the source of the effects. Often used to describe effects on landscape character that are not directly impacted by the Proposed Development such as effects on perceptual characteristics and qualities of the landscape.
Key characteristics	Those combinations of elements which are particularly important to the current character of the landscape and help to give an area its particularly distinctive sense of place.
Land cover	The surface cover of the land, usually expressed in terms of vegetation cover or lack of it. Related to but not the same as land use.
Landscape and Visual Impact Assessment (LVIA)	A tool used to identify and assess the likely significance of the effects of change resulting from development both on the landscape as an environmental resource in its own right and on people's views and visual amenity.

Term (acronym)	Definition
Landscape character	A distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than better or worse.
Landscape Character Area (LCA)	These are single unique areas which are the discrete geographical areas of a particular landscape type.
Landscape Character Assessment	The process of identifying and describing variation in the character of the landscape, and using this information to assist in managing change in the landscape. It seeks to identify and explain the unique combination of elements and features that make landscapes distinctive. The process results in the production of a Landscape Character Assessment.
Landscape Character Types (LCTs)	Distinct types of landscape which are relatively homogenous in character. They are generic in nature in that they may occur in different areas in different parts of the country, but wherever they occur they share broadly similar combinations of geology, topography, drainage patterns, vegetation and historical land use and settlement patterns, and perceptual and aesthetic attributes (GLVIA3 2013).
Landscape effects	<p>Effects on the landscape as a resource in its own right.</p> <p>An assessment of landscape effects deals with the effects of change and development on landscape as a resource. The concern here 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. (GLVIA3 2013, Para 5.1).</p>
Landscape patterns	Spatial distributions of landscape elements combining to form patterns, which may be distinctive, recognisable and describable e.g. hedgerows and stream patterns.
Landscape qualities	A term used to describe the aesthetic or perceptual and intangible characteristics of the landscape such as scenic quality, tranquillity, sense of wildness or remoteness. Cultural and artistic references may also be described here.
Landscape quality (condition)	A measure of the physical state of the landscape. It may include the extent to which typical character is represented in individual areas, the intactness of the landscape and the condition of individual elements.
Landscape receptors	Defined aspects of the landscape resource that have the potential to be affected by a proposal

Term (acronym)	Definition
Landscape resource	The combination of elements that contribute to landscape context, character, and value.
Landscape sensitivity	The sensitivity of the landscape to a particular development considers the susceptibility of the landscape and its value.
Landscape value	The relative value that is attached to different landscapes by society. A landscape may be valued by different stakeholders for a whole variety of reasons.
Level of effect	Determined through the combination of sensitivity of the receptor and the proposed magnitude of change brought about by the development.
Likely Significant Effects	It is a requirement of Environmental Impact Assessment Regulations to determine the likely significant effects of the Proposed Development on the environment which should relate to the level of an effect and the type of effect.
Magnitude (of change)	A term that combines judgements about the size and scale of the effect, the extent of the area over which it occurs, whether it is reversible or irreversible and whether it is short term or long term in duration'. Also known as the 'degree' or 'nature' of change.
Onshore part of the PEIR Assessment Boundary	An area that encompasses all planned onshore infrastructure.
Perception	Combines the sensory (that we receive through our senses) with the cognitive (our knowledge and understanding gained from many sources and experiences).
Perceptual Aspects	A landscape may be valued for its perceptual qualities, notably wildness and/or tranquillity. (GLVIA3, 2013 Box 5.1)
Preliminary Environmental Information Report (PEIR)	The written output of the Environmental Impact Assessment undertaken to date for the Proposed Development. It is developed to support formal consultation and presents the preliminary findings of the assessment to allow an informed view to be developed of the Proposed Development, the assessment approach that has been undertaken, and the preliminary conclusions on the likely significant effects of the Proposed Development and environmental measures proposed.
Proposed Development	The development that is subject to the Application for development consent, as described in Chapter 4: The Proposed Development .

Term (acronym)	Definition
Receptor	Physical landscape resource, special interest, or viewer group that will experience an effect.
Scenic quality	Depends upon perception and reflects the particular combination and pattern of elements in the landscape, its aesthetic qualities, its more intangible sense of place or 'genius loci' and other more intangible qualities. (GLVIA3 2013, Box 5.1)
SDNP / SDNPA	South Downs National Park / South Downs National Park Authority
Seascape	Landscapes with views of the coast or seas, and coasts and adjacent marine environments with cultural, historical and archaeological links with each other.
Sense of Place (genius loci)	The essential character and spirit of an area: 'genius loci' literally means 'spirit of the place'.
Sensitivity	A term applied to specific receptors, combining judgements of the susceptibility of the receptor to the specific type of change or development proposed and the value associated to that receptor.
Significance	A measure of the importance of the environmental effect, defined by criteria specific to the environmental aspect.
Significant effects	<p>It is a requirement of the EIA Regulations to determine the likely significant effects of the development on the environment which should relate to the level of an effect and the type of effect. Where possible significant effects should be mitigated.</p> <p>The significance of an effect gives an indication as to the degree of importance (based on the magnitude of the effect and the sensitivity of the receptor) that should be attached to the impact described.</p> <p>Whether or not an effect should be considered significant is not absolute and requires the application of professional judgement.</p> <p>Significant – 'noteworthy, of considerable amount or effect or importance, not insignificant or negligible'. The Concise Oxford Dictionary.</p> <p>Those levels and types of landscape and visual effect likely to have a major or important / noteworthy or special effect of which a decision maker should take particular note.</p>
SLVIA	Seascape, Landscape and Visual Impact Assessment

Term (acronym)	Definition
Susceptibility	The ability of a defined landscape or visual receptor to accommodate the specific Proposed Development without undue negative consequences.
Temporary or permanent effects	Effects may be considered as temporary or permanent. In the case of wind energy development the Application is for a 30 year period after which the assessment assumes that decommissioning will occur and that the site will be restored. For these reasons the development is referred to as long term and reversible.
The Proposed Development / Rampion 2	The onshore and offshore infrastructure associated with the offshore wind farm comprising of installed capacity of up to 1200 MW, located in the English Channel in off the south coast of England.
Type or Nature of effect	Whether an effect is direct or indirect, temporary or permanent, positive (beneficial), neutral or negative (adverse) or cumulative.
Viewpoints	<p>Selected for illustration of the visual effects fall broadly into three groups:</p> <p>Representative Viewpoints: selected to represent the experience of different types of visual receptor, where larger numbers of viewpoints cannot all be included individually and where the significant effects are unlikely to differ – for example certain points may be chosen to represent the view of users of particular public footpaths and bridleways;</p> <p>Specific Viewpoints: chosen because they are key and sometimes promoted viewpoints within the landscape, including for example specific local visitor attractions, such as landscapes with statutory landscape designations or viewpoints with particular cultural landscape associations.</p> <p>Illustrative Viewpoints: chosen specifically to demonstrate a particular effect or specific issues, which might, for example, be the restricted visibility at certain locations. (GLVIA3 2013, Para 6.19)</p>
Visual amenity	The overall views and surroundings, which provide a visual setting or backdrop to the activities of people living, working, recreating, visiting or travelling through an area.
Visual effect	Effects on specific views and on the general visual amenity experienced by people.
Visual Receptors	Individuals and/or defined groups of people who have the potential to be affected by a proposal.

Term (acronym)	Definition
Visual sensitivity	The sensitivity of visual receptors such as residents, relative to their location and context, to visual change proposed by development.
Visualisation	Computer visualisation, photomontage, or other technique to illustrate the appearance of the development from a known location.
Zone of Theoretical Visibility (ZTV)*	A map, usually digitally produced, showing areas of land within which a development is theoretical visible.

5. References

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4.19.4



Volume 4, Appendix 19.4

Visual Assessment



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1. Visual assessment

1.1 Introduction

- 1.1.1 This appendix sets out the visual effects of the onshore cable corridor (including temporary construction compounds and access routes) on settlements, transport routes, recreational routes, and recreational and tourist destinations. **Table 19-18 of Chapter 19: Landscape and visual impact assessment, Volume 2** sets out all the visual receptors within the study area which are included in the assessment. Figures and visualisations supporting the visual assessment of the onshore cable corridor include **Figures 19.4a-d and 19.7a-c, Volume 3**, and 45 viewpoints illustrated in **Figures 19.24 – 19.65, Volume 3**.
- 1.1.2 The visual assessment for the onshore substation search area options is set out in **Chapter 19, Volume 2**.
- 1.1.3 Visual effects are assessed by considering the sensitivity of the receptor (people in the landscape) and the magnitude of change that will affect the view or overall visual amenity. They are defined by the Landscape Institute in Guidelines for Landscape and Visual Impact Assessment (GLVIA 3), Paragraph 6.2 as follows:
- "An assessment of visual effects deals with the effects of change and development on the views available to people and their visual amenity. The concern here is with assessing how the surroundings of individuals or groups of people may be specifically affected by changes in the content and character of views as a result of the change or loss of existing elements of the landscape and/or introduction of new elements."*
- 1.1.4 The type of effect may also be described as temporary or permanent, short-term to long-term, direct or indirect, and beneficial, neutral, or adverse. The assessment methodology is set out in **Appendix 19.1: LVIA methodology, Volume 4**.
- 1.1.5 The residual visual effects of the onshore cable corridor assessed here are those effects remaining after all of the embedded environmental measures have been taken into account.
- 1.1.6 The visual assessment is set out as follows:
- visual effects on views from settlements;
 - visual effects on views from transport routes;
 - visual effects on views from recreational routes; and
 - visual effects on views from recreational and tourist destinations.
- 1.1.7 Effects are assessed during the construction phase and operation and maintenance phase (Year 1). Effects during the decommissioning phase are excluded as the onshore cable corridor will be left in situ post-operation.
- 1.1.8 A summary of the visual effects is provided in **Table 1-1** with a detailed assessment in **Table 1-2** to **Table 1-6**.

Table 1-1 Summary of visual assessment: Onshore cable corridor

Visual receptor	Sensitivity	Construction Phase (3.5 Years)		Operation and maintenance phase (Year 1)		Decommissioning phase	
		Magnitude of change	Level of effect	Magnitude of change	Level of effect	Magnitude of change	Level of effect
SETTLEMENTS							
Settlements (Climping to Arundel – south of South Downs National Park (SDNP))							
Climping	High	High to Negligible-Zero	Major to Major / Moderate (due to TCoC** and Access Routes) to Minor	Low to Negligible-Zero	Moderate to Minor	N/A	N/A
Littlehampton	High	High to Negligible-Zero	Major (due to OCC*) to Minor	Zero	N/A	N/A	N/A
Lyminster	High	Medium-low to Negligible-Zero	Moderate to Minor, to Minor	Zero	N/A	N/A	N/A
Arundel	High	Low to Negligible-Zero	Moderate to Minor, to Minor	Zero	N/A	N/A	N/A
Settlements (Arundel to Wiston - within SDNP)							
Crossbush	High	High to Medium to Negligible-Zero	Major to Major / Moderate (due to OCC* and Access Routes) to Minor	Zero	N/A	N/A	N/A
Warningcamp	High	High to Negligible-Zero	Major (due to OCC*) to Minor	Medium-high to Negligible-Zero	Major (due to OCC*) to Minor	N/A	N/A

Visual receptor	Sensitivity	Construction Phase (3.5 Years)		Operation and maintenance phase (Year 1)		Decommissioning phase	
		Magnitude of change	Level of effect	Magnitude of change	Level of effect	Magnitude of change	Level of effect
Burpham and Wepham	High	Medium to Negligible-Zero	Major / Moderate (due to Access Route at Wepham) to Minor	Negligible-Zero	Minor to Negligible	N/A	N/A
Washington	High	Low to Negligible-Zero	Moderate to Minor	Zero	N/A	N/A	N/A

Settlements (Wiston to Bolney – north of SDNP)

Wiston	High	High to Negligible-Zero	Major (due to OCC*) to Minor	Negligible-Zero	Minor	N/A	N/A
Ashurst	High	Medium-low to Negligible-Zero	Moderate to Minor, to Minor	Negligible-Zero	Minor	N/A	N/A
Partridge Green	High	High to Negligible-Zero	Major (due to Access Routes) to Minor	Low to Negligible-Zero	Moderate to Minor	N/A	N/A
Shermanbury	High	Medium to Negligible-Zero	Major / Moderate (due to OCC* and Access Routes) to Minor	Zero	N/A	N/A	N/A
Wineham	High	Low to Negligible-Zero	Moderate to Minor, to Minor	Zero	N/A	N/A	N/A

TRANSPORT ROUTES

Transport Routes (Climping to Arundel – south of SDNP)

Climping Street	Medium	Negligible-Zero	Minor / Negligible	Zero	N/A	N/A	N/A
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Visual receptor	Sensitivity	Construction Phase (3.5 Years)		Operation and maintenance phase (Year 1)		Decommissioning phase	
		Magnitude of change	Level of effect	Magnitude of change	Level of effect	Magnitude of change	Level of effect
A259	Medium	Medium to Negligible-Zero	Moderate (TCoC**) to Minor / Negligible	Zero	N/A	N/A	N/A
Ferry Road	Medium to High	Low to Negligible-Zero	Moderate to Moderate / Minor, to Minor / Negligible	Zero	N/A	N/A	N/A
Church Lane	Medium	High to Medium-high, to Negligible-Zero	Major / Moderate (TCoC**) to Minor / Negligible	Medium to Negligible-Zero	Moderate (TCoC** & Access Routes) to Negligible	N/A	N/A
Ford Road	Medium	Medium to Negligible-Zero	Moderate (Access Routes) to Minor / Negligible	Negligible-Zero	Minor / Negligible to Negligible	N/A	N/A
A284 Lyminster Road	Medium	Medium to Negligible-Zero	Moderate to Minor / Negligible	Zero	N/A	N/A	N/A
A27	Medium	Negligible-Zero	Minor / Negligible	Zero	N/A	N/A	N/A
Railway Line from Littlehampton and Ford to Arundel	Medium	Medium-high to Negligible-Zero	Major /Moderate (OCC*) to Minor / Negligible	Negligible-Zero	Minor / Negligible	N/A	N/A

Transport Routes (Arundel to Wiston - within SDNP)

Visual receptor	Sensitivity	Construction Phase (3.5 Years)		Operation and maintenance phase (Year 1)		Decommissioning phase	
		Magnitude of change	Level of effect	Magnitude of change	Level of effect	Magnitude of change	Level of effect
Crossbush Lane	Medium-high	Medium-high to Negligible-Zero	Major / Moderate (Access Routes - Warningcamp C route option), to Minor	Negligible-Zero	Minor	N/A	N/A
Local roads around Warningcamp (Clay Lane and Blakehurst Lane)	Medium-high	High to Negligible-Zero	Major (OCC*), to Minor	Medium-high to Negligible-Zero	Major / Moderate (OCC*), to Minor	N/A	N/A
Local roads around Wepham and Burpham	Medium-high	Medium to Negligible-Zero	Moderate (Access Routes in Wepham), to Minor	Low to Negligible-Zero	Moderate / Minor to Minor	N/A	N/A
A24	Medium	Negligible-Zero	Minor / Negligible	Zero	N/A	N/A	N/A
A283	Medium	High to Negligible-Zero	Major / Moderate to Moderate (OCC*, TCoC** & Access Routes), to Minor / Negligible	Negligible-Zero	Minor / Negligible	N/A	N/A
Railway Line from Arundel to Amberley	Medium-high	Negligible-Zero	Minor / Negligible	Zero	N/A	N/A	N/A

Transport Routes (Wiston to Bolney – north of SDNP)

Visual receptor	Sensitivity	Construction Phase (3.5 Years)		Operation and maintenance phase (Year 1)		Decommissioning phase	
		Magnitude of change	Level of effect	Magnitude of change	Level of effect	Magnitude of change	Level of effect
Water Lane, Wiston	Medium	High to Negligible-Zero	Major / Moderate (OCC*), to Minor / Negligible	Medium to Negligible	Moderate (OCC*) to Minor	N/A	N/A
Spithandle Lane	Medium	Medium to Negligible-Zero	Moderate (Access Routes*), to Minor / Negligible	Negligible-Zero	Minor / Negligible	N/A	N/A
B2135	Medium	High to Medium-high, to Negligible-Zero	Major / Moderate to Moderate (OCC* & Access Routes), to Minor / Negligible	Medium to Negligible-Zero	Moderate (OCC*) to Minor	N/A	N/A
B2116	Medium	High to Medium, to Negligible-Zero	Major / Moderate to Moderate (OCC* & Access Routes), to Minor / Negligible	Medium to Negligible-Zero	Moderate (OCC*) to Minor	N/A	N/A
A281	Medium	Medium-high to Negligible-Zero	Major / Moderate (Access Routes), to Minor / Negligible	Negligible-Zero	Minor / Negligible	N/A	N/A
Wineham Lane	Medium	High to Negligible-Zero	Major / Moderate (OCC* & Access Routes), to Minor / Negligible	Medium-high to Negligible-Zero	Major / Moderate (OCC*), to Minor / Negligible	N/A	N/A

Visual receptor	Sensitivity	Construction Phase (3.5 Years)		Operation and maintenance phase (Year 1)		Decommissioning phase	
		Magnitude of change	Level of effect	Magnitude of change	Level of effect	Magnitude of change	Level of effect
Bob Lane	Medium	High to Negligible-Zero	Major / Moderate (OCC*), to Minor / Negligible	Medium-high to Negligible-Zero	Major / Moderate (OCC*), to Minor / Negligible	N/A	N/A
Kent Street	Medium	High to Negligible-Zero	Major / Moderate (OCC*), to Minor / Negligible	Medium-high to Negligible-Zero	Major / Moderate (OCC*), to Minor / Negligible	N/A	N/A
Bolney Chapel Road	Medium	Negligible-Zero	Minor / Negligible	Zero	N/A	N/A	N/A
Fryland Lane	Medium	High to Negligible-Zero	Major / Moderate (OCC*), to Minor / Negligible	Zero	N/A	N/A	N/A

RECREATIONAL ROUTES – Public Rights of Way (PRoW) (For PRoW reference Summary table in Table 1-5)

RECREATIONAL ROUTES - Long Distance Recreational Routes

South Downs Way	High	High to Negligible-Zero	Major to Moderate (OCC*) affecting 2.25km of route, to Minor	Negligible-Zero	Minor	N/A	N/A
South Coast Cycle Route (Sustrans NCR 2)	High	Medium to Negligible-Zero	Major/ Moderate (TCoC**), to Minor	Zero	N/A	N/A	N/A

Visual receptor	Sensitivity	Construction Phase (3.5 Years)		Operation and maintenance phase (Year 1)		Decommissioning phase	
		Magnitude of change	Level of effect	Magnitude of change	Level of effect	Magnitude of change	Level of effect
Downs Link (Sustrans NCR 223)	High	High to Negligible-Zero	Major to Major / Moderate (OCC* & Access Routes) affecting 500m of route, to Minor	Low to Negligible-Zero	Minor	N/A	N/A
Arun Way	High	High to Negligible-Zero	Major to Major / Moderate (OCC*) affecting 800m of route, to Minor	Low to Negligible-Zero	Moderate (OCC*) to Minor	N/A	N/A
Monarch's Way	High	High to Negligible-Zero	Major (OCC*) affecting 600m of route, to Minor	Low to Negligible-Zero	Minor	N/A	N/A

RECREATIONAL AND TOURIST DESTINATIONS

Recreational and Tourist Destinations (Climping to Arundel – south of SDNP)

Littlehampton Golf Club	High	Negligible-Zero	Minor	Zero	N/A	N/A	N/A
Littlehampton West and East Beach including Climping Beach	High	Medium to Negligible-Zero	Major / Moderate (OCC*) (Climping Beach) to Minor	Zero	N/A	N/A	N/A
Climping Camp Site	High	High to Medium-high	Major to Major / Moderate (OCC* & Access Routes), to Minor	Zero	N/A	N/A	N/A

Visual receptor	Sensitivity	Construction Phase (3.5 Years)		Operation and maintenance phase (Year 1)		Decommissioning phase	
		Magnitude of change	Level of effect	Magnitude of change	Level of effect	Magnitude of change	Level of effect
Climping Caravan Park	High	High to Medium-high	Major to Major / Moderate (OCC*, TCoC** & Access Routes), to Minor	Zero	N/A	N/A	N/A
Brookside Caravan Park	High	Medium-low to Negligible	Moderate (Access Routes) to Minor	Zero	N/A	N/A	N/A
Recreational and Tourist Destinations (Arundel to Wiston - within SDNP)							
Crossbush Caravan Park	High	Negligible-Zero	Minor	Zero	N/A	N/A	N/A
Arundel Castle	High	Low to Negligible-Zero	Moderate to Minor	Zero	N/A	N/A	N/A
Arundel Park Open Access Land	High	Low to Negligible-Zero	Moderate to Minor	Zero	N/A	N/A	N/A
Perry Hill Open Access Land	High	Zero	N/A	Zero	N/A	N/A	N/A
Barpham Hill Open Access Land	High	Medium-high to Negligible-Zero	Major to Major / Moderate (OCC*), to Minor	Zero	N/A	N/A	N/A
Chantry Hill Open Access Land	High	High to Medium-high to Low to Negligible-Zero	Major / Moderate (Access Routes), to Moderate (OCC*), to Minor	Zero	N/A	N/A	N/A

Visual receptor	Sensitivity	Construction Phase (3.5 Years)		Operation and maintenance phase (Year 1)		Decommissioning phase	
		Magnitude of change	Level of effect	Magnitude of change	Level of effect	Magnitude of change	Level of effect
Sullington Hill Open Access Land	High	High to Medium-high, to Negligible-Zero	Major (OCC*) , to Major / Moderate (Access Routes*) , to Minor	Zero	N/A	N/A	N/A
Chanctonbury Hill (including Chanctonbury Ring and Open Access Land)	High	Low to Negligible-Zero	Moderate to Minor	Zero	N/A	N/A	N/A
Recreational and Tourist Destinations (Wiston to Bolney – north of SDNP)							
Washington Caravan Park	High	High to Medium-high, to Negligible-Zero	Major to Major / Moderate (TCoC**) to Minor	Zero	N/A	N/A	N/A
Wineham Lane Caravan Park	High	High to Negligible-Zero	Major (OCC**) to Minor	Zero	N/A	N/A	N/A

*OCC – Onshore Cable Corridor

**TCoC – Temporary Construction Compound

***Significant effects are highlighted in **bold**

1.2 Visual effects on views from settlements

- 1.2.1 The visual effects likely to be experienced from settlements include consideration of residential areas, the public realm and public open spaces within the settlement boundaries that will be frequented by people.
- 1.2.2 The sensitivity of each of these receptors (people) at settlements has been assessed as **High** due to the high susceptibility of residents in accordance with GLVIA 3, Paragraph 6.33. The value of the view is also likely to be regarded as high by the residents themselves, but the views from settlements in the study area vary between either being nationally designated by the SDNP or not designated for their scenic value and accord a high or medium value in this respect.
- 1.2.3 Settlements within 2km located outwith the Zone of Theoretical Visibility (ZTV) **Figures 19.4a-d, Volume 3** are not included in the assessment.
- 1.2.4 The ZTV and viewpoint analysis in **Appendix 19.2: Viewpoint Analysis, Volume 4** indicate that significant visual effects will extend up to 1km from the onshore cable corridor. As a result of this, only settlements within 1km of the onshore cable corridor are included in the detailed assessment below as settlements beyond this distance will either have no views of the onshore elements of the Proposed Development or very limited visibility due to screening from intervening vegetation, built-form and / or landform.
- 1.2.5 In summary, small parts of eight of the 13 settlements assessed within the study area will experience significant visual effects during the construction phase including Climping, Littlehampton, Crossbush, Warningcamp, Wepham, Wiston, Partridge Green and Shermanbury. The views on Climping will be significantly affected due to the temporary construction compound, whilst views on Wepham and Partridge Green will be significantly affected due to the temporary construction and operational access routes. Views on Littlehampton, Crossbush, Warningcamp, Wiston and Shermanbury will be significantly affected due to the construction of the onshore cable corridor. During the operation and maintenance phase (Year 1), the views on Warningcamp will be significantly affected by the onshore cable corridor following construction.

Table 1-2 Visual effects of onshore cable corridor on Settlements

Settlements (Climping to Arundel – south of SDNP)	
Climping	
Figures: 19.4a-b and 19.7a, Volume 3	Viewpoints: A (Figure 19.24, Volume 3) and B1 (Figure 19.26, Volume 3)
Landscape designation	None
Settlement description	The settlement of Climping includes a small, historic core settlement centred around St Mary's Church, south of Ford Prison and dispersed areas of settlement at Horsemere Green to the west and Brookpits and Kent's Farm to the southeast (including Climping Church of England (C of E) Primary School). There are a number of dispersed properties along Climping Street to the south associated with Atherington which is included as part of this settlement assessment. Although located close to the coastline, the orientation of properties within the settlement varies reflecting the relatively flat topography which limits longer distance views. Many of the historic areas (Atherington and St Mary's Church) are typically surrounded by mature trees and hedgerows limiting outward views. The settlement is located approximately 0.3km distance from the onshore cable corridor at its closest point near Brookpits with parts of Horsemere Green extending 2km distance.
Sensitivity	High
Magnitude of change	
Onshore cable corridor	Construction phase Views of the onshore cable corridor will be limited from the settlement due to distance and intervening trees and hedgerows. Where visible, mid and background views of temporary construction traffic and activities along the onshore cable corridor, notably construction machinery and soil storage will be possible from properties along Climping Street, Brookpits, Kent's Farm, and properties around Church Farm - with potential winter views from Atherington to the south, affecting less than a quarter of the settlement. The scale of change will affect a small to medium horizontal Field of View (FoV) and although contrasting with the landscape the activities will not be dissimilar to intensive periods of agricultural activity involving multiple farm machinery.

	<p>A further horizontal directional drilling (HDD) construction compound may be visible to the south of Ferry Road from a small number of properties at Brookpit Lane, particularly in winter views affecting a small FoV. The magnitude of change will range from Medium-low to Low, where visible, to Negligible-Zero from the remainder of the settlement.</p>				
	<table border="1"> <tr> <td>Level of effect</td> <td>Moderate to Minor and Not Significant</td> </tr> <tr> <td>Type of effect</td> <td>Short-term, temporary, direct and adverse to neutral</td> </tr> </table>	Level of effect	Moderate to Minor and Not Significant	Type of effect	Short-term, temporary, direct and adverse to neutral
Level of effect	Moderate to Minor and Not Significant				
Type of effect	Short-term, temporary, direct and adverse to neutral				
	<p>Operation and maintenance phase (Year 1): There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change will therefore be Zero.</p>				
	<table border="1"> <tr> <td>Level of effect</td> <td>N/A</td> </tr> <tr> <td>Type of effect</td> <td>N/A</td> </tr> </table>	Level of effect	N/A	Type of effect	N/A
Level of effect	N/A				
Type of effect	N/A				
Temporary construction compound	<p>Construction phase There will be close range views of the temporary construction compound (West of River Arun) from a very small number of properties along Church Lane (Field Place) and Brookpit Lane mainly in the winter. The temporary construction compound (West of River Arun) will be located in an arable field (as illustrated in Viewpoint B1, Figure 19.26, Volume 3). Views will include perimeter fencing, the movement of construction vehicles and equipment, storage of materials and equipment, welfare facilities and office space. There will be potential loss of hedgerow and vegetation at the entry point to the temporary construction compound (West of River Arun) to allow for visibility splays. Views will typically be in the foreground and midground of views affecting a large to medium horizontal FoV. The magnitude of change will be High to Medium-high in the winter months, reducing to Low in the summer months when all vegetation is in leaf.</p>				
	<table border="1"> <tr> <td>Level of effect</td> <td>Major and Significant (winter) to Moderate and Not Significant (summer)</td> </tr> <tr> <td>Type of effect</td> <td>Short-term, temporary, direct and adverse</td> </tr> </table>	Level of effect	Major and Significant (winter) to Moderate and Not Significant (summer)	Type of effect	Short-term, temporary, direct and adverse
Level of effect	Major and Significant (winter) to Moderate and Not Significant (summer)				
Type of effect	Short-term, temporary, direct and adverse				
	<p>Operation and maintenance phase (Year 1):</p>				

	<p>Temporary construction compounds will have been removed with arable fields reinstated. Hedgerows will have been replanted, however, they will be slightly evident from the property at Field Place where the magnitude of change will be Low. There will be no effect on the views from the remainder of the settlement.</p>				
	<table border="1"> <tr> <td>Level of effect</td> <td>Moderate and Not Significant to no effect</td> </tr> <tr> <td>Type of effect</td> <td>Long-term, temporary, direct and adverse to neutral</td> </tr> </table>	Level of effect	Moderate and Not Significant to no effect	Type of effect	Long-term, temporary, direct and adverse to neutral
Level of effect	Moderate and Not Significant to no effect				
Type of effect	Long-term, temporary, direct and adverse to neutral				
Temporary construction and operational access routes	<p>Construction phase</p> <p><u>Access 1 and 1a-b:</u> up to 10m in width (1 for construction traffic and 1a-b for light construction access) are located close to HDD (RDX01-02) and will all access off Ferry Road via existing farm gateways. Some limited tree removal and or coppicing / pruning may be required to allow for visibility splays. This will be visible from a small number of properties at Brookpit Lane, particularly in winter months and typically in the midground to background of views affecting a small to medium horizontal FoV. Access will be required for the duration of the construction of the onshore cable corridor (up to 3.5 years). The magnitude of change will be Low.</p> <p><u>Access 2:</u> will be off Church Lane and is required for temporary construction and operation access. The length of track will be approximately 800m-1km with a maximum road width, during construction of 10m, reduced in width to 4m post-construction. Some tree removal (opposite the removal of trees to access temporary construction compound (West of River Arun)) will be required for access and some coppicing / pruning to allow for visibility splays. This will be visible from the only adjacent property to the north (Field Place), particularly in winter views. The magnitude of change (taking account of tree removal on Church Lane as a whole) will be Medium-high. The temporary construction route and construction traffic will typically be visible in filtered views in the foreground to midground of views affecting a medium to large horizontal FoV.</p> <p><u>Access 3:</u> will be off Ford Lane to the south of Ford Prison and opposite the church (St. Mary's at Clymping) and church hall and is required for temporary construction and operation access. The length of track will be approximately 1-1.25km with a maximum road width, during construction of 10m, reduced in width to 4m post-construction to match the existing track off Ford Lane. The open space and existing access opposite the church and church hall has a particular historic, tranquil character within the settlement. Some tree removal and pruning may be required to allow for access and visibility splays and this will be visible alongside the movement of temporary construction traffic to property around Church Farm, particularly in winter views will typically be in the midground to background of views affecting a small to medium horizontal FoV. Access will be required for the duration of the construction of the onshore cable corridor (up to 3.5 years). The magnitude of change will be Medium.</p>				

	<p>The remaining part of Access 3 is routed through a mix of pasture and arable fields along an existing track as far as the River Arun. Some further tree removal and or coppicing / pruning may be required to allow for access, but this is unlikely to be visible from the settlement.</p>
Level of effect	Moderate and Not Significant with some localised areas of significant effects due to access requirements at Church Lane and Ford Lane (Major / Moderate and Significant)
Type of effect	Short-term, temporary, direct, and adverse to neutral
	<p>Operation and maintenance (Year 1):</p> <p><u>Access 1 and 1a-b:</u> the construction access will be reinstated with access required for ongoing light operational access reduced to the original working width of the bylaw at Bread Lane. Trees lost to construction for access reasons will be replanted where possible, but evidence of the construction works will remain in terms of lost roadside trees and pruning. The effect on properties at Brookpit Lane will be Negligible-Zero, affecting a small FoV in winter views.</p> <p><u>Access 2:</u> the construction access will be reinstated with access required for ongoing light operational access reduced to 4m. Trees lost to construction for access reasons will be replanted where possible, but evidence of the construction works will remain in terms of lost roadside trees and pruning. The effect on the adjacent property to the north (Field Place) will be Low, affecting filtered midground views.</p> <p><u>Access 3:</u> ongoing light operational access will be required and part of the track will be reinstated to a reduced width of 4m. Trees lost to construction for access reasons will be replanted where possible, but evidence of the construction works will remain in terms of lost trees and pruning. The effect on the property around Church Farm will be Low to Negligible-Zero.</p>
Level of effect	Moderate / Minor to Minor and Not Significant
Type of effect	Long-term, temporary, direct and neutral
Limitations / assumptions	<ol style="list-style-type: none"> 1. The assessment assumes the onshore cable corridor is aligned along the eastern section of the onshore part of the PEIR Assessment Boundary and does not deviate into western areas reserved for access. 2. It has been assumed that roadside vegetation on either side of Ferry Road and the A259 will be included in the HDD installation (between RDX-01 and RDX-02). 3. It has been assumed that hedgerows / shrubs will be replanted at crossing points DTX-03 and 04 in accordance with commitment C-115 (Appendix 4.1, Volume 4) and that any trees lost to provide temporary access will be replanted where possible post-construction.

	<p>4. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending further design maturity and update to description of the onshore elements of the Proposed Development.</p> <p>5. The assessment has assumed that the need for permanent operational access will entail the reinstatement of grass verges and reduced road width to 4m.</p>
Overall assessment	The effects on views from Climping will be Significant as a result of the temporary construction compound (West of River Arun) viewed from one property (Field Place) along Church Lane and a small number of properties at Brookpits. Views from the remainder of the settlement including the historic core area and Horsemere Green will be Not Significant .
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines (WTGs) and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from the majority of the core settlement except from a very small number of properties on the southern extent of Climping Lane at Atherington, however, these views will be further limited due to the sea defences at Climping Beach. The effects are assessed in detail in Chapter 16: Seascape, landscape and visual impact assessment, Volume 2 .
Cumulative effects assessment	<p>The whole Proposed Development will be experienced cumulatively with the ongoing works to the sea defences at Climping Beach (visible in the foreground of Viewpoint A (Figure 19.24, Volume 3)) and already accounted for in this assessment as part of the existing baseline.</p> <p>The consented housing development (CM/1/17/OUT) will occupy the field to the west of Church Lane, opposite the entrance to the temporary construction compound (West of River Arun), and will be visible from the property along Church Lane (Field Place) and Horsemere Green (High to Medium-high magnitude of change). The combined and additional effect will be Major to Major / Moderate and Significant to Minor and Not Significant; however, the duration of the housing development will be permanent whereas the onshore cable corridor will be temporary up to a maximum of 3.5 years. Views from Horsemere Green will only be affected by the housing development, and <u>not</u> the onshore elements of the Proposed Development.</p>
Littlehampton	
Figures: 19.4a-b and 19.7a, Volume 3	
Viewpoints: C (Figure 19.27, Volume 3) and C1 (Figure 19.28, Volume 3)	
Landscape designation	None
Settlement description	The settlement of Littlehampton is a relatively large town located on the southern West Sussex coastline and to the east of the River Arun. The settlement is relatively compact, with a variety of housing styles reflecting different

	<p>periods of expansion. The historic focus of the settlement is the beach and coastline to the south; from here the settlement has expanded north over time, and many of the most recent areas of development are located on the northern and northwest edge of the settlement. The River Arun has served as a natural barrier to expansion west, with a rail line acting as a further, man-made edge - although some are either side of the rail line is occupied by warehouses and retail parks. Views within the settlement are often 'internal', being restricted by surrounding built development, however there are views from the outer edges of the settlement to the south over the beach and coastline, west across the River Arun valley - particularly from new development at the northwest edge of the settlement, and north towards the South Downs. The close proximity to neighbouring towns prevents longer distance views to the east. The settlement is located approximately 0.1km distance from onshore cable corridor at its closest point to the northwest of the settlement and approximately 3.1km distance from its furthest point to the east of the settlement.</p>
Sensitivity	High
Magnitude of change	
Onshore cable corridor	<p>Construction phase</p> <p>Views of the onshore cable corridor will be experienced from the western edge of the settlement and in particular from the northwest edge of the settlement where the construction works of the onshore cable corridor will pass in close relative proximity. Views from this part of the settlement are illustrated in Viewpoint C (Figure 19.27, Volume 3) and Viewpoint C1 (Figure 19.28, Volume 3). There will be visibility of the onshore cable corridor trench, haul road, temporary excavated earth bunds, fencing and construction traffic and machinery in open fields in the fore to midground of views affecting a large horizontal FoV from Benjamin Grey Drive, Battin Lane and Brook Barn Farm. Further south along the western edge of the settlement there may be limited distant views of earth bunds and machinery in the background of the view affecting a small horizontal FoV.</p> <p>There will be views of the temporary HDD construction compound in the field adjacent to Benjamin Gray Drive where the trenchless crossing beneath the River Arun and the railway line emerges and transitions into a trenched crossing. Views will include perimeter fencing, the movement of construction vehicles and equipment, storage of materials and equipment, welfare facilities and temporary office space. The HDD construction compound will be in the foreground to midground of views affecting a medium horizontal FoV.</p> <p>A further HDD construction compound to the immediate northwest of Brook Barn Farm may be visible from the farm and from properties around Battin Lane / Upperton Grange. However, views are likely to be mostly screened by farm outbuildings and will affect a small FoV.</p>

	The magnitude of change will be High to Medium-high (northwest edge of settlement) to Low to Negligible-Zero (remainder of the settlement)	
	Level of effect:	Major and Significant (northwest edge of settlement) Moderate / Minor to Minor and Not Significant (remainder of settlement)
	Type of effect:	Short-term, temporary, direct and adverse to neutral
	Operation and maintenance phase (Year 1) There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. The magnitude of change on the views from the settlement will therefore be Zero .	
	Level of effect:	N/A
	Type of effect:	N/A
Temporary construction compound	None of the main temporary construction compounds will be visible from the settlement.	
Temporary construction and operational access routes	<p>Construction phase</p> <p>There will be views of three temporary construction access roads from the western edge of the settlement. These are located to the northwest of the settlement after the trenchless crossing under the River Arun.</p> <p>Two of the access roads will be located off the A259 at either side of the rail bridge to the east and west of the rail line where existing field access exists. The temporary construction access track to the west of the rail bridge / rail line will be less visible from the settlement due to screening from the rail line (on slight embankment) and vegetation from intervening vegetation. The temporary construction access track to the east of the rail bridge / rail line will provide access to the HDD construction compound and onshore cable corridor works in the field adjacent to Benjamin Gray Drive and will be visible from this part of the settlement.</p> <p>A further temporary construction access track will be located along an existing access track to the south of Brook Barn Farm. This will be visible from properties from Upperton Grange and Battin Lane.</p> <p>Where visible, the temporary construction access routes will be 10m wide and will comprise crushed aggregates and a geotextile membrane where the existing ground is not considered stable enough. Views will include the movement of construction vehicles and equipment along temporary construction access tracks. Loss of hedgerow will be visible where the track passes through field boundaries or where existing tracks are widened to</p>	

	<p>accommodate the construction traffic. Views will typically be in the midground to background of views affecting a small to medium horizontal FoV.</p> <p>The magnitude of change will range from Medium-low to Negligible-Zero</p>				
	<table border="1"> <tr> <td>Level of effect:</td> <td>Moderate to Minor and Not Significant</td> </tr> <tr> <td>Type of effect:</td> <td>Short-term, temporary, direct and adverse to neutral</td> </tr> </table>	Level of effect:	Moderate to Minor and Not Significant	Type of effect:	Short-term, temporary, direct and adverse to neutral
Level of effect:	Moderate to Minor and Not Significant				
Type of effect:	Short-term, temporary, direct and adverse to neutral				
	<p>Operation and maintenance phase (Year 1)</p> <p>Temporary construction access track surface will have been removed and field boundaries will have been reinstated. There will be little change to the baseline view. The magnitude of change on the views from the settlement will therefore be Zero.</p>				
	<table border="1"> <tr> <td>Level of effect:</td> <td>N/A</td> </tr> <tr> <td>Type of effect:</td> <td>N/A</td> </tr> </table>	Level of effect:	N/A	Type of effect:	N/A
Level of effect:	N/A				
Type of effect:	N/A				
Limitations / assumptions	<ol style="list-style-type: none"> Hedgerow removed for temporary construction compounds will be replanted. Hedgerow removed for access route widening to the south of Brook Barn Farm is replaced. 				
Overall assessment	<p>The effects on views from Littlehampton will be Significant as a result of the temporary onshore cable corridor works including the HDD construction compound only from a small number of properties at Benjamin Gray Drive, Battin Lane and Brook Barn Farm to at the north western edge of the settlement. This is as a result of a High to Medium-high magnitude of change. Views on the remainder of the settlement will be Not Significant.</p>				
Whole Proposed Development effects	<p>The offshore elements of the Proposed Development including the WTGs and offshore substations as well as a shallow draught vessel during the construction phase will be visible from properties on the southern edge of the settlement. However, they will not be visible from the majority of the settlement away from the southern edge. The effects are assessed in detail in Chapter 16, Volume 2 as Major and Significant.</p> <p>The whole Proposed Development effects will therefore be Major and Significant (due to the offshore and onshore elements (OCC) of the Proposed Development).</p>				
Cumulative effects assessment	<p>None of the cumulative developments will be visible from this location including the nearby proposed development at west of Bridge Road roundabout, Littlehampton on the western edge of the settlement, located within an industrial estate due to screening by intervening built-form and mature vegetation, even in the winter. Therefore, there will be no cumulative effects.</p>				

Lyminster	
Figures: 19.4a-b and 19.7a, Volume 3	
Viewpoint: R (Figure 19.53, Volume 3)	
Landscape designation	None
Settlement description	Lyminster is a small settlement located to the north of Littlehampton. The settlement has a relatively historic layout, with most of the properties developed along Lyminster Road (A284) and along short lanes, access tracks and adapted roads off the main Lyminster Road. The western edge of the settlement is occupied by large agricultural buildings and St Mary Magdalene Church, with further dispersed properties to the northwest. The settlement is bounded by large agricultural fields in a relatively flat landscape affording some middle-distance views, although most of the property boundaries comprise mature hedgerows, trees and walls which restrict views across the surrounding landscape. The settlement is located approximately 0.25km distance from onshore cable corridor at its closest point to the northwest of the settlement and approximately 0.9km at its furthest point.
Sensitivity	High
Magnitude of change	
Onshore cable corridor	Construction phase Views of the onshore cable corridor will be experienced from properties with views to the west, particularly those at the western edge of the settlement. Views from this part of the settlement are illustrated in Viewpoint R (Figure 19.53, Volume 3). Although the onshore cable corridor will theoretically occupy a large horizontal FoV in views from the western edge of the settlement, it will be mostly screened by intervening hedgerows and vegetation. There will be visibility of temporary construction traffic and activities along the onshore cable corridor, notably construction machinery and soil storage mainly from upper floors of properties beyond the intervening vegetation in the midground of views. Visibility from the churchyard will be limited due to intervening mature vegetation, even in the winter. There will also be winter views of more construction activity to the northwest of the settlement, filtered by intervening woodland. No HDD construction compounds will be visible from the settlement. The magnitude of change will range from Low to Negligible-Zero .
	Level of effect: Moderate to Minor and Not Significant
	Type of effect: Short-term, temporary, direct and adverse to neutral
	Operation and maintenance phase (Year 1)

	There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. The magnitude of change on the views from the settlement will therefore be Zero .	
	Level of effect:	N/A
	Type of effect:	N/A
Temporary construction compound	None of the main temporary construction compounds will be visible from the settlement.	
Temporary construction and operational access routes	<p>Construction phase</p> <p>There will be views of two temporary construction access roads from the western and southern edges of the settlement.</p> <p>The first temporary construction access route follows an existing access track from Church Farm following field boundaries west which will be widened to up to 10m. This will be visible from properties to the west of the settlement.</p> <p>The second temporary construction access route will run along the southern edge of a field boundary to the south of the settlement and will be visible to properties to the south and southwest of the settlement where it will be seen beyond intervening hedgerows and garden vegetation / trees.</p> <p>Where visible, the temporary construction access tracks will be 10m wide and will comprise crushed aggregates and a geotextile membrane where the existing ground is not considered stable enough. Views will include the movement of construction vehicles and equipment along temporary access tracks. Loss of hedgerow will be visible where the route joins Lyminster Road to accommodate visibility splays or where existing tracks are widened to accommodate the construction traffic. Temporary construction access routes will typically be in the midground to background of views affecting a small to medium horizontal FoV.</p> <p>The magnitude of change will range from Medium-low to Negligible-Zero.</p>	
	Level of effect:	Moderate to Minor and Not Significant
	Type of effect:	Short-term, temporary, direct and adverse to neutral
	Operation and maintenance phase (Year 1)	

	Temporary construction access track surface will have been removed and field boundaries will have been reinstated. There will be little change to the baseline view. The magnitude of change on the views from the settlement will therefore be Zero .
	Level of effect: N/A
	Type of effect: N/A
Limitations / Assumptions	<ol style="list-style-type: none"> Any removed hedgerow or trees along access routes and at the junction at Lyminster Road will be replanted. Main temporary construction access point will be from the A259, east of the rail line and the access track south of Brook Barn Farm will be for light construction traffic.
Overall assessment	The effect on views from Lyminster will not be significant as a result of the temporary onshore cable corridor works. There will be limited views from a small number of properties at the western edge of the settlement and from properties with a view west or northwest particularly in winter views.
Whole Proposed Development effects	The offshore elements of the Proposed Development including the WTGs and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from the settlement due to the flat topography, intervening vegetation and distance. Therefore, the whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.
Cumulative effects assessment	None of the cumulative developments will be visible from this settlement. Therefore, there will be no cumulative effects.
Arundel	
Figures: 19.4a-b and 19.7a, Volume 3	
Viewpoint: E (Figure 19.30a-b, Volume 3)	
Landscape designation	Northern part of the settlement is located within the South Downs National Park.
Settlement description	Arundel is a small town located on the rising landform to the north and west of the River Arun as it meanders around the town and landform. The historic core of the settlement is located to the immediate south and southwest of Arundel Castle and Arundel Cathedral which both sit prominently in an elevated location on the rising landform. A further area of the settlement developed to the west of the historic core, on gently rising landform to the west of a shallow ravine and watercourse. A further small area of the settlement has also developed to the south of the River Arun adjacent to bridge crossings. Due to the elevated position of parts of the settlement, there are some longer range views to the south and southeast over the meandering River Arun valley, although views in the settlement

	are often screened or filtered by the surrounding built environment. The settlement is located approximately 0.65km distance from the onshore cable corridor at its closest point to the south of the River Arun and approximately 2.1km at its furthest point.	
Sensitivity	High	
Magnitude of change		
Onshore cable corridor	<p>Construction phase</p> <p>Views of the onshore cable corridor will be experienced from properties in elevated positions and on the edge of the settlement with south or southeast facing views. Viewpoint E (Figure 19.30a-b, Volume 3) illustrates the views from an elevated location at Arundel Castle (a recreational receptor), however, the majority of the residential receptors (visible in the foreground of the view) will have a less elevated view across the valley. Although the onshore cable corridor will theoretically occupy a medium horizontal FoV from this settlement, it will appear distant in the background of the view and views will be heavily filtered by intervening vegetation. Views towards the onshore cable corridor from the lower lying areas at the southern edges of the settlement will be almost entirely screened by intervening hedgerows and mature trees, although there may be distant glimpses in winter views from upper storeys of properties. There may also be glimpsed views from elevated parts of the settlement above rooftops and in gaps between buildings where views will again be mostly screened by intervening hedgerows and vegetation. There may be winter views of more distant earth bunds and construction activity to the southeast of the settlement, filtered by intervening vegetation and the built environment.</p> <p>The magnitude of change will be Low to Negligible-Zero.</p>	
	Level of effect:	Moderate to Minor and Not Significant
	Type of effect:	Short-term, temporary, direct and adverse to neutral
	<p>Operation Year 1</p> <p>There will be no view of the cable corridor as the underground works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. The magnitude of change on the views from the settlement will therefore be Zero.</p>	
	Level of Effect:	N/A
	Type of Effect:	N/A

Temporary construction compound	None of the main temporary construction compounds will be visible from the settlement.
Temporary construction access routes	None of the temporary construction access routes will be visible from the settlement.
Limitations / Assumptions	N/A
Whole Proposed Development effects	The offshore elements of the Proposed Development including the WTGs and offshore substations as well as a shallow draught vessel during the construction phase will be visible from elevated parts the settlement due to the flat topography, intervening vegetation and built-form, and distance. The effects are assessed in detail in Chapter 16, Volume 2 as Not Significant . The Whole Proposed Development effects will therefore be Moderate to Minor and Not Significant .
Cumulative effects assessment	The proposed A27 Arundel Bypass will occupy a large to medium horizontal FoV in views from the southern edge of the settlement, and from elevated properties with southern views (Medium – magnitude of change). The combined effect will be Major / Moderate and Significant (due to the proposed A27 Arundel Bypass and not the onshore cable corridor). The additional effect will be Moderate to Minor and Not Significant . The duration of the A27 Arundel Bypass will be long-term in duration given it is a permanent development whereas the onshore cable corridor will be temporary up to a maximum of 3.5 years.
Settlements (Arundel to Wiston – within SDNP)	
Crossbush	
Figures: 19.4b and 19.7ai, Volume 3	
Viewpoint: S4 (Figure 19.56, Volume 3)	
Landscape designation	South Downs National Park
Settlement description	The small settlement of Crossbush is located at the southern edge of the South Downs National Park as the landform starts to rise to the east of the River Arun valley. It comprises a core settlement cluster of properties adjacent to Stubbs Copse along Crossbush Lane with further dispersed property closer to the A27 and at the Convent of Poor Clares to the north. Road infrastructure is a feature in the surrounding landscape with the A284 and A27 bounding the settlement to the west and south respectively. The settlement is located off the main roads

	on the south facing slopes of a low rising hill. Views are generally limited by surrounding hedgerows and tall hedgerow trees in combination with woodland areas and garden vegetation and rising landform to the north. The onshore cable corridor (Warningcamp B route option) will pass through the settlement.	
Sensitivity	High	
Magnitude of change		
Onshore cable corridor	Construction phase	
	<p>There will be views of the onshore cable corridor (Warningcamp B route option) as it emerges from the trenchless crossing in a field on the rising landform to the immediate northwest of Calcetto Cottage, to the north of Crossbush Lane. Properties to the north of Crossbush Lane and at Highfield Cottage, Batworthpark House and the convent will experience views of construction traffic and activities along the onshore cable corridor, notably construction machinery and soil storage, although some views will be filtered through mature trees and hedgerows or above garden walls. There will also be filtered views of construction activity from parts of the settlement to the south of Crossbush Lane as the onshore cable corridor travels east towards Clay Lane. There will be loss of boundary wall, access track and field boundary scrub / mature trees to the north of the settlement at accommodate the onshore cable corridor (Warningcamp B route option). The onshore cable corridor will typically be in the midground of views affecting a medium to large horizontal FoV.</p> <p>There will also be views of the onshore cable corridor (Warningcamp C route option) as it emerges from the trenchless crossing in a field to east of Clay Lane. Properties to the north of Crossbush Lane, particularly to the east of Clay Lane will have views of the open trench, haul road, fencing and earth bunds as well as construction vehicles and equipment, and HDD construction compound, although some views will be filtered through mature trees and hedgerows or above garden walls. The onshore cable corridor will typically be in the midground of views affecting a medium horizontal FoV.</p> <p>The magnitude of change will range from High to Medium to Negligible-Zero.</p>	
	Level of effect:	Major to Major / Moderate and Significant to Minor and Not Significant .
	Type of effect:	Short-term, temporary, direct and adverse to neutral.
	Operation and maintenance phase (Year 1)	
<p>There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post construction with minimal vegetation loss visible. The magnitude of change on the views from the settlement will therefore be Zero.</p>		

	Level of effect:	N/A
	Type of effect:	N/A
Temporary construction compound	None of the main temporary construction compounds will be visible from the settlement.	
Temporary construction and operational access routes	<p>Construction phase</p> <p>Access to the onshore cable corridor and HDD construction compound will be from Crossbush Lane adjacent to Crossbush Lodge. It is likely that there may be some road widening and loss of roadside vegetation to accommodate construction traffic and equipment. There will be loss of field boundary hedgerow and trees near the entrance to Crossbush Lodge and a construction temporary access track instated running north through existing hedgerow field boundaries resulting in loss of hedgerow in field boundaries to the north. There will be views of the temporary access road from the eastern edge of the settlement.</p> <p>Where visible, the temporary construction access track will be up to 10m wide and will comprise crushed aggregates and a geotextile membrane where the existing ground is not considered stable enough. Views will include the movement of construction vehicles and equipment along temporary construction access tracks. Loss of hedgerow will be visible where the route joins Crossbush Lane to accommodate visibility splays and through field boundaries to the north of Crossbush Lane. The temporary construction access route will typically be in the midground of views affecting a medium horizontal FoV.</p> <p>The magnitude of change will range from Medium to Negligible-Zero.</p>	
	Level of effect:	Major / Moderate and Significant to Minor and Not Significant
	Type of effect:	Short-term, temporary, direct and adverse to neutral
	Operation and maintenance phase (Year 1)	
	Temporary construction access track surface will have been removed and field boundaries will have been reinstated. There will be little change to the baseline view. The magnitude of change on the views from the settlement will therefore be Zero .	
	Level of effect:	N/A
	Type of effect:	N/A

Limitations / assumptions	<ol style="list-style-type: none"> Boundary walls and temporary construction access tracks will be reinstated to the north of Calcetto Cottage. It is assumed that access to this part of the onshore cable corridor will be from Crossbush Lane using existing track.
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from the settlement. Therefore, the Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.
Cumulative effects assessment	None of the cumulative developments including the nearby proposed A27 Arundel Bypass will be visible from this settlement. Therefore, there will be no cumulative effects.
Warningcamp	
Figures: 19.4b and 19.7ai, Volume 3	Viewpoints: S3 (Figure 19.55a-b, Volume 3)
Landscape designation	South Downs National Park
Settlement description	Warningcamp is a small, linear settlement located to the north of Crossbush. The settlement comprises ribbon development in two separated locations along minor roads at Blakehurst Lane and at the junction of Blakehurst Lane and Clay Lane. Most of the properties are oriented towards the road and views from the settlement are across adjoining arable and pastoral fields. The landform rises to the east and falls to the west allowing medium range views to the south and west over a shallow valley towards wooded hillsides. Views to the southeast are restricted by the gently undulating landform and intervening vegetation. The onshore cable corridor passes between the two areas of settlement and the nearest property is located approximately 50m distance at the junction with Clay Lane and approximately 0.6km distance from the furthest point to the west of the settlement.
Sensitivity	High
Magnitude of change	
Onshore cable corridor	<p>Construction phase</p> <p>Views of the onshore cable corridor will be experienced from properties at the junction with Clay Lane. Views from this part of the settlement are illustrated in Viewpoint S3 (Figure 19.55a-b, Volume 3). The onshore cable corridor will theoretically occupy a large horizontal FoV from this location, and although it will be partly screened by intervening hedgerows and vegetation, there will be close range views of the temporary construction works from</p>

	<p>properties in elevated locations in the settlement. There will be visibility of the excavated trench, haul road, temporary excavated earth bunds, fencing, construction traffic and machinery mainly from upper floors beyond the intervening vegetation in the midground of views. Views from properties along Blakehurst Lane to the northwest of the settlement will experience more distant views of earth bunding and fencing filtered by intervening vegetation. The magnitude of change will range from High (Clay Lane settlement) to Negligible-Zero (Blakehurst Lane).</p>
Level of effect:	Major and Significant (properties along Clay Lane) to Minor and Not Significant
Type of effect:	Short-term, temporary, direct and adverse to neutral
	<p>Operation and maintenance phase (Year 1)</p> <p>There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction. There will be a small section of tree and hedgerow loss visible in the foreground along Blakehurst Lane at the end of the construction phase where new vegetation will have just been replanted. The magnitude of change will be Medium-high (Clay Lane settlement).</p>
Level of effect:	Major and Significant
Type of effect:	Short-term, temporary, direct and adverse to neutral
Temporary construction compound	None of the main temporary construction compounds will be visible from the settlement.
Temporary construction and operational access routes	<p>Construction phase</p> <p>There will be views of a temporary construction access road following an arable field boundary heading southeast from Warningcamp House. The route will pass behind properties on the northern side of Blakehurst Lane and will be visible through hedgerows and vegetation on the rising landform from properties along this part of the settlement as well as Warningcamp House.</p> <p>Where visible, the temporary construction access track will be 10m wide and will comprise crushed aggregates and a geotextile membrane where the existing ground is not considered stable enough. Views will include the movement of construction vehicles and equipment along temporary construction access tracks. Loss of hedgerow will be visible to accommodate visibility plays or where existing tracks are widened to accommodate the construction traffic. There may be some loss of hedgerow at the entrance / exit near Warningcamp House. The temporary construction access route will be mostly screened by intervening vegetation but where visible will typically be in the midground to background of views affecting a small to medium horizontal FoV.</p>

	The magnitude of change will range from Low to Negligible-Zero .	
	Level of effect:	Moderate to Minor and Not Significant
	Type of effect:	Short-term, temporary, direct and adverse to neutral
	Operation and maintenance phase (Year 1)	
	There will be little change to the baseline view. The magnitude of change on the views from the settlement will therefore be Zero .	
	Level of effect:	N/A
	Type of effect:	N/A
Limitations / assumptions	<ol style="list-style-type: none"> 1. Assumed that any hedgerow removed will be replanted. 2. It is assumed that any temporary construction access route surface will be removed. 	
Whole Proposed Development effects	The offshore elements of the Proposed Development including the WTGs and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from the settlement due to the flat topography, intervening vegetation and built-form, and distance. Therefore, the Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.	
Cumulative effects assessment	None of the cumulative developments will be visible from this settlement. Therefore, there will be no cumulative effects.	
Burpham and Wepham		
Figures: 19.4b-c and 19.7ai, Volume 3		Viewpoints: F4 (Figure 19.36, Volume 3) and F5 (Figure 19.37, Volume 3)
Landscape designation	South Downs National Park	
Settlements description	Burpham and Wepham are two villages located on the sloping valley side to the east of the River Arun. Although separate settlements, they are in close proximity, being separated by a shallow ravine. The main orientation of Burpham is to the southeast across the falling ravine and towards the rising landform beyond. In contrast, Wepham is mostly orientated west to take advantage of views over the River Arun valley. Views from the settlement combine midrange views over adjacent fields to mature trees and hedgerows, and longer-range views over the valley towards the distant valley sides and rising landforms. The settlements are located approximately 0.3km (Wepham)	

	and 0.5km (Burpham) distance from the cable corridor at their closest point and approximately 1km from the furthest point (northwest of Burpham).	
Sensitivity	High	
Magnitude of change		
Onshore cable corridor	Construction phase	
	There will be no views of the onshore cable corridor from Wepham due to screening from the rising landform to the east and southeast and mature hedgerows and trees (no effect). There will be limited views of the onshore cable corridor from the south and eastern edge of Burpham which is oriented southeast towards the onshore cable corridor. Views will be mid-range and a short section of the onshore cable corridor will be visible near the skyline of the rising landform that forms the main focus of the view to the southeast. The onshore cable corridor will theoretically occupy a small horizontal FoV and will be partly screened by intervening woodland and scrub vegetation. There will be visibility of temporary construction traffic and activities along the onshore cable corridor, notably construction machinery and soil storage. The magnitude of change will range from Low to Negligible-Zero .	
	Level of effect:	Moderate to Minor and Not Significant
	Type of effect:	Short-term, temporary, direct and adverse to neutral
	Operation and maintenance phase (Year 1)	
	There will be no view of the onshore cable corridor from the main settlements as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the views from the settlements will therefore be Zero .	
	Level of effect:	N/A
	Type of effect:	N/A
Temporary construction compound	None of the main temporary construction compounds will be visible from the settlement.	

Temporary construction and operational access routes	Construction phase	
	<p>There will be views of a temporary construction access road from Wepham. The temporary construction access road will be located at the southern end of the settlement following the existing access track and PRow from Wepham Cottage to Home Farm. The temporary construction access route also includes a short section of the road through Wepham at the western junction of the existing farm access track.</p> <p>Where the existing road and access track are not of sufficient width, the width will be increased up to 10m and will comprise crushed aggregates and a geotextile membrane where the existing ground is not considered stable enough. Views will include the movement of construction vehicles and equipment along temporary construction access tracks. Loss of hedgerow will be visible at the junction of the farm access track with the road through Wepham to accommodate visibility splays or where existing tracks are widened to accommodate the construction traffic. There will be extensive loss of hedgerow along the existing farm access track to accommodate the 10m access road width which will be visible from properties at the southern end of the settlement. The temporary construction access route will be mostly screened by intervening vegetation but where visible will typically be in the midground to background of views affecting a small to medium horizontal FoV.</p> <p>No temporary construction access routes will be visible from Burpham.</p> <p>The magnitude of change will range from Medium to Negligible-Zero.</p>	
	Level of effect:	Major / Moderate and Significant (Wepham) to Minor and Not Significant
	Type of effect:	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1)	
	<p>Ongoing light operational access will be visible along the access route in Wepham but will not be dissimilar to periods of agricultural activity. The magnitude of change will be Negligible-Zero.</p>	
	Level of effect:	Minor and Not Significant
	Type of effect:	Long-term, temporary, direct, and neutral
Limitations / assumptions	<ol style="list-style-type: none"> 1. Temporary construction access route surface will have been removed and field boundaries will have been reinstated. 2. Removed hedgerow will be replanted. 	

Overall assessment	There will be no significant effects on views from Burphan and Wepham as a result of the onshore cable corridor works. However, there will be a significant effect during construction on a small number of properties to the south of Wepham due to the loss of extensive hedgerow along an existing access track where the track is widened to accommodate the access route.	
Whole Proposed Development Effects	The offshore elements of the Proposed Development including the WTGs and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from the settlements. Therefore, the Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.	
Cumulative effects assessment	None of the cumulative developments will be visible from these settlements. Therefore, there will be no cumulative effects.	
Washington		
Figures: 19.4c and 19.7aii, Volume 3		Viewpoints: H (Figure 19.39a-b, Volume 3), H1 (Figure 19.40, Volume 3),
Landscape designation	South Downs National Park	
Settlement description	Washington is a small settlement on the northern edge of the South Downs National Park to the southeast of Storrington. The settlement is located on gently sloping landform with aspects to the north and east. Views from the settlement combine short to midrange views over garden areas and adjoining fields, and longer-range views over the gently undulating landscape to the north and east. The majority of properties are bounded by gardens with shrubs and trees which filter or screen views. The settlement is located approximately 0.1km distance from the onshore cable corridor at its closest point and approximately 0.7km distance from the furthest point at the south of the settlement.	
Sensitivity	High	
Magnitude of change		
Onshore cable corridor	Construction phase Views of the onshore cable corridor to the northeast of Washington will be very limited due to screening from a woodland clump and hedgerow trees to the north of the A283 and the gently falling landform to the north of the	

	<p>A283. There will be a trenchless cable crossing to the north of the settlement and views northeast are screened by rising landform and the A24 corridor. The onshore cable corridor will be visible to the east beyond the settlement boundary where it emerges from a trenchless crossing beneath the A283. Views from the settlement will be partially screened by intervening hedgerow trees and restricted to winter views from public areas and properties to the north of the settlement. Scattered properties to the east of the settlement around Tilley's Farm or Greencommon House will have clearer views of the onshore cable corridor, although views will still be filtered by field boundary trees and hedgerows. The onshore cable corridor will theoretically occupy a small horizontal FoV from this location, and although it will be partly screened by intervening garden planting, woodland and scrub vegetation, there will be medium range views of the construction works from the settlement. There will be visibility of temporary construction traffic and activities along the onshore cable corridor, notably construction machinery and soil storage. The magnitude of change will range from Low to Negligible-Zero.</p>				
	<table border="1"> <tr> <td>Level of effect:</td> <td>Moderate to Minor and Not Significant</td> </tr> <tr> <td>Type of effect:</td> <td>Short-term, temporary, direct, and adverse to neutral</td> </tr> </table>	Level of effect:	Moderate to Minor and Not Significant	Type of effect:	Short-term, temporary, direct, and adverse to neutral
Level of effect:	Moderate to Minor and Not Significant				
Type of effect:	Short-term, temporary, direct, and adverse to neutral				
	<p>Operation and maintenance phase (Year 1)</p> <p>There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the views from the settlement will therefore be Zero.</p>				
	<table border="1"> <tr> <td>Level of effect:</td> <td>N/A</td> </tr> <tr> <td>Type of effect:</td> <td>N/A</td> </tr> </table>	Level of effect:	N/A	Type of effect:	N/A
Level of effect:	N/A				
Type of effect:	N/A				
Temporary construction compound	<p>Construction phase</p> <p>There will be limited views of the main temporary construction compound in the field to the north of the A283 from the northern edge of the settlement. Views will include perimeter fencing, storage of materials and equipment, welfare facilities and temporary office space. Views will be mostly winter views and heavily filtered through existing trees and roadside hedgerow and will affect a small FoV. The magnitude of change will range from Low to Negligible-Zero.</p>				
	<table border="1"> <tr> <td>Level of effect:</td> <td>Moderate to Minor and Not Significant</td> </tr> <tr> <td>Type of effect:</td> <td>Long-term, temporary, direct, and adverse to neutral</td> </tr> </table>	Level of effect:	Moderate to Minor and Not Significant	Type of effect:	Long-term, temporary, direct, and adverse to neutral
Level of effect:	Moderate to Minor and Not Significant				
Type of effect:	Long-term, temporary, direct, and adverse to neutral				
	<p>Operation and maintenance phase (Year 1)</p>				

	<p>There will be no view of the cable corridor as the underground works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. The magnitude of change on the views from the settlement will therefore be Zero.</p>								
	<table border="1"> <tr> <td>Level of effect:</td> <td>N/A</td> </tr> <tr> <td>Type of effect:</td> <td>N/A</td> </tr> </table>	Level of effect:	N/A	Type of effect:	N/A				
Level of effect:	N/A								
Type of effect:	N/A								
Temporary construction and operational access routes	<p>Construction phase</p> <p>There will be views of a temporary construction access route which will follow a PRow adjacent to St Mary's Church on The Street which will head north to an open pastoral field. A further temporary construction access point will be at a point of School Lane to the west of Washington Village Memorial Hall. Where the routes are not of sufficient width, the width will be increased up to 10m and will comprise crushed aggregates and a geotextile membrane where the existing ground is not considered stable enough. Views will include the movement of temporary construction vehicles and equipment. Loss of hedgerow will be visible at the junction of School Lane to accommodate visibility splays or where existing tracks are widened to accommodate the construction traffic. There will be extensive loss of hedgerow along the PRow to accommodate the 10m temporary construction access road width which will be visible from properties at the eastern end of the settlement including the church and Church House. The temporary construction access route will be mostly screened by intervening vegetation but where visible will typically be in the midground to background of views affecting a small to medium horizontal FoV.</p> <p>The magnitude of change will range from Medium to Negligible-Zero.</p> <table border="1"> <tr> <td>Level of effect:</td> <td>Major / Moderate and Significant to Minor and Not Significant</td> </tr> <tr> <td>Type of effect:</td> <td>Short-term, temporary, direct, and adverse to neutral</td> </tr> </table> <p>Operation and maintenance phase (Year 1)</p> <p>There will be little change to the baseline view. The magnitude of change on the views from the settlement will therefore be Zero.</p> <table border="1"> <tr> <td>Level of effect:</td> <td>N/A</td> </tr> <tr> <td>Type of effect:</td> <td>N/A</td> </tr> </table>	Level of effect:	Major / Moderate and Significant to Minor and Not Significant	Type of effect:	Short-term, temporary, direct, and adverse to neutral	Level of effect:	N/A	Type of effect:	N/A
Level of effect:	Major / Moderate and Significant to Minor and Not Significant								
Type of effect:	Short-term, temporary, direct, and adverse to neutral								
Level of effect:	N/A								
Type of effect:	N/A								
Limitations / assumptions	<ol style="list-style-type: none"> 1. Temporary construction access route surface will have been removed and field boundaries will have been reinstated. 2. Removed hedgerow will be replanted. 								

Whole Proposed Development Effects	The offshore elements of the Proposed Development including the WTGs and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from the settlement. Therefore, the Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.
Cumulative effects assessment	None of the cumulative developments will be visible from this settlement. Therefore, there will be no cumulative effects.
Settlements – Wiston to Bolney (north of SDNP)	
Wiston	
Figures: 19.4c and 19.7aiii, Volume 3	Viewpoints: J1 (Figure 19.42, Volume 3), J2 (Figure 19.43, Volume 3)
Landscape designation	None
Settlement description	Wiston is a small, dispersed settlement to the northeast of Washington comprising several scattered rural properties including Abbots Farm and properties around Hole Street, Fair Oak Farm and properties along Spithandle Lane. All Saints Church is located on the eastern edge of the settlement. This assessment also includes properties at Buncton to the south and along Water Lane and Bush Hovel. The settlement is located in a gently undulating landform in a shallow 'dish' formation with landform rising in most directions thus limiting distant views – although the rising landform of the South Downs is visible as a mid to distant feature to the south. In other directions, views from the settlement are mostly midrange over adjoining fields. The majority of properties are bounded by gardens with shrubs and trees which filter or screen views from lower floors. The onshore cable corridor passes through Buncton and will pass approximately 0.6km distance from the furthest properties at Hole Street in Wiston.
Sensitivity	High
Magnitude of change	
Onshore cable corridor	Construction phase There will be filtered views of the onshore cable corridor as it passes Shirley House to the south of the A283 before heading into a trenchless crossing under the road. To the north of the trenchless crossing the onshore cable corridor will pass through arable fields to the west and north of Butchers House. The onshore cable corridor will be partially screened as it passes through these areas by intervening hedgerow trees although there will be winter

views. The trenched cable onshore corridor will continue across Water Lane and adjoining pastoral fields before entering large arable fields to the north of Buncton Manor Farm (and south of All Saints Church). There will be loss of hedgerow and hedgerow trees as the onshore cable corridor crosses field boundaries and roadside vegetation that will be visible from properties in Buncton and All Saints Church as illustrated in Viewpoint J1 (**Figure 19.42, Volume 3**). From here the onshore cable corridor will pass to the north and east of Buncton Manor farm and will be visible in filtered views from the farm due to surrounding hedgerows and trees. This part of the onshore cable corridor will also be visible in more distant views to the south from properties along Spithandle Lane in Wiston. It will be in a location already influenced by seasonal changes and farm machinery during crop rotation. The onshore cable corridor will theoretically occupy a medium to large horizontal FoV where it is visible from Wiston and a medium to large FoV as it passes Buncton Manor Farm and Butchers House (in winter views) from this location and although it will be partly screened by intervening garden planting, woodland and scrub vegetation, there will be medium to close range views of the construction work from the settlement. There will be visibility of temporary construction traffic and activities along the onshore cable corridor, notably construction machinery and soil storage. There will be filtered views of the temporary HDD construction compound in the pastoral field to the northwest of Shirley House, south of the A283. There will be no view of the HDD construction compound from elsewhere in the settlement due to screening from vegetation. However, Shirley House will be locally affected and views will be through and around garden trees and hedgerows / tennis court fencing and will include perimeter fencing, storage of materials and equipment, welfare facilities and temporary office space. Views will be in the fore to midground and will affect a medium FoV.

The overall magnitude of change on views from the settlement will range from **High to Negligible-Zero**.

Level of effect:	Major and Significant to Minor and Not Significant
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Type of effect:	Short-term, temporary, direct, and adverse to neutral
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Operation and maintenance phase (Year 1)

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction. There may be some visible gaps in hedgerows in the background of views affecting a very small FoV. The magnitude of change will be **Negligible-Zero**.

Level of effect:	Minor and Not Significant
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Type of effect:	Long-term, temporary, direct, and neutral
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Temporary construction compound	None of the main construction compounds will be visible from the settlement.								
Temporary construction and operational access routes	<p>Construction phase</p> <p>There will be two main temporary construction access points onto the onshore cable corridor.</p> <p>A283 – This will be through an existing field access off the A283 near the entrance to a timber yard. There will be no visibility from the settlement.</p> <p>A283 – This temporary construction access point will utilise the existing access to Buncton Manor Farm from the A283 and continue through the farm, gaining access to the arable field to the northwest through an existing field gate. Views from the farm will include the movement of construction vehicles and equipment. The temporary construction access route will be partly screened from the farmhouse by intervening vegetation but where visible will typically be in the midground to background of views affecting a small to medium horizontal FoV. The temporary construction access route will be in a location where the movement of machinery is already apparent.</p> <p>The magnitude of change will range from Low to Negligible-Zero.</p> <table border="1"> <tr> <td>Level of effect:</td> <td>Moderate to Minor and Not Significant</td> </tr> <tr> <td>Type of effect:</td> <td>Short-term, temporary, direct, and adverse to neutral</td> </tr> </table> <p>Operation and maintenance (Year 1)</p> <p>There will be little change to the baseline views from within the settlement at the end of Year 1. The magnitude of change on the views from the settlement will therefore be Zero.</p> <table border="1"> <tr> <td>Level of effect:</td> <td>N/A</td> </tr> <tr> <td>Type of effect:</td> <td>N/A</td> </tr> </table>	Level of effect:	Moderate to Minor and Not Significant	Type of effect:	Short-term, temporary, direct, and adverse to neutral	Level of effect:	N/A	Type of effect:	N/A
Level of effect:	Moderate to Minor and Not Significant								
Type of effect:	Short-term, temporary, direct, and adverse to neutral								
Level of effect:	N/A								
Type of effect:	N/A								
Limitations / assumptions	1. Any trees or hedgerow removed will be replanted.								
Overall assessment	The effects on views from Wiston will be significant as a result of the onshore cable corridor as it passes through Buncton. These will result in a Medium magnitude of change and a Major / Moderate level of effect during the construction phase.								

Whole Proposed Development Effects	The offshore elements of the Proposed Development including the WTGs and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from the settlement. Therefore, the Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.
Cumulative effects assessment	None of the cumulative developments will be visible from this settlement. Therefore, there will be no cumulative effects.
Ashurst	
Figures: 19.4d and 19.7aiii, Volume 3	Viewpoint: K (Figure 19.46a-b, Volume 3)
Landscape Designation	None
Settlement description	Ashurst is a small, dispersed village to the west of Henfield comprising scattered properties along the B2135 and minor roads (School Lane and Church Lane) to the west. The settlement is located in a gently undulating landform, generally sloping east and south towards the River Adur valley. The settlement is surrounded by pastoral fields with hedgerow and hedgerow tree boundaries which limit long range views and therefore views from the settlement are mostly short to midrange over adjoining fields. The majority of properties are bounded by gardens with shrubs and trees which filter or screen views from within the settlement. The onshore cable corridor will pass approximately 0.1km distance from the nearest point of the settlement to the south and approximately 0.6km distance from the furthest point to the west of the settlement.
Sensitivity	High
Magnitude of change	
Onshore cable corridor	Construction phase There will be partial visibility of the onshore cable corridor from properties to the south of the settlement as the onshore cable corridor crosses the B2135 to the south of Wellen's Farm although these will be heavily filtered by intervening hedgerows and hedgerow trees and will be winter views. There will also be partial views from properties to the east of the settlement (east of the B2135) as the onshore cable corridor passes through large arable fields as the landform slopes towards the River Adur. Views from the main settlement will be filtered from most properties by intervening hedgerow and trees. There will be loss of hedgerows and hedgerow trees as the onshore cable corridor passes through pastoral fields to the south of the settlement that will be visible in filtered winter views, particularly

	<p>from properties at Wellen's Farm and also as the corridor passes through arable fields to the east of the settlement – visible to properties at Eatons Farm, located outwith the settlement boundary (and is therefore not included as part of the settlement). There will be visibility of construction traffic and activities along the onshore cable corridor, notably construction machinery and soil storage.</p> <p>The magnitude of change on views from the settlement will range from Medium-low to Negligible-Zero.</p>				
	<table border="1"> <tr> <td>Level of effect:</td> <td>Moderate to Minor and Not Significant</td> </tr> <tr> <td>Type of effect:</td> <td>Short-term, temporary, direct, and adverse to neutral</td> </tr> </table>	Level of effect:	Moderate to Minor and Not Significant	Type of effect:	Short-term, temporary, direct, and adverse to neutral
Level of effect:	Moderate to Minor and Not Significant				
Type of effect:	Short-term, temporary, direct, and adverse to neutral				
	<p>Operation and maintenance phase (Year 1)</p> <p>There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction. There may be some visible gaps in hedgerows in the background of views affecting a very small FoV. The magnitude of change will be Negligible-Zero.</p>				
	<table border="1"> <tr> <td>Level of effect:</td> <td>Minor and Not Significant</td> </tr> <tr> <td>Type of effect:</td> <td>Long-term, temporary, direct, and neutral</td> </tr> </table>	Level of effect:	Minor and Not Significant	Type of effect:	Long-term, temporary, direct, and neutral
Level of effect:	Minor and Not Significant				
Type of effect:	Long-term, temporary, direct, and neutral				
Temporary construction compound	None of the main temporary construction compounds will be visible from the settlement.				
Temporary construction and operational access routes	<p>Construction phase</p> <p>There will be three main temporary construction access points into the onshore cable corridor from the settlement.</p> <p>B2135 – as the route crosses the B2135 to the south of the settlement. Temporary construction access will be off the main route and there will be some small loss of roadside hedgerow / hedgerow trees as the route departs the B2135 to access the pastoral fields and for visibility splays. There may also be some widening of the road at this point. This will be partially visible to properties at Wellen's Farm and will include the movement of construction vehicles and equipment.</p> <p>Eatons Farm access track – There will be access along the existing Eatons Farm access track and PRoW which may be widened up to 10m to accommodate construction traffic and equipment. This will result in the loss of hedgerow and a small area of two arable fields and will be partially visible from a very small number of properties to the east of the settlement. There may also be some road widening along the B2135 within the settlement to accommodate the construction traffic and provide visibility splays. Views will include the movement of construction</p>				

	<p>vehicles and equipment as well as temporary crushed rock surface where the existing track is widened. The temporary construction access route will be in a location where the movement of machinery is already apparent.</p> <p>Merrion Farm access track – There will be access along the existing Merrion Farm access track for light construction and operational use. This may be widened up to 10m resulting in loss of hedgerow. Views will include the movement of construction vehicles and equipment. The temporary construction and operational access route will be in a location where the movement of machinery is already apparent.</p> <p>The magnitude of change will range from Medium-low to Negligible-Zero.</p>				
	<table border="1"> <tr> <td>Level of effect:</td> <td>Moderate to Minor and Not Significant</td> </tr> <tr> <td>Type of effect:</td> <td>Short-term, temporary, direct, and adverse to neutral</td> </tr> </table>	Level of effect:	Moderate to Minor and Not Significant	Type of effect:	Short-term, temporary, direct, and adverse to neutral
Level of effect:	Moderate to Minor and Not Significant				
Type of effect:	Short-term, temporary, direct, and adverse to neutral				
	<p>Operation and maintenance phase (Year 1)</p> <p>There will be little change to the baseline view. There may be some visible gaps in hedgerows in the background of views from the eastern edge of the settlement affecting a very small FoV. The magnitude of change will be Negligible-Zero.</p>				
	<table border="1"> <tr> <td>Level of effect:</td> <td>Minor and Not Significant</td> </tr> <tr> <td>Type of effect:</td> <td>Long-term, temporary, direct, and neutral</td> </tr> </table>	Level of effect:	Minor and Not Significant	Type of effect:	Long-term, temporary, direct, and neutral
Level of effect:	Minor and Not Significant				
Type of effect:	Long-term, temporary, direct, and neutral				
Limitations / assumptions	<ol style="list-style-type: none"> Any trees or hedgerow removed will be replanted. 				
Whole Proposed Development effects	<p>The offshore elements of the Proposed Development including the WTGs and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from the settlement. Therefore, the Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.</p>				
Cumulative effects assessment	<p>None of the cumulative developments will be visible from this settlement. Therefore, there will be no cumulative effects.</p>				

Partridge Green	
Figures: 19.4d and 19.7c, Volume 3	
Viewpoints: T (Figure 19.58, Volume 3), T1 (Figure 19.59, Volume 3)	
Landscape designation	None
Settlement description	Partridge Green is a small village located to the northwest of Henfield. The settlement is relatively compact within defined settlement edges where the core settlement has expanded into surrounding agricultural fields over time. The south of the settlement mostly comprises industrial and business units although there is some more modern housing to the southeast of the settlement. The settlement is surrounded by pastoral fields and small woodland blocks with hedgerow and hedgerow tree boundaries along field boundaries which limit long range views and therefore views from the settlement are mostly short to midrange over adjoining fields. The majority of properties are bounded by gardens with shrubs and trees which filter or screen views from lower floors. The onshore cable corridor will pass between approximately 0.3km distance (from the nearest points of the settlement at Dunstan's Farm to the east and the sewage works to the south) and approximately 1.2km distance from the furthest point at Staples Hill to the northwest of the settlement.
Sensitivity	High
Magnitude of change	
Onshore cable corridor	Construction phase There will be limited, filtered views of the onshore cable corridor from properties along the southeastern and eastern edge of the settlement and King George V playing fields as the onshore cable corridor crosses arable fields although these will be heavily filtered by intervening hedgerows and hedgerow trees. There will be a small loss of mature trees, hedgerow and hedgerow trees as the onshore cable corridor passes through arable and pastoral fields to the southeastern and east of the settlement that will be partially visible in filtered winter views from the eastern edge of the main settlement. There will be partial visibility of temporary construction traffic and activities along the onshore cable corridor, notably construction machinery and soil storage from the southeast and eastern edges of the settlement. The magnitude of change will range from Low to Negligible-Zero .
	Level of effect: Moderate to Minor and Not Significant
	Type of effect: Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1)

	<p>There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction. There may be some visible gaps in hedgerows in the background of views affecting a very small FoV, however these will be barely discernible. The magnitude of change on the views from the settlement will therefore be Zero.</p>				
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Level of effect:	N/A				
Type of effect:	N/A				
Temporary construction compound	<p>None of the main temporary construction compounds will be visible from the settlement.</p>				
Temporary construction and operational access routes	<p>Construction phase</p> <p>There will be two main temporary construction access points into the onshore cable corridor from the settlement.</p> <p>B2135 - There will be access along the existing Homelands Farm access track for operational use which may be widened up to 10m to accommodate construction traffic and equipment. This will result in the loss of hedgerow and hedgerow trees and will be visible from properties to the south of the settlement. Views will include the movement of construction vehicles and equipment as well as temporary crushed rock surface where the existing track is widened.</p> <p>B2116 Shermanbury Road – There will be temporary construction and operational access along Shermanbury Road from an existing pastoral field access gate to the east of King George V Playing Fields. The temporary construction and operational access route will cross the pastoral field and enter an adjacent field to the east, roughly following the route of Shermanbury Road. The width of the temporary construction and operational access route will be a maximum of 10m and it will comprise crushed aggregates and a geotextile membrane where the existing ground is not considered stable enough. This will result in the pruning or coppicing or loss of roadside hedgerow to create visibility splays and mature field trees. In addition, there may be some road widening along Shermanbury Road to accommodate the construction traffic and provide visibility splays. This may involve the additional loss of roadside hedgerow, pavement and verge areas which will be very visible in properties to the eastern edge of the settlement. Views will include the movement of construction vehicles and equipment as well as temporary crushed rock surface where the existing track is widened.</p> <p>The magnitude of change will range from High (from the eastern edge of the settlement) to Low to Negligible-Zero (from the remainder of the settlement).</p>				

	Level of effect:	Major and Significant (from the eastern edge of the settlement) to Moderate to Minor and Not Significant (from the remainder of the settlement)
	Type of effect:	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1)	
	There will be little change to the baseline view. However, there will be a small section of tree and hedgerow loss visible on the eastern edge of the settlement at the end of the construction phase where new vegetation will have just been replanted. The magnitude of change will range from Low to Negligible-Zero .	
	Level of effect:	Moderate to Minor and Not Significant
	Type of effect:	Long-term, temporary, direct, and adverse to neutral
Limitations / assumptions	Any trees or hedgerow removed will be replanted.	
Overall assessment	The effects on views from Partridge Green will be locally significant on the eastern edges of the settlement as a result of the introduction of the temporary construction and operational access routes only and not the onshore cable corridor or temporary construction compounds.	
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from the settlement. Therefore, the Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.	
Cumulative effects assessment	None of the cumulative developments will be visible from this settlement. Therefore, there will be no cumulative effects.	
Shermanbury		
Figures: 19.4d and 19.7c, Volume 3		Viewpoints: None
Landscape designation	None	
Settlement description	Shermanbury is a small linear settlement located along the A281 to the east and southeast of Partridge Green. The majority of the settlement is situated to the east of the A281 with settlement to the west of the road limited to the north and south extremities of the settlement. It is located in a gently undulating landform, generally sloping south	

	and east towards the River Adur valley. The settlement is surrounded by large arable fields to the west and smaller pastoral fields to the east. There are linear woodland strips bounding the fields to the east and tall hedgerow with hedgerow trees along road and field boundaries to the west which limit long range views. The majority of properties are bounded by gardens with shrubs and trees which filter or screen views. The onshore cable corridor will pass between approximately 0.1km distance from the nearest point of the settlement (Shermanbury Grange) and approximately 0.9km distance from the furthest point to the southeast of the settlement.
Sensitivity	High
Magnitude of change	
Onshore cable corridor	<p>Construction phase</p> <p>There will be filtered views of the onshore cable corridor from small parts of the settlement as the onshore cable corridor crosses arable fields to the west. The onshore cable corridor will be visible in winter views and will be filtered by intervening trees, hedgerows and hedgerow trees – although there will be some visibility in summer views through trees and gaps in hedgerows from the western edge of Shermanbury Grange/ Wyndham House. There will be loss of mature trees, hedgerow and hedgerow trees as the onshore cable corridor passes through arable and pastoral fields to the west of the settlement that will be visible in filtered winter views – particularly from the western edge of the settlement where the onshore cable corridor passes close to Shermanbury Grange / Wyndham House. There will be visibility of construction traffic and activities along the onshore cable corridor, notably construction machinery and soil storage. There will also be visibility from Home Farm which will have close to mid-range views of the onshore cable corridor. Views of the onshore cable corridor will also be available from the northernmost property along Hangerwood on the northern edge of the settlement.</p> <p>There will be filtered views of a temporary HDD construction compound from the north of the settlement where the onshore cable corridor will pass beneath the A281 to the north of Monkswood. The HDD construction compound will be in a pastoral field to the west of the A281 between Morley Manor and Parkminster Wood. This will be visible in filtered views from properties at Monkswood (although heavily filtered) and Morley Manor particularly in winter views. Views will include perimeter fencing, storage of materials and equipment, welfare facilities and temporary office space. Views will be in the background beyond roadside woodland and will affect a small FoV.</p> <p>The magnitude of change will range from Medium (from individual properties on the western and northern edge of the settlement) to Low to Negligible-Zero (remainder of the core settlement along the A281).</p>

	Level of effect:	Major / Moderate and Significant (from individual properties on the western and northern edge of the settlement as a result of the onshore cable corridor), to Moderate / Minor to Minor and Not Significant (remainder of the core settlement along the A281).
	Type of effect:	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1) There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction. The magnitude of change on the views from the settlement will therefore be Zero .	
	Level of effect:	N/A
	Type of effect:	N/A
Temporary construction compound	None of the main temporary construction compounds will be visible from the settlement.	
Temporary construction and operational access routes	<p>Construction phase There will be five main temporary construction and operational access points into the onshore cable corridor from the settlement.</p> <p>A281 – There will be access along an existing farm access track / PRow located adjacent to a bus stop to the southeast of Shermanbury Grange access road. This access route will be for construction and operational use and may be widened up to 10m to accommodate construction traffic and equipment. This will result in the loss of access track verge and potentially a stone wall field boundary. Views will be filtered, mid-range to background and occupying a small FoV from properties opposite the entrance. Views will include the movement of construction vehicles and equipment from an ‘A’ road where traffic is already visible. The magnitude of change will be Low.</p> <p>B2116 Partridge Green Road – There will be a temporary construction and operational access along Partridge Green Road opposite Home Farm. The temporary construction and operational access route will use an existing field gate and will cross a pastoral field. The width of the temporary construction and operational access route will be a maximum of 10m and it will comprise crushed aggregates and a geotextile membrane where the existing ground is not considered stable enough. This will result in the pruning or coppicing or loss of roadside hedgerow to create visibility splays and mature field trees. In addition, there may be some road widening along Shermanbury Road to accommodate the construction traffic and provide visibility splays. This may involve the additional loss of</p>	

roadside hedgerow and verge areas which will be visible to nearby properties. Views will be filtered, mid-range and occupying a medium FoV from properties at Home Farm. Views will include the movement of construction vehicles and equipment from a minor road where traffic is already visible. The magnitude of change will be **Medium**. Views will include the movement of construction vehicles and equipment as well as temporary crushed rock surface where the existing track is widened.

B2116 Shermanbury Road / Partridge Green Road – There will be operational access along the Shermanbury Grange access road at North Lodge. The operational access route will use an existing paved road and a field access gate to the pastoral field to the immediate south and west of North Lodge. The width of the operational access route may be widened to a maximum of 10m using crushed aggregates where the existing ground is not considered stable enough. Views will be filtered, mid-range and occupying a medium FoV from properties at Home Farm. Views will include the movement of construction vehicles and equipment from a minor road where traffic is already visible. The magnitude of change will be **Medium**. Views will include the movement of construction vehicles and equipment as well as temporary crushed rock surface where the existing track is widened.

A281 Brighton Road – There will be operational access from Brighton Road south of Woodside Close. This will be located immediately northeast of the entrance to Barn Farm and will use an existing track through trees and along pastoral field boundaries. This operational access route may be widened up to 10m to accommodate construction traffic and equipment. This may result in the loss of mature trees and field hedgerow along the route and the removal or coppicing of roadside trees to create access from Brighton Road and visibility splays. Views will be filtered, mid-range and occupying a medium FoV from properties around Wood Close. Views will include the movement of construction vehicles and equipment from a minor road where traffic is already visible. The magnitude of change will be **Medium-low**. Views will include the movement of construction vehicles and equipment as well as temporary crushed rock surface where the existing track is widened.

A281 Brighton Road – There will be temporary construction and operational access from Brighton Road where the onshore cable corridor crosses Brighton Road to the north of Monkswood. Access to the west will use the existing Greentree Lane road and access east will be use the existing access track to Lower Barn. These temporary construction and operational access routes may be widened up to 10m to accommodate construction traffic and equipment. This may result in the loss of mature trees and field hedgerow along the access route and the removal or coppicing of roadside trees to create visibility splays. Views will be filtered, background and occupying a small FoV from properties at to the north at the settlement. Views will include the movement of construction vehicles and

	equipment from a minor road where traffic is already visible. The magnitude of change will be Low . Views will include the movement of construction vehicles and equipment.	
	Level of effect:	Major / Moderate and Significant (from the western edge of the settlement) to Moderate and Not Significant from the north of the settlement, and A281 near the bus stop. Minor and Not Significant from remainder of the settlement.
	Type of effect:	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1) There will be little change to the baseline view. The magnitude of change on the views from the settlement will therefore be Zero .	
	Level of effect:	N/A
	Type of effect:	N/A
Limitations / assumptions	1. Any trees or hedgerow removed will be replanted.	
Overall assessment	The effect on views from Shermanbury will be significant on the western edge of the settlement as a result of the introduction of the onshore cable corridor and temporary construction and operational access routes, and on the northern edge (limited to one property) due to the onshore cable corridor only. There will be no significant visual effects on the remainder of the settlement.	
Whole Proposed Development effects	The offshore elements of the Proposed Development including the WTGs and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from the settlement. Therefore, the Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.	
Cumulative effects assessment	None of the cumulative developments will be visible from this settlement. Therefore, there will be no cumulative effects.	
Wineham		
Figures: 19.4d and 19.7aiii, Volume 3		Viewpoints: None
Landscape designation	None	

Settlement description	Wineham is a small, linear settlement that extends north-south along Wineham Lane and includes a pub (Royal Oak) at the northern end. A caravan park is also located at the northern end which is assessed separately as a recreational receptor. The houses are largely contained by mature vegetation partly associated with roadside vegetation along Wineham Lane screening outward views. The onshore cable corridor passes 0.2km distance west of the settlement.	
Sensitivity	High	
Magnitude of change		
Cable corridor	Construction phase	
	There will be limited, filtered views of the onshore cable corridor from the settlement as the onshore cable corridor crosses pastoral fields to the west of the settlement. In this direction the landform rises slightly and there are intervening trees and hedgerows which will screen the cable corridor from the settlement including the Royal Oak pub. The magnitude of change will range from Low to Negligible-Zero .	
	Level of effect:	Moderate to Minor and Not Significant
	Type of effect:	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1)	
	There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the views from the settlement will therefore be Zero .	
	Level of effect:	N/A
	Type of effect:	N/A
Temporary construction compound	None of the main temporary construction compounds will be visible from the settlement.	
Temporary construction and operational access routes	None of the temporary construction and operational access routes will be visible from the settlement.	

Limitations / assumptions	N/A
Whole Proposed Development effects	The offshore elements of the Proposed Development including the WTGs and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from the settlement. Therefore, the Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.
Cumulative effects assessment	None of the cumulative developments will be visible from this settlement. Therefore, there will be no cumulative effects.

1.3 Visual effects on views from Transport Routes

- 1.3.1 This section of the assessment considers the visual effects on views of the onshore cable corridor from the transport routes within the study area.
- 1.3.2 The views from these transport routes will be experienced transiently by road users (mainly drivers and where appropriate cyclists and walkers) who will experience the onshore cable corridor as part of the changing sequence of views experienced from the road. Each of these transport routes were driven or travelled in both directions in order to assess the potential effects and each assessment has been assisted on-site with the use of sequential wirelines transects and ZTV maps.
- 1.3.3 In summary, short sections of 15 of the 24 transport routes assessed within the study area will experience significant visual effects during the construction phase including Church Lane (Climping), Crossbush Lane, Local roads around Warningcamp (Clay Lane and Blakehurst Lane), Local roads around Wepham, A283, Water Lane, Wiston, Spithandle Lane, B2135, B2116, A281, Wineham Lane, Bob Lane, Kent Street and Fryland Lane. Nine of these transport routes will be significantly affected due to the onshore cable corridor, however, the views from short sections of Church Lane and the A283 will be significantly affected due to the temporary construction compound, and the views from short sections of Crossbush Lane, Local roads around Wepham, A283, Spithandle Lane, B2135, B2116, A281 and Wineham Lane will be significantly affected due to the temporary construction and operational access routes.
- 1.3.4 During the operation and maintenance phase (Year 1), the views from short sections of local roads around Warningcamp, Water Lane, B2135, B2116, Wineham Lane, Bob Lane and Kent Street will be significantly affected by the onshore cable corridor.

Table 1-3 Visual effects of onshore cable corridor on Transport Routes

Transport Routes – Climping to Arundel (south of SDNP)		
Climping Street		
Figures: 19.4a-b and 19.7ai. Volume 3	Viewpoint: A (Figure 19.24, Volume 3)	
Landscape designation	None	
Route description	Climping Street is a minor, unclassified road that runs between the A259 and the beach at Atherington (Climping Beach) (approximately 1.3km in length). The route is located approximately 0.7km distance from the onshore cable corridor at its closest point.	
Sensitivity	The transport route is not a designated tourist route, although it does provide access to the beach with car parking facility. The value of the transport route is therefore assessed as Medium. Most of the road users will experience the landscape transiently whilst driving or cycling and experiencing a sequence of views, often in one direction focused on the direction of travel (Medium susceptibility). As a result, the overall sensitivity of road users on this transport route has been assessed as Medium .	
Magnitude of change		
Onshore cable corridor	Construction phase Views of the onshore cable corridor will be limited from Climping Street due to distance, buildings along the transport route and intervening roadside vegetation, and more distant field boundary trees and hedgerows. Where visible through gaps in buildings and vegetation, the construction works including those of the HDD construction compound will be at an oblique angle from the direction of travel and will be visible in the background of views. The scale of the construction works will affect a very small horizontal FoV and although contrasting with the landscape the activities will not be dissimilar to intensive periods of agricultural activity involving multiple farm machinery. The magnitude of change will be Negligible-Zero .	
	Level of effect	Minor / Negligible and Not Significant
	Type of effect	Short-term, temporary, direct and adverse to neutral

	<p>Operation and maintenance (Year 1) There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the views from the route will therefore be Zero.</p>								
	<table border="1"> <tr> <td>Level of effect</td> <td>N/A</td> </tr> <tr> <td>Type of effect</td> <td>N/A</td> </tr> </table>	Level of effect	N/A	Type of effect	N/A				
Level of effect	N/A								
Type of effect	N/A								
Temporary construction compound	None of the main temporary construction compounds will be visible from the transport route.								
Temporary construction access routes	<p>Construction phase There may be filtered visibility of construction traffic accessing temporary construction and operational access routes 1d and 1c which will run parallel to Climping Street. Where visible, temporary construction and operational access route will be seen in filtered winter views or glimpsed in gaps in the roadside vegetation and buildings at an oblique angle from the direction of travel and will be visible in the background of views. The scale of the works will affect a very small horizontal FoV and although contrasting with the landscape the activities will not be dissimilar to intensive periods of agricultural activity involving multiple farm machinery. The magnitude of change will be Negligible-Zero.</p> <table border="1"> <tr> <td>Level of effect</td> <td>Minor / Negligible and Not Significant</td> </tr> <tr> <td>Type of effect</td> <td>Short-term, temporary, direct, and adverse to neutral</td> </tr> </table> <p>Operation and maintenance phase (Year 1) There will be no view of the access routes as the works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. The magnitude of change on the views from the route will therefore be Zero.</p> <table border="1"> <tr> <td>Level of effect</td> <td>N/A</td> </tr> <tr> <td>Type of effect</td> <td>N/A</td> </tr> </table>	Level of effect	Minor / Negligible and Not Significant	Type of effect	Short-term, temporary, direct, and adverse to neutral	Level of effect	N/A	Type of effect	N/A
Level of effect	Minor / Negligible and Not Significant								
Type of effect	Short-term, temporary, direct, and adverse to neutral								
Level of effect	N/A								
Type of effect	N/A								

Limitations / assumptions	<ol style="list-style-type: none"> 1. The assessment assumes the onshore cable corridor is aligned along the eastern section of the onshore part of the PEIR Assessment Boundary and does not deviate into western areas reserved for access. 2. It has been assumed that hedgerows / shrubs will be replanted and that any trees lost to provide temporary access will be replanted where possible post-construction. 3. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending further design maturity and update to description of the Proposed Development. 4. The assessment has assumed that the need for permanent operational access will entail the reinstatement of grass verges and reduced road width to 4m.
Whole Proposed Development effects	<p>The offshore elements of the Proposed Development including the WTGs and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from the majority of Climping Street except from a very small number of properties on the southern extent of Climping Street at Atherington, however, these views will be further limited due to the sea defences at Climping Beach. The effects are assessed in detail in Chapter 16, Volume 2 as Not Significant. Therefore, the Whole Proposed Development effects will be Minor / Negligible and Not Significant.</p>
Cumulative effects assessment	<p>The whole Proposed Development will be experienced cumulatively with the ongoing works to the sea defences at Climping Beach (visible in the foreground of Viewpoint A (Figure 19.24, Volume 3)) and already accounted for in this assessment as part of the existing baseline.</p> <p>None of the cumulative developments will be visible from this transport route. Therefore, there will be no cumulative effects.</p>
A259	
Figures: 19.4a-b and 19.7ai, Volume 3	Viewpoint: C (Figure 19.27, Volume 3)
Landscape designation	None
Route description	<p>The A259 is the main route along the south coast between Warblington in the west and Folkestone in the east. Within the 2km study area, the A259 passes between a point south of Horsemere Green and Littlehampton. The onshore cable corridor passes beneath the transport route at its closest point and is located approximately 1.6km distance from the onshore cable corridor at its furthest point within the study area.</p>
Sensitivity	<p>The transport route is not a designated tourist route and the value of the transport route is therefore assessed as Medium. Most of the road users will experience the landscape transiently whilst driving or cycling and experiencing</p>

	a sequence of views, often in one direction focused on the direction of travel (Medium susceptibility). As a result, the overall sensitivity of road users on this route has been assessed as Medium .	
Magnitude of change		
Onshore cable corridor	Construction phase	
	The onshore cable corridor passes to the south of the A259, east of Climping Caravan Park, on a trenchless crossing and emerges in an arable field to the north of the road. There will be intermittent views of the onshore cable corridor in oblique views to the north of the A259 as the it passes through the large arable field. This will be most visible to eastbound traffic and views will be filtered through and between roadside vegetation. As the onshore cable corridor is trenchless to the south, there will be very limited views of any works in this direction. The A259 is on a slight embankment at this point and therefore road users will have a slightly elevated view of the cable corridor where it will be possible to view the excavated trench alongside soil storage, construction machinery and construction traffic. Although relatively close range, views will be fleeting as traffic will be travelling at speed. There will also be glimpsed and winter views from the bridge over the River Arun for both east and west bound traffic where the onshore cable corridor will be visible in gaps in the riverside vegetation in the background of the view as illustrated in Viewpoint C (Figure 19.27, Volume 3). There will be no visibility of the onshore cable corridor from the remainder of the transport route. The magnitude of change will range from Low to Negligible-Zero .	
	Level of effect	Minor to Minor / Negligible and Not Significant
	Type of E effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1)	
	There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the views from the route will therefore be Zero .	
	Level of effect	N/A
	Type of effect	N/A
Temporary construction compound	Construction phase	
	There will be filtered views of temporary construction compound (West of River Arun) behind mature trees and through gaps in the vegetation as the A259 passes to the south of the temporary construction compound to the west of Climping Caravan Park. Views will be more prevalent in the winter and include perimeter fencing, soil	

	<p>storage. the movement of temporary construction vehicles and equipment, storage of materials and equipment, welfare facilities and office space. Views will be in the foreground affecting a medium horizontal FoV. The magnitude of change will be Medium.</p>				
	<table border="1"> <tr> <td>Level of effect</td> <td>Moderate and Not Significant</td> </tr> <tr> <td>Type of effect</td> <td>Short-term, temporary, direct, and adverse to neutral</td> </tr> </table>	Level of effect	Moderate and Not Significant	Type of effect	Short-term, temporary, direct, and adverse to neutral
Level of effect	Moderate and Not Significant				
Type of effect	Short-term, temporary, direct, and adverse to neutral				
	<p>Operation and maintenance phase (Year 1)</p> <p>There will be no view of the temporary construction compound (West of River Arun) as the works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the views from the route will therefore be Zero.</p>				
	<table border="1"> <tr> <td>Level of effect</td> <td>N/A</td> </tr> <tr> <td>Type of effect</td> <td>N/A</td> </tr> </table>	Level of effect	N/A	Type of effect	N/A
Level of effect	N/A				
Type of effect	N/A				
Temporary construction and operational access routes	<p>Construction phase</p> <p>There may be filtered visibility of construction traffic accessing temporary construction access route 1b which will run parallel to the A259. Where visible, the temporary construction access route will be seen in filtered winter views or glimpsed in gaps in the roadside vegetation at an oblique angle from the direction of travel and will be visible in the background of views in the context of fast-moving traffic. Part of temporary construction access route 1d will also be visible at the roundabout with Church Lane and Crookthorn Lane. The scale of change will affect a very small horizontal FoV. The magnitude of change will range from Low to Negligible-Zero.</p>				
	<table border="1"> <tr> <td>Level of effect</td> <td>Minor to Minor / Negligible and Not Significant</td> </tr> <tr> <td>Type of effect</td> <td>Short-term, temporary, direct, and adverse to neutral</td> </tr> </table>	Level of effect	Minor to Minor / Negligible and Not Significant	Type of effect	Short-term, temporary, direct, and adverse to neutral
Level of effect	Minor to Minor / Negligible and Not Significant				
Type of effect	Short-term, temporary, direct, and adverse to neutral				
	<p>Operation and maintenance phase (Year 1)</p> <p>There will be no view of temporary construction and operational access routes 1b and 1d as the works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the views from the route will therefore be Zero.</p>				
	<table border="1"> <tr> <td>Level of effect</td> <td>N/A</td> </tr> <tr> <td>Type of effect</td> <td>N/A</td> </tr> </table>	Level of effect	N/A	Type of effect	N/A
Level of effect	N/A				
Type of effect	N/A				

Limitations / assumptions	The assessment has assumed that the need for ongoing maintenance access will not be required at temporary construction access route 1b.
Whole Proposed Development effects	The offshore elements of the Proposed Development including the WTGs and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from the majority of the A259 within the 2km study area. Therefore, the Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.
Cumulative effects assessment	There will be limited views of the consented Mixed-Use Development (MUD) west of Church Lane and south of Horsemere Green from a short section of the A259 to the west of Church Lane (Low to Negligible-Zero magnitude of change). The combined and additional effect will remain Minor to Minor / Negligible and Not Significant . The duration of the MUD will be long-term given it is a permanent development whereas the construction of the onshore cable corridor will be temporary up to a maximum of 3.5 years.
Ferry Road	
Figures: 19.4a-b and 19.7ai, Volume 3	
Viewpoint: Q (Figure 19.52, Volume 3)	
Landscape designation	None
Route description	Ferry Road is a minor road that runs roughly east-west between the A259 and a small residential, marina and commercial area of Littlehampton on the western banks of the River Arun. In total the transport route is approximately 1.3km in length. The onshore cable corridor passes to the south of the transport route at its closest point and will be located approximately 0.8km distance from the transport route's furthest point.
Sensitivity	The transport route is not a designated tourist route, however, it is overlapped by the Sustrans Cycle Route 2 and the value of the transport route is therefore assessed as Medium-high. Most of the road users will experience the landscape transiently whilst driving or cycling and experiencing a sequence of views, often in one direction focused on the direction of travel (Medium susceptibility). As a result, the overall sensitivity of users on this transport route has been assessed as Medium (road users) to High (cyclists).
Magnitude of change	
Onshore cable corridor	Construction phase For this section of its route, the onshore cable corridor uses a trenchless crossing under Ferry Road between the adjacent open arable field to the north of Ferry road and the A259, and further to the south. As a result, there will be no views of the onshore cable corridor apart from occasional vehicle movements and machinery. To the south of

	<p>Ferry Road, there are dense areas of roadside vegetation comprising tall scrub and mature trees screening most views in this direction as shown in Viewpoint Q (Figure 19.52, Volume 3). Views to the south will thus be limited to areas where the roadside vegetation thins and where there are occasional gaps in the vegetation from where there may be glimpsed views of the onshore cable corridor including the HDD construction compound as it crosses the arable field beyond. Although relatively close range, views will be fleeting as traffic will be travelling at speed. Glimpsed views will include temporary construction traffic and activities along the onshore cable corridor - notably construction machinery, HDD construction compound and soil storage. The scale of works will affect a small horizontal FoV and although contrasting with the landscape, the activities will not be dissimilar to intensive periods of agricultural activity involving multiple farm machinery. The magnitude of change will range from Low to Negligible-Zero.</p>
Level of effect	<p>Minor to Minor / Negligible and Not Significant (road users) Moderate to Minor and Not Significant (cyclists)</p>
Type of effect	Short-term, temporary, direct, and adverse to neutral
	<p>Operation and maintenance phase (Year 1) There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the views from the route will therefore be Zero.</p>
Level of effect	N/A
Type of effect	N/A
Temporary construction compound	<p>Construction phase</p> <p>There will be filtered views of temporary construction compound (West of River Arun) behind roadside vegetation at the junction with the A259. The temporary construction compound will be visible in glimpsed views through gaps in the vegetation and where the vegetation thins. Glimpsed views will include perimeter fencing, soil storage the movement of temporary construction vehicles and equipment, storage of materials and equipment, welfare facilities and office space. Views will typically be in the midground to background affecting a small horizontal FoV. The magnitude of change will range from Low to Negligible-Zero.</p>
Level of effect	<p>Minor to Minor / Negligible and Not Significant (road users) Moderate to Minor and Not Significant (cyclists)</p>
Type of effect	Short-term, temporary, direct, and adverse to neutral
	<p>Operation and maintenance phase (Year 1)</p>

	<p>There will be no view of temporary construction compound (West of River Arun) as the works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the views from the route will therefore be Zero.</p>	
	Level of effect	N/A
	Type of effect	N/A
Temporary construction and operational access routes	<p>Temporary construction and operational access route 1 will be located at an existing field gate to the south of Ferry Road and will be used for construction and operational access. This may be widened to up to 10m with roadside vegetation felled, coppiced or pruned to allow visibility splays at Ferry Lane. There will be visibility of construction traffic, machinery and equipment, affecting a short section of Ferry Lane at a location where seasonal access for farm machinery is already a feature.</p> <p>Temporary construction access route 1a will be located at an existing field entrance to the north of Ferry Road and will be used for light construction access. This may involve the introduction of a crushed rock surface running parallel to the road for a short distance (approximately 100m) to up to 10m in width. There will be visibility of light construction traffic, machinery and equipment, affecting short sections of Ferry Lane at a location where seasonal access for farm machinery is already a feature.</p> <p>There may be filtered and glimpsed visibility of construction traffic accessing temporary construction access route 1b which will run from Ferry Road, near the junction with the A259 along the northern edge of the arable field parallel to the A259. The temporary construction access route will be seen towards the background of the view for much of the transport route where it will be seen in the context of the busy A259. There will be closer range views of the temporary construction access route where the access route joins Ferry Road, near the A259 junction.</p> <p>The magnitude of change will be Low reducing to Negligible in the summer months.</p>	
	Level of effect	Minor to Minor / Negligible and Not Significant (road users) Moderate to Minor and Not Significant (cyclists)
	Type of effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1)	
	<p>Ongoing operational access will be required for temporary construction and operational access route 1 but will not be dissimilar to periods of agricultural activity. The magnitude of change on users of Ferry Road will be Negligible-Zero as a result of temporary construction and operational access route 1. Temporary construction access routes</p>	

	1a and 1b will be returned to baseline conditions with no loss of vegetation and therefore the magnitude of change will be Zero .	
	Level of effect	Minor / Negligible and Not Significant
	Type of effect	Long-term, temporary, direct and neutral
Limitations / assumptions	<ul style="list-style-type: none"> It has been assumed that hedgerows / shrubs will be replanted and that any trees lost to provide temporary construction access will be replanted where possible post-construction. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending further design maturity and update to description of the onshore elements of the Proposed Development. The assessment has assumed that the need for permanent operational access will entail the reinstatement of grass verges and reduced road width to 4m. 	
Whole Proposed Development effects	The offshore elements of the Proposed Development including the WTGs and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from Ferry Road. Therefore, the Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.	
Cumulative effects assessment	None of the cumulative developments will be visible from this transport route. Therefore, there will be no cumulative effects.	
Church Lane		
Figures: 19.4a-b and 19.7ai, Volume 3		Viewpoint: B1 (Figure 19.26, Volume 3)
Landscape designation	None	
Transport route description	Church Lane is a minor road located to the east of Horsemere Green that connects the northern areas of Climping with the A259 to the south. In total Church Lane is approximately 0.7km in length. The onshore cable corridor passes to the east of Church Lane and will be located between approximately 0.8km and 1.1km distance at the onshore cable corridor's closest point.	
Sensitivity	The transport route is not a designated tourist route and the value of the transport route is therefore assessed as Medium. Most of the road users will experience the landscape transiently whilst driving or cycling and experiencing	

	a sequence of views, often in one direction focused on the direction of travel (Medium susceptibility). As a result, the overall sensitivity of road users on this transport route has been assessed as Medium .	
Magnitude of change		
Onshore cable corridor	Construction phase	
	Views of the onshore cable corridor will be very limited from Church Lane being mostly restricted to glimpsed views through gaps in tall roadside hedgerows and trees and heavily filtered winter views. Where visible, the onshore cable corridor will be seen sequentially in the background of the view at an oblique angle to the road. Views will be fleeting as traffic will be travelling at speed. Glimpsed views will include temporary construction traffic and activities along the onshore cable corridor - notably construction machinery and soil storage. The scale of change will affect a small horizontal FoV and although contrasting with the landscape, the activities will not be dissimilar to intensive periods of agricultural activity involving multiple farm machinery. The magnitude of change will be Negligible-Zero .	
	Level of effect	Minor / Negligible and Not Significant
	Type of effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1):	
	There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the views from the route will therefore be Zero .	
	Level of effect	N/A
	Type of effect	N/A
Temporary construction compound	Construction phase	
	There will be views of temporary construction compound (West of River Arun) which will be located adjacent to Church Lane in an open arable field to the east of the road, as illustrated in Viewpoint B1 (Figure 19.26, Volume 3). Views will include soil storage, perimeter fencing, the movement of temporary construction vehicles and equipment, storage of materials and equipment, welfare facilities and office space. Views will be in the foreground to midground, affecting a medium horizontal FoV at the entrance to the temporary construction compound, with filtered views behind existing roadside trees beyond. The magnitude of change will range from High to Medium-high to Negligible-Zero .	
	Level of effect	Major / Moderate to Moderate and Significant to Negligible and Not Significant

	Type of effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1):	There will be no view of the temporary construction compound as the works will have been completed and ground conditions reinstated post-construction. However, there will be a slight vegetation loss visible to the south of Field Place due to the proposed temporary construction access route where new vegetation will have just been replanted. The magnitude of change will range from Medium to Negligible-Zero .
	Level of effect	Moderate to Minor / Negligible and Not Significant
	Type of effect	Long-term, temporary, direct, and adverse to neutral
Temporary construction and operational access routes	Construction phase	There will be visibility of temporary construction traffic accessing temporary construction and operational access routes 2/2a which will run from Church Lane, immediately north of the temporary construction compound along an existing PRoW and along the southern boundary of Field Place (residential property). Visibility will also include the movement of construction machinery, equipment and traffic. The scale of change will affect a small horizontal FoV as the temporary construction access route joins Church Lane and will be seen in the context of existing road traffic. There will also be visibility of temporary construction and operational access route 3 where Church Lane transitions to Ford Road to the south of Ford Prison. This route will follow an existing farm access track along the southern boundary of the prison and will also include a small area of public greenspace adjacent to Church Lane / Ford Road. Visibility will also include the movement of construction machinery, equipment and traffic which may also be present on the public open space adjacent to the road. The scale of change will affect a small to medium horizontal FoV and will be seen in the context of existing road traffic. The magnitude of change will range from Medium to Negligible-Zero .
	Level of effect	Moderate to Minor / Negligible and Not Significant
	Type of effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1):	There will be no view of the temporary construction and operational access route as the works will have been completed and ground conditions reinstated post-construction. However, there will be a slight vegetation loss visible to the south of Field Place due to the proposed temporary construction and operational access route where new vegetation will have just been replanted. The magnitude of change will range from Medium to Negligible-Zero .

	Level of effect	Moderate to Minor / Negligible and Not Significant
	Type of effect	Long-term, temporary, direct and adverse to neutral
Limitations / assumptions	<ul style="list-style-type: none"> It has been assumed that hedgerows / shrubs will be replanted and that any trees lost to provide temporary access will be replanted where possible post-construction. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending further design maturity and update to the description of the onshore elements of the Proposed Development. The assessment has assumed that the need for permanent operational access will entail the reinstatement of grass verges and reduced road width to 4m. 	
Whole Proposed Development effects	The offshore elements of the Proposed Development including the WTGs and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from Church Lane. Therefore, the Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.	
Cumulative effects assessment	There will be some filtered views of the consented Mixed-Use Development (MUD) west of Church Lane and south of Horsemere Green from a short section of Church Lane to the west of the route (High to Negligible-Zero magnitude of change). The combined effect will be Major and Significant (due to MUD and Rampion 2). The additional effect will remain Moderate to Negligible and Not Significant . The duration of the MUD will be long-term given it is a permanent development whereas the construction of the onshore cable corridor will be temporary up to a maximum of 3.5 years.	
Ford Road		
Figures: 19.4a-b and 19.7ai, Volume 3		Viewpoints: D (Figure 19.29, Volume 3)
Landscape designation	None	
Transport route description	Ford Road is a minor road located to the north of Climping, running between Ford Prison and the A27 at Arundel. The onshore cable corridor runs roughly parallel to Ford Road across the River Arun and is located between approximately 1km and 1.6km distance at the onshore cable corridor's closest points.	
Sensitivity	The route is not a designated tourist route and the value of the transport route is therefore assessed as Medium. Most of the road users will experience the landscape transiently whilst driving or cycling and experiencing a	

	sequence of views, often in one direction focused on the direction of travel (Medium susceptibility). As a result, the overall sensitivity of road users on this transport route has been assessed as Medium .	
Magnitude of change		
Onshore cable corridor	Construction phase	
	Views of the onshore cable corridor will be intermittent and sequential from Ford Road. Sections of the road experience open views towards the onshore cable corridor across the large arable fields occupying the flat plains either side of the River Arun (as illustrated in Viewpoint D, Figure 19.29, Volume 3) and are experienced between sections of limited or no visibility due to roadside hedgerow / trees and occasional built form. Where visible, the onshore cable corridor will be seen in the background of the view, often at an oblique angle to the road and behind intervening field boundary hedgerows and / or the railway line which is on slight embankment. Views will include temporary construction traffic and activities along the onshore cable corridor - notably construction machinery and soil storage. Local task and vehicle lighting may be visible in the view in poor weather conditions. Although spanning a large overall horizontal FoV, the scale of change will affect a small horizontal FoV where the works are visible beyond field hedgerows in sequential views and although contrasting with the landscape, the activities will not be dissimilar to intensive periods of agricultural activity involving multiple farm machinery. The magnitude of change will range from Low to Negligible-Zero .	
	Level of effect	Minor to Minor / Negligible and Not Significant
	Type of effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1):	
	There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the views from the route will therefore be Zero .	
	Level of effect	N/A
	Type of effect	N/A
Temporary construction compound	None of the main temporary construction compounds will be visible from the transport route.	
	Construction phase	



Temporary construction and operational access routes	There will be visibility of temporary construction and operational access route 3 where Church Lane transitions to Ford Road to the south of Ford Prison. This temporary construction and operational access route will follow an existing farm access track along the southern boundary of the prison and will also include a small area of public greenspace adjacent to Church Lane / Ford Road. Visibility will also include the movement of construction machinery, equipment and traffic which may also be present on the public open space adjacent to the road. The scale of change will affect a small to medium horizontal FoV and will be seen in the context of existing road traffic. The magnitude of change will range from Medium to Negligible-Zero .	
	Level of effect	Moderate to Minor / Negligible and Not Significant
	Type of effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1): Ongoing light operational access will be required but will not be dissimilar to periods of agricultural activity. The magnitude of change will be Negligible-Zero .	
	Level of effect	Minor / Negligible and Not Significant
	Type of effect	Long-term, temporary, direct and neutral
Limitations / assumptions	<ul style="list-style-type: none"> It has been assumed that hedgerows / shrubs will be replanted and that any trees lost to provide temporary construction access will be replanted where possible post-construction. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending further design maturity and update to description of the onshore elements of the Proposed Development. The assessment has assumed that the need for permanent operational access will entail the reinstatement of grass verges and reduced road width to 4m. 	
Whole Proposed Development Effects	The offshore elements of the Proposed Development including the WTGs and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from Ford Road. Therefore, the Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.	
Cumulative effects assessment	The proposed A27 Arundel Bypass will occupy a large to medium horizontal FoV in views from the northern part of the route and potentially will cross this transport route. The combined effect will be Major / Moderate and Significant (due to the proposed A27 Arundel Bypass and <u>not</u> the onshore cable corridor). The additional effect will	

	be Moderate to Negligible and Not Significant . The duration of the bypass will be long-term given it is a permanent development whereas the onshore cable corridor will be temporary up to a maximum of 3.5 years.	
A284 Lyminster Road		
Figures: 19.4a-b and 19.7ai, Volume 3		
Landscape designation	None	
Transport route description	The A284 Lyminster Road is a main road linking Littlehampton with the A27 and runs from Wick Roundabout in Littlehampton to Crossbush Roundabout. The onshore cable corridor runs west of, and roughly parallel to, Lyminster Road until it crosses Lyminster Road just south of Crossbush Roundabout and is located between approximately 0km and 1.3km distance at the onshore cable corridor's closest points.	
Sensitivity	The transport route is not a designated tourist route and the value of the transport route is therefore assessed as Medium. Most of the road users will experience the landscape transiently whilst driving or cycling and experiencing a sequence of views, often in one direction focused on the direction of travel (Medium susceptibility). As a result, the overall sensitivity of road users on this transport route has been assessed as Medium .	
Magnitude of change		
Onshore cable corridor	Construction phase	
	There will be very limited visibility of the onshore cable corridor from Lyminster Road due to roadside hedgerow / trees and occasional built form. Where visible in gaps in the roadside vegetation, the onshore cable corridor works will be glimpsed in the background of the views, often at an oblique angle to the road and behind intervening field boundary hedgerows. There will be views to the north of Lyminster Road as the onshore cable corridor crosses beneath the road (trenchless) and emerges to the east of the road. This section of road is on slight embankment as it approaches Crossbush Roundabout affording a slightly elevated view through gaps in the roadside vegetation in views to the west. Views will include temporary construction traffic and activities along the onshore cable corridor - notably construction machinery and soil storage. Local task and vehicle lighting may be visible in the view in poor weather conditions. Although the onshore cable corridor spans a large overall horizontal FoV, the scale of change will affect a small horizontal FoV where the works are visible beyond field hedgerows in sequential glimpsed views and to the north of Lyminster Road (as the onshore cable corridor crosses the transport route). The magnitude of change will range from Medium to Low (near Crossbush Roundabout) to Negligible-Zero .	
	Level of effect	Moderate to Negligible and Not Significant

	Type of effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1): There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the views from the route will therefore be Zero .	
	Level of effect	N/A
	Type of effect	N/A
Temporary construction compound	Construction phase There will be filtered visibility of a potential temporary construction compound located behind tall roadside hedgerow trees and a residential property to the west of Lyminster Road as the road approaches Crossbush Roundabout. Filtered views may include perimeter fencing, the movement of construction vehicles and equipment, storage of materials and equipment, welfare facilities and office space. Views will be in the foreground to midground, affecting a medium horizontal FoV. The magnitude of change will range from Medium to Low (due to the temporary construction compound near Crossbush Roundabout) to Negligible-Zero .	
	Level of effect	Moderate to Minor / Negligible and Not Significant
	Type of effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1): There will be no view of the temporary construction compound as the works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the views from the route will therefore be Zero .	
	Level of effect	N/A
	Type of effect	N/A
Temporary construction and operational access routes	Construction phase There will be visibility of temporary construction and operational access route 5 to the north of Brookside Caravan Park, operational access 5b Broomhurst Farm access track, and operational 6a at Calceto Lane. These temporary construction and operational access routes will form a junction with Lyminster Road and may be widened up to 10m in width with some loss of vegetation or pruning / coppicing to accommodate width and visibility splays	

	<p>adjacent to the road. Visibility will also include the movement of construction machinery, equipment and traffic. The scale of change will affect a small horizontal FoV, visible at speed, and will be seen in the context of existing road traffic.</p> <p>The magnitude of change will range from Medium to Negligible-Zero.</p>				
	<table border="1"> <tr> <td>Level of effect</td> <td>Moderate to Minor / Negligible and Not Significant</td> </tr> <tr> <td>Type of effect</td> <td>Short-term, temporary, direct, and adverse to neutral</td> </tr> </table>	Level of effect	Moderate to Minor / Negligible and Not Significant	Type of effect	Short-term, temporary, direct, and adverse to neutral
Level of effect	Moderate to Minor / Negligible and Not Significant				
Type of effect	Short-term, temporary, direct, and adverse to neutral				
	<p>Operation and maintenance phase (Year 1):</p> <p>Ongoing light operational access will be required but will not be dissimilar to periods of agricultural activity. The magnitude of change will be Negligible-Zero.</p>				
	<table border="1"> <tr> <td>Level of effect</td> <td>Minor / Negligible to Negligible and Not Significant</td> </tr> <tr> <td>Type of effect</td> <td>Long-term, temporary, direct and neutral</td> </tr> </table>	Level of effect	Minor / Negligible to Negligible and Not Significant	Type of effect	Long-term, temporary, direct and neutral
Level of effect	Minor / Negligible to Negligible and Not Significant				
Type of effect	Long-term, temporary, direct and neutral				
Limitations / assumptions	<ul style="list-style-type: none"> It has been assumed that hedgerows / shrubs will be replanted and that any trees lost to provide temporary construction access will be replanted where possible post-construction. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending further design maturity and update of description of the onshore elements of the Proposed Development. The assessment has assumed that the need for permanent operational access will entail the reinstatement of grass verges and reduced road width to 4m. 				
Whole Proposed Development Effects	<p>The offshore elements of the Proposed Development including the WTGs and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from the A284 Lyminster Road. Therefore, the Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.</p>				
Cumulative effects assessment	<p>The proposed A27 Arundel Bypass will occupy a large to medium horizontal FoV in views from the northern end of the transport route at Crossbush Roundabout. The combined effect will be Major / Moderate and Significant (due to the proposed A27 Arundel Bypass and <u>not</u> the onshore cable corridor). The additional effect will be Moderate to Negligible and Not Significant. The duration of the bypass will be long-term given it is a permanent development whereas the onshore cable corridor will be temporary up to a maximum of 3.5 years.</p>				
A27					

Figures: 19.4b and 19.7a, Volume 3

Landscape designation	None	
Transport route description	The A27 is a major road travelling between the A36 near Salisbury and Pevensey in East Sussex. Within 2km, the A27 runs from Arundel to the northern edge of Littlehampton. The onshore cable corridor crosses the A27 at two locations (Warningcamp B and C route options) to the south of Crossbush.	
Sensitivity	The transport route is not a designated tourist route and the value of the transport route is therefore assessed as Medium. Most of the road users will experience the landscape transiently whilst driving or cycling and experiencing a sequence of views, often in one direction focused on the direction of travel (Medium susceptibility). As a result, the overall sensitivity of road users on this transport route has been assessed as Medium .	
Magnitude of change		
Onshore cable corridor	Construction phase	
	The onshore cable corridor passes to the south the A27 on a trenchless crossing at two locations (Warningcamp B and C route options) as the road approaches the Crossbush Roundabout. There is mature roadside vegetation on both sides of the A27 and part of the transport route to the south of Crossbush is part of an embankment restricting views to the south. Any views of the onshore cable corridor works will be glimpsed and filtered through gaps in vegetation, mainly in the winter. Visibility from other sections of the transport route near Arundel or beyond east of Crossbush will be screened by intervening vegetation and built-form. The magnitude of change will be Negligible-Zero .	
	Level of effect	Minor / Negligible and Not Significant
	Type of effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1):	
There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the views from the route will therefore be Zero .		
Level of effect	N/A	

	Type of effect	N/A
Temporary construction compound	Construction phase	There may be very filtered visibility of a potential temporary construction compound located behind tall roadside hedgerow trees and a residential property to the west of Lyminster Road as the A27 approaches Crossbush Roundabout and from the roundabout. Filtered views will be winter only and may include perimeter fencing, the movement of construction vehicles and equipment, storage of materials and equipment. Therefore, there will be no effect on the views from the transport route. Views will be in the background, affecting a very small horizontal FoV. The magnitude of change will be Negligible-Zero .
	Level of effect	Minor / Negligible and Not Significant
	Type of effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1):	There will be no view of the temporary construction compound as the works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the views from the route will therefore be Zero .
	Level of effect	N/A
	Type of effect	N/A
Temporary construction and operational access routes	None of the temporary construction and operational access routes will be visible from the transport route.	
Limitations / assumptions	N/A	
Whole Proposed Development Effects	The offshore elements of the Proposed Development including the WTGs and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from the A27. Therefore, the Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.	

Cumulative effects assessment	The proposed A27 Arundel Bypass will occupy a large to medium horizontal FoV in views from the western end of the route at Crossbush Roundabout where the A27 will be extended. The combined effect will be Major / Moderate and Significant (due to the proposed A27 Arundel Bypass and <u>not</u> the onshore cable corridor). The additional effect will be Minor / Negligible and Not Significant .	
Railway Line from Littlehampton and Ford to Arundel		
Figures: 19.4b and 19.7ai, Volume 3		Viewpoint: C (Figure 19.27, Volume 3)
Landscape designation	None	
Transport route description	The rail route from Littlehampton to Arundel Station requires a change at Ford to access the rail line heading northeast along the Arun valley. Both parts of this route follow the River Arun along the low-lying valley floodplain and the rail line has been constructed on a slight embankment for much of the route to compensate for this allowing a slightly elevated view for passengers across the surrounding flat landscape. The onshore cable corridor runs closely parallel to the rail line, crossing the line west of Littlehampton and near Arundel Junction and will be located between approximately 0km and 0.7km distance at the onshore cable corridor's closest points.	
Sensitivity	The transport route is not a designated tourist route and the value of the route is therefore assessed as Medium. Most of the passengers will experience the landscape transiently and will generally experience views from one side of the train. Views will be dependent on orientation of seating and passengers will experience a sequence of views (Medium susceptibility). As a result, the overall sensitivity of rail passengers on this transport route has been assessed as Medium .	
Magnitude of change		
Onshore cable corridor	Construction phase Heading north along the rail route, there will be views of the onshore cable corridor as the train leaves the settlement of Littlehampton – in the midground of the view to the southwest where it will be visible across the River Arun (before trenchless crossing beneath the river and the rail line) and in foreground views to the east as the trenchless crossing emerges. Passengers travelling on the line east to Worthing and Hove will follow the onshore cable corridor as it follows the curving line and crosses beneath the rail line just after Arundel Junction. From Ford the onshore cable corridor passes very close to the rail line from Arundel junction for approximately 1.6km before it turns east to cross the A27 at Crossbush. Along this section of the rail line passengers on the eastern side of the train will experience elevated views of the onshore cable corridor works in adjacent fields. Views will include temporary construction traffic and activities along the onshore cable corridor including fencing, the excavated	

	<p>trench, construction machinery and soil storage. Local task and vehicle lighting may be visible in the view in poor weather conditions. The scale of change will affect a large horizontal FoV for at most a 1.6km section of the route, although views will be transient and from one side of the carriage. The magnitude of change will range from Medium-high to Negligible-Zero.</p>
Level of effect	Major / Moderate and Significant (1.6km of the route) to Minor / Negligible and Not Significant
Type of effect	Short-term, temporary, direct, and adverse to neutral
Operation and maintenance phase (Year 1):	
There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the views from the route will therefore be Zero .	
Level of effect	N/A
Type of effect	N/A
Temporary construction compound	<p>Construction phase</p> <p>There may be filtered visibility of a potential temporary construction compound located behind intervening hedgerow trees, farm buildings and residential properties prior to the rail line entering a cutting approximately 1km south of Arundel Station. The temporary construction compound will be visible in the background of the view. Filtered views will be mostly winter views and may include perimeter fencing, the movement of construction vehicles and equipment, storage of materials and equipment, welfare facilities and office space, affecting a very small horizontal FoV. The magnitude of change will be Negligible-Zero.</p>
Level of effect	Minor / Negligible and Not Significant
Type of effect	Short-term, temporary, direct, and adverse to neutral
Operation and maintenance phase (Year 1):	
There will be no view of the temporary construction compound as the works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the views from the route will therefore be Zero .	

	Level of effect	N/A
	Type of effect	N/A
Temporary construction and operational access routes	Construction phase	
	There will be potential visibility of four temporary construction and operational access routes for very short sections of the rail to passengers on the east side of the rail route. Temporary construction access routes 4 and 4a will be visible either side of the rail line as the line leaves Littlehampton, operational access 4b will be visible following the rail line as it turns east towards Worthing and Hove, and temporary construction accesses 5 and 5a will be visible as the rail line passes Lymington. These will mostly be seen beyond the onshore cable corridor (with the exception of temporary construction access routes 4 and 4a which will run parallel with the rail line for approximately 0.3km). The temporary construction access routes will generally follow existing farm access tracks which may be widened up to 10m in width and there will be visibility of construction traffic, machinery and equipment along the routes, affecting a very small horizontal FoV for a short duration as passengers travel along the rail line. The magnitude of change will range from Low to Negligible-Zero .	
	Level of effect	Minor to Minor / Negligible and Not Significant
	Type of effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1):	
	Ongoing light operational access will be required from some access routes, but this will not be dissimilar to periods of agricultural activity. The magnitude of change will be Negligible-Zero .	
	Level of effect	Minor / Negligible and Not Significant
	Type of effect	Long-term, temporary, direct and neutral
Limitations / assumptions	<ul style="list-style-type: none"> It has been assumed that hedgerows / shrubs will be replanted and that any trees lost to provide temporary construction access will be replanted where possible post-construction. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending further design maturity and update to description of the onshore elements of the Proposed Development. The assessment has assumed that the need for permanent operational access will entail the reinstatement of grass verges and reduced road width to 4m. 	

Whole Proposed Development Effects	The offshore elements of the Proposed Development including the WTGs and offshore substations as well as a shallow draught vessel during the construction phase will be potentially visible from the Railway Line from Littlehampton and Ford to Arundel. The effects are assessed in detail in Chapter 16, Volume 2 and Not Significant . The Whole Proposed Development effects will therefore be Minor to Minor / Negligible and Not Significant .
Cumulative effects assessment	The proposed A27 Arundel Bypass will occupy a large to medium horizontal FoV in views where it will cross this route south of Arundel. The combined effect will be Major / Moderate and Significant (due to the proposed A27 Arundel Bypass and <u>not</u> the onshore cable corridor). The additional effect will be Minor to Negligible and Not Significant . The duration of the A27 Arundel Bypass will be long-term given it is a permanent development whereas the onshore cable corridor will be temporary up to a maximum of 3.5 years.
Transport Routes – Arundel to Wiston (within SDNP)	
Crossbush Lane	
Figures: 19.4b and 19.7ai, Volume 3	
Landscape designation	South Downs National Park
Transport route description	Crossbush Lane is a minor road that runs through the settlement of Crossbush from the A27 north of Crossbush Roundabout to north of the A27 near Poling Corner. (A further spur of Crossbush Lane heads northeast from the A27 near Arundel Train Station and is outwith the ZTV). The onshore cable corridor (Warningcamp B route option) crosses beneath Crossbush Lane on a trenchless crossing and is located approximately 60m north of the road as it emerges into a trenched onshore cable corridor.
Sensitivity	Although in the South Downs National Park, the transport route is not a designated tourist route. The value of the transport route is therefore assessed as High-Medium. Most of the road users will experience the landscape transiently whilst driving or cycling and experiencing a sequence of views, often in one direction focused on the direction of travel (Medium susceptibility). As a result, the overall sensitivity of road users on this transport route has been assessed as Medium-high .
Magnitude of change	
Onshore cable corridor	Construction phase Warningcamp B route option – The onshore cable corridor passes beneath Crossbush Lane on a trenchless crossing and emerges in a field to the north of the road to the northwest of Calcetto Cottage. There will be filtered

	<p>views of the onshore cable corridor from a short stretch of road on rising landform through and between intervening mature field boundary trees. Views will include the HDD construction compound, temporary construction traffic and activities along the onshore cable corridor – notably construction machinery and soil storage. Local task and vehicle lighting may be visible in the view in poor weather conditions. The scale of change will affect a small horizontal FoV and at an oblique angle to the road. The magnitude of change will be Medium-low.</p> <p>Warningcamp C route option – The onshore cable corridor passes beneath Crossbush Lane on a trenchless crossing and emerges in a field to the north of the road to the northwest of Crossbush Lodge. There will be heavily filtered winter and glimpsed summer views of the onshore cable corridor on rising landform through and between tall roadside hedgerows and intervening mature field boundary trees. Views will include the HDD construction compound, temporary construction traffic and activities along the onshore cable corridor – notably construction machinery and soil storage. Local task and vehicle lighting may be visible in the view in poor weather conditions. The scale of change will affect a very small horizontal FoV and at an oblique angle to the road. The magnitude of change will be Negligible-Zero.</p>
Level of effect	<p>Moderate to Minor and Not Significant (Warningcamp B route option) Minor and Not Significant (Warningcamp C route option)</p>
Type of effect	Short-term, temporary, direct, and adverse to neutral
	<p>Operation and maintenance phase (Year 1):</p> <p>There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the views from the route will therefore be Zero.</p>
Level of effect	N/A
Type of effect	N/A
Temporary construction compound	None of the main temporary construction compounds will be visible from the transport route.
	Construction phase

Temporary construction and operational access routes	<p>Warningcamp B route option – Construction work will be accessed by the existing access track to Highfield Cottage which will be visible for a very short section of the transport route. This may be widened to up to 10m and there may be some loss of fencing and vegetation as the access route crosses into an adjacent field. The scale of change will affect a small horizontal FoV and at an oblique angle to the road. The magnitude of change will be Low.</p> <p>Warningcamp C route option – Construction work will be accessed near the existing access track to Crossbush Lodge. This may be up to 10m and there may be some loss of roadside fencing and vegetation (approximately 60m) to widen Crossbush Lane as it approaches from the west and to provide visibility splays. Additional and field boundary vegetation may also be lost as the access route crosses into an adjacent field. The scale of change will affect a medium horizontal FoV and will be visible in the direction of travel. The magnitude of change will be Medium-high.</p>	
	Level of effect	<p>Moderate / Minor to Minor and Not Significant (Warningcamp B route option) Major / Moderate and Significant to Minor and Not Significant (Warningcamp C route option)</p>
	Type of effect	Short-term, temporary, direct, and adverse to neutral
	<p>Operation and maintenance phase (Year 1): Ongoing light operational access will be required but will not be dissimilar to periods of agricultural activity. The magnitude of change will be Negligible-Zero.</p>	
	Level of effect	Minor and Not Significant
	Type of effect	Long-term, temporary, direct and neutral
	Limitations / assumptions	<ul style="list-style-type: none"> It has been assumed that hedgerows / shrubs will be replanted and that any trees lost to provide temporary construction access will be replanted where possible post-construction. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending further design maturity and update to description of the onshore elements of the Proposed Development. The assessment has assumed that the need for permanent operational access will entail the reinstatement of grass verges and reduced road width to 4m.
Whole Proposed	<p>The offshore elements of the Proposed Development including the WTGs and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from Crossbush Lane. Therefore, the</p>	

Development Effects	Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.	
Cumulative effects assessment	None of the cumulative developments will be visible from this transport route. Therefore, there will be no cumulative effects.	
Local roads around Warningcamp (Clay Lane and Blakehurst Lane)		
Figures: 19.4b and 19.7a-ii, Volume 3		Viewpoints: S2 (Figure 19.54, Volume 3), S3 (Figure 19.55a-b, Volume 3)
Landscape designation	South Downs National Park	
Transport route description	There are three roads connecting the dispersed settlement of Warningcamp. Crossbush Lane approaches the settlement from the low-lying Arun River valley to the west and has no ZTV coverage; Blakehurst Lane runs from Crossbush Lane heading first southeast to Council Cottages, then northeast towards Hill Barn before turning sharp south towards Blakehurst Farm and the A27. A further road, Clay Lane, runs roughly southwest from Council Cottages to Crossbush Lane to the south. The onshore cable corridor will run adjacent to Clay Lane and will cross Blakehurst Road twice and will therefore be located between 0km and approximately 1.1km from the nearest point on the roads.	
Sensitivity	Although in the South Downs National Park, the transport routes are not designated tourist routes. The value of the transport routes are therefore assessed as High-medium. Most of the road users will experience the landscape transiently whilst driving or cycling and experiencing a sequence of views, often in one direction focused on the direction of travel (Medium susceptibility). As a result, the overall sensitivity of road users on this transport route has been assessed as Medium-high .	
Magnitude of change		
Onshore cable corridor	<p>Construction phase</p> <p><u>Clay Lane</u>: Although the onshore cable corridor runs in close proximity to the west of Clay Lane for much of the transport route, views will be filtered in winter months by tall hedgerows and roadside trees – with occasional glimpses through gaps in roadside vegetation and partially screened by rising landform to the north of Clay Lane. There will however, be some views available northbound as the road passes Clay Lane House where the onshore cable corridor will be visible on the midground and distant rising landform in the direction of travel. Views will include temporary construction traffic and activities along the onshore cable corridor – notably construction</p>	

machinery and soil storage. Local task and vehicle lighting may be visible in the view in poor weather conditions (**Medium-low** magnitude of change). The onshore cable corridor (Warningcamp C route option) will cross Clay Lane north of Crossbush (south of The Brocks) on an open cut crossing. There will be loss of roadside vegetation visible including mature trees for up to 50m at either side of Clay Lane and access along the road is likely to be partially affected for the duration of the construction works. There will be close range visibility of the construction works including the open cut trench, soil storage, fencing, construction vehicles and equipment. Local task and vehicle lighting may be visible in the view in poor weather conditions. The scale of works will affect a large horizontal FoV for approximately 0.5km section of the route (**High** magnitude of change).

Blakehurst Lane: The onshore cable corridor crosses Blakehurst Lane to the west of Council Cottages and travels adjacent to the road for approximately 0.35km before heading northwest. Where the onshore cable corridor crosses Blakehurst Lane there will be in loss of roadside vegetation visible and views of the construction activity in the foreground, as illustrated in Viewpoint S3 (**Figure 19.55, Volume 3**). To the north of Council Cottages and much of the route to the north and east, views will be filtered by roadside vegetation and partially screened by rising landform, as illustrated by Viewpoint S2 (**Figure 19.54, Volume 3**). Views will include the construction traffic and activities along the onshore cable corridor – notably construction machinery and soil storage. Local task and vehicle lighting may be visible in the view in poor weather conditions. The scale of change will be large as the onshore cable corridor crosses the road. The magnitude of change will range from **High** to **Negligible-Zero**.

Level of effect	Moderate to Minor and Not Significant (the majority of Clay Lane) Major and Significant (short section of Clay Lane south of The Brocks due to Warningcamp C route option only) Major and Significant (short section west of Council Cottages) to Minor and Not Significant (Blakehurst Lane)
Type of effect	Short-term, temporary, direct, and adverse to neutral

Operation and maintenance phase (Year 1):

There will be no view of the onshore cable corridor from Clay Lane and Blakehurst Lane as the underground works will have been completed and ground conditions reinstated post-construction. There will, however, be a small section of tree and hedgerow loss visible in the foreground along Blakehurst Lane (west of Council Cottages) at the end of the construction phase where new vegetation will have just been replanted. The magnitude of change will be **Medium-high**. There will also be a small section of tree and hedgerow loss visible in the foreground along Clay Lane (south of the Brocks) due to Warningcamp C route option only. The magnitude of change will be **Medium-high**.

	Level of effect	Moderate to Minor and Not Significant (the majority of Clay Lane) Major / Moderate and Significant (short section of Clay Lane south of The Brocks due to Warningcamp C route option only) Major / Moderate and Significant (short section west of Council Cottages) to Minor and Not Significant (Blakehurst Lane)
	Type of effect	Long-term, temporary, direct, and adverse to neutral
Temporary construction compound	None of the main temporary construction compounds will be visible from the transport route.	
Temporary construction and operational access routes	<p>Construction phase</p> <p>There will be visibility of five temporary construction and operational access routes visible for very short sections of the roads. Operational access routes 8f and 8g will access the onshore cable corridor from Clay Lane and will use existing farm access tracks and field gates. Temporary construction and operational access route 9 will run from the northwest end of Blakehurst Lane and will run behind settlement properties along field boundaries before joining with operational access 9a at the at the southeast edge of the residential settlement. Operational access route 9b will be located to the north of Clay Lane. The temporary construction and operational access routes will generally follow existing farm access tracks which may be widened up to 10m in width and there will be visibility of construction traffic, machinery and equipment along the routes, affecting a small horizontal FoV for a short duration as road users pass along the road. The magnitude of change will range from Low to Negligible-Zero.</p>	
	Level of effect	Moderate / Minor and Not Significant
	Type of effect	Short-term, temporary, direct, and adverse to neutral
	<p>Operation and maintenance phase (Year 1):</p> <p>Ongoing light operational access will be required but will not be dissimilar to periods of agricultural activity. The magnitude of change will be Negligible-Zero.</p>	
	Level of effect	Minor / Negligible and Not Significant
	Type of effect	Long-term, temporary, direct and neutral
Limitations / assumptions	<ul style="list-style-type: none"> It has been assumed that hedgerows / shrubs will be replanted and that any trees lost to provide temporary access will be replanted where possible post-construction. 	

	<ul style="list-style-type: none"> Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending further design maturity and update to description of the onshore elements of the Proposed Development. The assessment has assumed that the need for permanent operational access will entail the reinstatement of grass verges and reduced road width to 4m.
Whole Proposed Development Effects	The offshore elements of the Proposed Development including the WTGs and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from Blakehurst Lane and Clay Lane. Therefore, the Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.
Cumulative effects assessment	None of the cumulative developments will be visible from these transport routes. Therefore, there will be no cumulative effects.
Local roads around Wepham and Burpham	
Figures: 19.4c and 19.7ai, Volume 3	
Viewpoint: F4 (Figure 19.36, Volume 3)	
Landscape designation	South Downs National Park
Transport route description	Wepham and Burpham are both served by Peppering Lane, a minor road that eventually connects with Warningcamp and Crossbush Lane to the south. From Peppering Lane, minor roads and access tracks serve the settlements to the west and farms to the east and north of the road. The minor roads within the settlements are generally lined with residential properties and tall hedgerows and garden trees which restrict or filter views of the surrounding landscape. In Wepham the additional rising landform to the east restricts long range views in that direction with the majority of views orientated west where the landform falls. The topography at Burpham, allows more elevated views over the surrounding landscape and open views are medium to long range with some panoramic views possible to the north of the settlement towards Peppering High Barn where the views are illustrated in Viewpoint F4 (Figure 19.36, Volume 3). The onshore cable corridor will run between 0.1km and approximately 1.6km from the nearest point on the roads.
Sensitivity	Although in the South Downs National Park, the transport routes are not designated tourist routes. The value of the transport routes is therefore assessed as High-medium. Most of the road users will experience the landscape transiently whilst driving or cycling and experiencing a sequence of views, often in one direction focused on the

	direction of travel (Medium susceptibility). As a result, the overall sensitivity of road users on these transport routes has been assessed as Medium-high .	
Magnitude of change		
Onshore cable corridor	Construction phase	
	Views towards the onshore cable corridor will be oriented to the east and southeast where the onshore cable corridor will traverse Perry Hill. However, the onshore cable corridor will cross the southeast slopes on the far side of Perry Hill and will not be visible from the majority of these roads with the exception of a section of the onshore cable corridor on the southwestern slopes of the hill where it follows a ridge line (The Conyers). There will be no visibility for road users using minor roads in Wepham due to intervening landform, woodland and tall roadside vegetation. There may be some limited views for road users using roads in Burpham particularly Peppering Lane where it joins The Street and continues North towards Peppering High Barn. Travelling south there may be filtered views of onshore cable corridor works in the background of the view beyond intervening woodland. There may also be filtered and winter views from The Street where road users may see glimpses of onshore cable corridor works between buildings at an oblique angle and in the background of the views. The magnitude of change will range from Low to Negligible-Zero .	
	Level of effect	Moderate/ Minor to Minor and Not Significant
	Type of effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1)	
	There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the views from the route will therefore be Zero .	
	Level of effect	N/A
	Type of effect	N/A
Temporary construction compound	None of the main temporary construction compounds will be visible from the transport routes.	
Temporary construction	Construction phase	
	There will be views of a temporary construction access road from a short section of Peppering Lane in Wepham. The temporary construction access route follows the existing access track and PRoW from Wepham Cottage to	

and operational access routes	Home Farm. There may be some loss of roadside fencing and vegetation at either side of the junction in Wepham (approximately 40m either side of the junction) to widen Peppering Lane and provide visibility splays. The temporary construction access route may be also widened up to 10m in width and there will be visibility of construction traffic, machinery and equipment along the routes, affecting a medium horizontal FoV for a short duration as road users pass along the road. The magnitude of change will be Medium .	
	Level of effect	Moderate and Significant
	Type of effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1) Ongoing light operational access will be required but will not be dissimilar to periods of agricultural activity. The magnitude of change will be Low to Negligible-Zero .	
	Level of effect	Moderate / Minor to Minor and Not Significant
	Type of effect	Long-term, temporary, direct and neutral
Limitations / assumptions	<ul style="list-style-type: none"> It has been assumed that hedgerows / shrubs will be replanted and that any trees lost to provide temporary construction access will be replanted where possible post-construction. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending further design maturity and update to description of the onshore elements of the Proposed Development. The assessment has assumed that the need for permanent operational access will entail the reinstatement of grass verges and reduced road width to 4m. 	
Whole Proposed Development Effects	The offshore elements of the Proposed Development including the WTGs and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from local roads around Wepham and Burpham. Therefore, the Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.	
Cumulative effects assessment	None of the cumulative developments will be visible from these transport routes. Therefore, there will be no cumulative effects.	

A24

Figures: 19.4c and 19.7aii, Volume 3

Landscape designation	South Downs National Park
Transport route description	The A24 is a major route that travels between Clapham in London to Worthing. Within the study area it passes to the west and north of Washington and transitions from the elevated South Downs National Park to lower-lying farmlands to the north. The onshore cable corridor will cross beneath the A24 (trenchless crossing) to the northwest of Washington, and will continue beyond the 2km study area to the north and south of the onshore cable corridor.
Sensitivity	Although partly in the South Downs National Park, the transport route is not designated tourist route. It is also a major arterial and busy road connecting the southern settlements. The value of the transport route is therefore assessed as Medium. Most of the road users will experience the landscape transiently whilst driving or cycling and experiencing a sequence of views, often in one direction focused on the direction of travel (Medium susceptibility). As a result, the overall sensitivity of road users on this transport route has been assessed as Medium .

Magnitude of change

Onshore cable corridor	Construction phase	
	There will be filtered, mostly winter views of the onshore cable corridor works as the A24 nears Washington Roundabout from the south. At this point the onshore cable corridor passes beneath the A24 and the northern edge of Washington on a trenchless (HDD) crossing and will only be visible to the west of the transport route. Due to the mature vegetation along both sides of the road, views will be very limited. The magnitude of change will be Negligible-Zero .	
	Level of effect	Minor / Negligible and Not Significant
	Type of effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1)	
	There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the views from the route will therefore be Zero .	
Level of effect	N/A	
Type of effect	N/A	

Temporary Construction Compound	None of the main temporary construction compounds will be visible from the transport route.
Temporary construction and operational access routes	None of the temporary construction and operational access routes will be visible from the transport route.
Limitations / assumptions	<ul style="list-style-type: none"> It has been assumed that hedgerows / shrubs will be replanted and that any trees lost to provide temporary construction access will be replanted where possible post-construction. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending further design maturity and update to description of the onshore elements of the Proposed Development.
Whole Proposed Development Effects	The offshore elements of the Proposed Development including the WTGs and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from the A24. Therefore, the Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.
Cumulative effects assessment	None of the cumulative developments will be visible from this transport route including the adjacent consented Wiston Estate to the north of Findon due to screening from mature vegetation along the transport route. Therefore, there will be no cumulative effects.
A283	
<p>Figures: 19.4c and 19.7a(ii), Volume 3</p> <p>Viewpoints: H1 (Figure 19.40, Volume 3), J4 (Figure 19.44, Volume 3)</p>	
Landscape designation	None (located outside the northern edge of the South Downs National Park within the study area)
Transport route Description	The A283 is a major route that travels on a roughly southeast-northwest axis between Milford in the north and Shoreham on the south coast. Within the study area it passes roughly east-west between Storrington and Steyning. The onshore cable corridor will cross beneath the A283 to the northwest of Washington and south of Buncton and will be approximately 2.1km distance from the onshore cable corridor at its furthest point within the study area.
Sensitivity	The transport route is not a designated tourist route whilst located outside the northern edge of the South Downs National Park within the study area. The value of the transport route is therefore assessed as High-medium. Most

of the road users will experience the landscape transiently whilst driving or cycling and experiencing a sequence of views, often in one direction focused on the direction of travel (Medium susceptibility). As a result, the overall sensitivity of road users on this route has been assessed as **Medium**.

Magnitude of change

Onshore cable corridor

Construction phase

There will be filtered, mostly winter views of the onshore cable corridor works as the A283 passes to the north of Washington. The onshore cable corridor will pass beneath the A283 at two locations on a trenchless crossing – emerging to the northeast of the A283 for a short distance and then crossing back to the south of the transport route at The Pike. Visibility will be partially screened along this section of the transport route by tall hedgerows and hedgerow trees as illustrated in Viewpoint H1 (**Figure 19.40, Volume 3**) however there will be close range views of the onshore cable corridor adjacent to the road particularly in winter views (**Low to Negligible-Zero** magnitude of change increasing to **Medium** in winter views).

There will be continued filtered close range views as the onshore cable corridor continues close to the south of the A283 for approximately 0.3km (**Medium** magnitude of change) transitioning to open views as the onshore cable corridor again passes close to the south of the A283 at Lower Chancton Farm as illustrated in Viewpoint J4 (**Figure 19.44, Volume 3**). The open views will continue for approximately 0.1km before again becoming filtered by roadside vegetation (**High** Magnitude of change).

The onshore cable corridor again crosses the A283 using a HDD trenchless crossing to the west of Shirley House as the A283 approaches Buncton from the west and there will be filtered but close range views of the onshore cable corridor on the rising landform at either side of the A283 (**Medium** magnitude of change). Views will include temporary construction traffic and activities along the onshore cable corridor – notably fencing, construction machinery, soil storage and the HDD construction compound to the south of the road. Local task and vehicle lighting may be visible in the view in poor weather conditions.

Level of effect	Major / Moderate and Significant to Minor / Negligible and Not Significant
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Type of effect	Short-term, temporary, direct, and adverse to neutral
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Operation and maintenance phase (Year 1)

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the views from the route will therefore be **Zero**.

Level of effect	N/A
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	Type of effect	N/A
Temporary construction compound	Construction phase	The magnitude of change on the views from the route will therefore be Zero . There will be two temporary construction compounds visible from the A283. A temporary construction compound will be visible adjacent to the A283 to the northeast of the road as it passes to the northeast of Washington. Views from this section of the A283 will be filtered by roadside trees and hedgerows and views will be glimpsed and / or mostly winter views. Views will include perimeter fencing, the movement of construction vehicles and equipment, storage of materials and equipment, welfare facilities and office space, affecting a medium horizontal FoV adjacent to the road on the inside of a bend and filtered by hedgerow and roadside trees (Low magnitude of change reducing to Negligible-Zero in summer views). A further temporary construction compound will also be visible to the south of the A283 between The Hollow and Lower Chancton Farm. Views from this section of the A283 will be partially filtered by trimmed roadside hedgerows and views will be possible above and / or through gaps in the hedgerow and in winter views. Views will include perimeter fencing, the movement of construction vehicles and equipment, storage of materials and equipment, welfare facilities and office space, affecting a medium to large horizontal FoV adjacent to the road but filtered by hedgerow. (Medium-high magnitude of change reducing to Low in summer views)
	Level of effect	Minor to Minor / Negligible and Not Significant (temporary construction compound adjacent to A283 and northeast of Washington) Moderate and Significant to Minor / Negligible and Not Significant (temporary construction compound between The Hollow and Lower Chancton Farm)
	Type of effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1)	There will be no view of the temporary construction compounds as the works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the views from the route will therefore be Zero .
	Level of effect	N/A
	Type of effect	N/A
Temporary construction	Construction phase	There will be several temporary construction and operational access routes visible from the A283. Some of these (Access Routes: 11, 13, 14, 15, 16a, and 17d) will utilise existing farm access tracks which may be widened to up

and operational access routes	<p>to 10m with roadside vegetation felled, coppiced or pruned to allow visibility splays where they join the A283. There will be visibility of temporary construction traffic, machinery and equipment along the transport route, affecting a very short section of the transport route in the context of a busy major road. The magnitude of change will range from Medium-low to Negligible-Zero.</p> <p>Access Routes 12 and 17a will not use existing farm access tracks and will be new features along the A283, although they may utilise existing field access gates or gaps in the hedgerows. There will be newly created junctions with the A283 with roadside vegetation felled, coppiced or pruned to allow visibility splays. There will be visibility of temporary construction traffic, machinery and equipment along the transport route, affecting a very short section of the transport route in the context of a busy major road. The magnitude of change will range from Medium-high to Negligible-Zero.</p>	
Level of effect	<p>Moderate and Significant to Minor / Negligible and Not Significant (Access Routes 12 and 17a) and Moderate / Minor to Minor / Negligible and Not Significant (Access Routes: 11, 13, 14, 15, 16a, and 17d).</p>	
Type of effect	<p>Short-term, temporary, direct, and adverse to neutral</p>	
Operation and maintenance phase (Year 1)		
<p>Ongoing light operational access will be required but will not be dissimilar to periods of agricultural activity. The magnitude of change will be Negligible-Zero.</p>		
Level of effect	<p>Minor / Negligible and Not Significant</p>	
Type of effect	<p>Long-term, temporary, direct and neutral</p>	
Limitations / assumptions	<ul style="list-style-type: none"> It has been assumed that hedgerows / shrubs will be replanted and that any trees lost to provide temporary construction access will be replanted where possible post-construction. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending further design maturity and update to description of onshore elements of the Proposed Development. The assessment has assumed that the need for permanent operational access will entail the reinstatement of grass verges and reduced road width to 4m. 	
Whole Proposed	<p>The offshore elements of the Proposed Development including the WTGs and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from the A283. Therefore, the Whole</p>	

Development Effects	Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.
Cumulative effects assessment	None of the cumulative developments will be visible from this transport route. Therefore, there will be no cumulative effects.
Railway Line from Arundel to Amberley	
Figures: 19.4b and 19.7ai, Volume 3	
Landscape designation	South Downs National Park
Transport route description	The rail route from Arundel to Amberley follows the River Arun along the low-lying valley floodplain and the rail line has been constructed on a slight embankment for much of the transport route to compensate for this allowing a slightly elevated view for passengers across the surrounding flat landscape. The onshore cable corridor runs closely parallel to the rail line, crossing the line west of Littlehampton and near Arundel Junction and will be located between approximately 0.9km and 3.1km distance at the onshore cable corridor's closest points.
Sensitivity	The route is not a designated tourist route, however this section of the transport route is located within the South Downs National Park and the value of the transport route is therefore assessed as High-medium. Most of the passengers will experience the landscape transiently and will generally experience views from one side of the train. Views will be dependent on orientation of seating and passengers will experience a sequence of views (Medium susceptibility). As a result, the overall sensitivity of rail passengers on this transport route has been assessed as Medium-high .
Magnitude of change	
Onshore cable corridor	Construction phase There will be distant potential views of the onshore cable corridor as the train clears the rising landform of Warningcamp Hill –to the east where it will be visible as it crosses The Conyers. Along this section of the rail line passengers on the eastern side of the train will experience elevated views of the onshore cable corridor works in on the rising hills in the background of the view. Views will include temporary construction traffic and activities along the onshore cable corridor – notably, construction machinery and soil storage. Local task and vehicle lighting may be visible in the view in poor weather conditions. The scale of change will affect a small horizontal FoV for short section of the transport route, although views will be transient and from one side of the carriage. The magnitude of change will be Negligible-Zero .

	Level of effect	Minor and Not Significant
	Type of effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1)	
	There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the views from the route will therefore be Zero .	
	Level of effect	N/A
	Type of effect	N/A
Temporary construction compound	None of the main temporary construction compounds will be visible from the transport route.	
Temporary construction and operational access routes	None of the temporary construction and operational access routes will be visible from the transport route.	
Limitations / assumptions	N/A	
Whole Proposed Development Effects	The offshore elements of the Proposed Development including the WTGs and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from this section of the Railway Line. Therefore, the Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.	
Cumulative effects assessment	None of the cumulative developments will be visible from this transport route. Therefore, there will be no cumulative effects.	

Transport Routes – Wiston to Bolney (north of SDNP)

Water Lane, Wiston

Figures: 19.4c and 19.7a(ii), Volume 3

Landscape designation	None	
Transport route description	Water Lane is a minor road that runs north-south between Wiston and the A283. The length of the transport route is approximately 0.7km. Water Lane is generally lined with mature trees and tall hedgerows – although there are some areas where there are views through the trees and over short hedges and / or roadside ruderals. The onshore cable corridor will cross the road approximately 0.3km north from the A283.	
Sensitivity	The transport route is not a designated tourist route and the value of the transport route is therefore assessed as Medium. Most of the road users will experience the landscape transiently whilst driving or cycling and experiencing a sequence of views, often in one direction focused on the direction of travel (Medium susceptibility). As a result, the overall sensitivity of road users on this transport route has been assessed as Medium .	
Magnitude of change		
Onshore cable corridor	Construction phase	
	The onshore cable corridor will cross Water Lane as an open cut crossing at Wiston to the south of All Marys Church. There will be loss of some roadside vegetation visible for up to 50m at either side of Water Lane and roadworks are likely for the duration of the construction works. There will be close range visibility of the temporary construction works including the open trench, soil storage, fencing, construction vehicles and equipment. Local task and vehicle lighting may be visible in the view in poor weather conditions. The scale of change will affect a large horizontal FoV for approximately 0.3km section of the transport route. There will be limited / winter only visibility to the north of the route due to intervening vegetation. The magnitude of change will range from High to Negligible-Zero .	
	Level of effect	Major / Moderate and Significant (0.3km of transport route) to Minor / Negligible and Not Significant
	Type of effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1)	
	There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction. Replanted trees and roadside vegetation will be established but gaps and open views will be noticeable at the end of Year 1 (reducing over time). The magnitude of change will range from Medium to Negligible-Zero .	

	Level of effect	Moderate and Significant to Minor / Negligible and Not Significant
	Type of effect	Short-term, temporary, direct, and adverse to neutral
Temporary construction compound	None of the main temporary construction compounds will be visible from the transport route.	
Temporary construction and operational access routes	Construction phase There will be distant visibility of the northern edge of temporary construction and operational access route 17a through newly created gaps in roadside and field boundary vegetation. This will be glimpsed and at an oblique angle to the road. There will be visibility of temporary construction traffic, machinery and equipment along the transport route, affecting a very short section of the transport route. The magnitude of change will be Negligible-Zero .	
	Level of effect	Minor / Negligible and Not Significant
	Type of effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1) There will be no view of the temporary construction and operational access route as the underground works will have been completed and ground conditions reinstated post-construction with roadside and field vegetation re-established. The magnitude of change on the views from the route will therefore be Zero .	
	Level of effect	N/A
	Type of effect	N/A
Limitations / assumptions	<ol style="list-style-type: none"> 1. It has been assumed that hedgerows / shrubs will be replanted and that any trees lost to provide temporary construction access will be replanted where possible post-construction. 2. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending further design maturity and update to description of the Proposed Development. 3. The assessment has assumed that the need for permanent operational access will entail the reinstatement of grass verges and reduced road width to 4m. 	
Whole Proposed	The offshore elements of the Proposed Development including the WTGs and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from Water Lane. Therefore, the Whole	

Development Effects	Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.
Cumulative effects assessment	None of the cumulative developments will be visible from this transport route. Therefore, there will be no cumulative effects.
Spithandle Lane	
Figures: 19.4d and 19.7aiii, Volume 3	
Landscape designation	None
Transport route description	Spithandle Lane is a minor road that runs roughly east-west between Wiston and Horsebridge Common on the B2135. The length of the transport route is approximately 3.9km. Spithandle Lane is generally lined with short hedgerows and occasional mature trees accommodating intermittent views across the surrounding landscape and large arable fields, but also travels through areas of mature woodland areas which screen views of the surrounding landscape. The onshore cable corridor will cross Spithandle Lane to the northwest of Horsebridge Common and will be approximately 0.9km from the road at its furthest point.
Sensitivity	The transport route is not a designated tourist route and the value of the transport route is therefore assessed as Medium. Most of the road users will experience the landscape transiently whilst driving or cycling and experiencing a sequence of views, often in one direction focused on the direction of travel (Medium susceptibility). As a result, the overall sensitivity of road users on this transport route has been assessed as Medium .
Magnitude of change	
Onshore cable corridor	Construction phase For the majority of the transport route there will be no views of the onshore cable corridor as it runs parallel to Spithandle Lane to the south due to gently rising topography and intervening mature vegetation. The onshore cable corridor will cross Spithandle Lane as a trenchless crossing immediately west of Calcott Wood, near Horsebridge Common. There will be filtered visibility of the onshore cable corridor as it approaches Spithandle Lane from the south where it will be visible through mature roadside trees and undergrowth, and filtered views as the onshore cable corridor emerges beyond a woodland belt to the north of Spithandle Lane. Filtered visibility of the construction works will include soil storage, fencing, construction vehicles and equipment. Local task and vehicle lighting may be visible in the view in poor weather conditions. The scale of change will affect a small horizontal FoV

	for approximately 0.1km section of the transport route. The magnitude of change will range from Medium to Negligible-Zero .
Level of effect	Moderate to Minor / Negligible and Not Significant
Type of effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1) There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the views from the route will therefore be Zero .
Level of effect	N/A
Type of effect	N/A
Temporary construction compound	None of the main temporary construction compounds will be visible from the transport route.
Temporary construction and operational access routes	Construction phase There will be several temporary construction and operational access routes visible from Spithandle Lane. Some of these (operational access routes: 18a, 18b and 18c) are for operational use and will utilise existing paved farm access tracks. There will be visibility of construction traffic, machinery and equipment along the route, affecting a very short section of the transport route and not dissimilar to farm traffic or machinery. There may be some coppicing or pruning to create visibility splays onto Spithandle Lane. The magnitude of change will be Low . Temporary construction access route 19 will be located at the onshore cable corridor crossing and will be a temporary construction access, and temporary construction and operational access route 20 will use an existing unpaved farm access track. Both of these access routes may be widened to up to 10m with roadside vegetation felled, coppiced or pruned to allow visibility splays where they join the Spithandle Lane. There will be visibility of temporary construction traffic, machinery and equipment along the transport route, affecting a very short section of the transport route. The magnitude of change will range from Medium to Negligible-Zero .
Level of effect	Minor and Not Significant (Operational access routes: 18a, 18b and 18c) Moderate and Significant (Temporary construction and operational access routes: 19 and 20)
Type of effect	Short-term, temporary, direct, and adverse to neutral

	Operation and maintenance phase (Year 1) Ongoing light operational access will be required but will not be dissimilar to periods of agricultural activity. The magnitude of change will be Negligible-Zero .	
	Level of effect	Minor / Negligible and Not Significant
	Type of effect	Long-term, temporary, direct and neutral
Limitations / assumptions	<ul style="list-style-type: none"> It has been assumed that hedgerows / shrubs will be replanted and that any trees lost to provide temporary construction access will be replanted where possible post-construction. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending further design maturity and update to description of the onshore elements of the Proposed Development. The assessment has assumed that the need for permanent operational access will entail the reinstatement of grass verges and reduced road width to 4m. 	
Whole Proposed Development Effects	The offshore elements of the Proposed Development including the WTGs and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from Spithandle Lane. Therefore, the Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.	
Cumulative effects assessment	None of the cumulative developments will be visible from this transport route. Therefore, there will be no cumulative effects.	
B2135		
Figures: 19.4d and 19.7aiii, Volume 3		
Landscape designation	None	
Transport route description	The B2135 is a minor road that runs roughly north-south between the A283 and the A24 near West Grinstead. Within the study area, the transport route travels between Horsebridge Common and Partridge Green. The B2135 is generally lined with tall hedgerows and mature trees accommodating intermittent glimpses across the surrounding landscape and large arable fields. The onshore cable corridor will cross the B2135 to the north of Blakes Farm near Ashurst and will run to the east of the road until Partridge Green, approximately 0.8km from the road at its furthest point within the study area.	

Sensitivity	The transport route is not a designated tourist route and the value of the transport route is therefore assessed as Medium. Most of the road users will experience the landscape transiently whilst driving or cycling and experiencing a sequence of views, often in one direction focused on the direction of travel (Medium susceptibility). As a result, the overall sensitivity of road users on this transport route has been assessed as Medium .	
Magnitude of change		
Onshore cable corridor	<p>Construction phase</p> <p>For the majority of the transport route the views of the onshore cable corridor will be limited to very filtered winter views and intermittent glimpses to the east of the B2135 due to gently undulating topography and intervening / roadside vegetation. There will be winter views from Byres Green and a glimpsed summer and winter view as the road crosses the River Adur. There will also be views in hedgerow gaps and above low hedgerow as the B2135 approaches Partridge Green (north of Brighthams Farm). Filtered and glimpsed views of the onshore cable corridor will be at an oblique angle to the road and in the background of the view, often beyond arable crops, intervening residential property and field boundary hedgerows and will include soil storage, fencing, construction vehicles and equipment (Low magnitude of change).</p> <p>The onshore cable corridor will cross the B2135 as an open cut crossing to the north of Blakes Farm, south of Ashurst. There will be loss of roadside vegetation including trees for up to approximately 50m at either side of the B2135 and there will be some roadworks for the duration of the construction works. There will be close range visibility of the temporary construction works including the open trench, soil storage, fencing, construction vehicles and equipment. Local task and vehicle lighting may be visible in the view in poor weather conditions. The scale of change will affect a large horizontal FoV for approximately 0.2km section of the transport route with limited visibility beyond due to orientation of the road and roadside vegetation (High to Medium-high magnitude of change). The magnitude of change on the remainder of the transport route will be Negligible-Zero.</p>	
Level of effect	Major / Moderate to Moderate and Significant (north of Blakes Farm, south of Ashurst) to Minor / Negligible and Not Significant	
Type of effect	Short-term, temporary, direct, and adverse to neutral	
	<p>Operation and maintenance phase (Year 1)</p> <p>There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction. Replanted trees and roadside vegetation will be established but gaps and open views will be noticeable at the end of Year 1 (reducing over time). The magnitude of change will range from Medium to Negligible.</p>	

	Level of effect	Moderate and Significant to Minor / Negligible and Not Significant
	Type of effect	Short-term, temporary, direct, and adverse to neutral
Temporary construction compound	None of the main temporary construction compounds will be visible from the transport route.	
Temporary construction and operational access routes	<p>Construction phase</p> <p>There will be several temporary construction and operational access routes visible from the B2135. All of the access routes will use existing farm access tracks. Some of these (Access Routes: 21a and 23) are for operational or light construction and operational use and will utilise existing paved farm access tracks. There will be visibility of construction traffic, machinery and equipment along the routes, affecting a very short section of the transport route and not dissimilar to farm traffic or machinery. There may be some coppicing or pruning to create visibility splays onto the B2135. The magnitude of change will range from Low to Negligible-Zero.</p> <p>Access Routes 21 and 22 will be used for construction access and operational use. Both of these access routes may be widened to up to 10m with roadside vegetation felled, coppiced or pruned to allow visibility splays where they join the B2135 and potential widening of the B2135 carriageway to accommodate construction machinery. There will be visibility of construction traffic, machinery and equipment along the route, affecting short sections of the transport route. The magnitude of change will be Medium for between approximately 0.7km and 1km of the transport route.</p>	
	Level of effect	Minor to Minor / Negligible and Not Significant (Access Routes: 21a and 23) Moderate and Significant to Minor / Negligible and Not Significant (Access Routes: 21 and 22)
	Type of effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1)	
	Ongoing light operational access will be required but will not be dissimilar to periods of agricultural activity. The magnitude of change will be Negligible-Zero .	
	Level of effect	Minor / Negligible and Not Significant
	Type of effect	Long-term, temporary, direct and neutral

Limitations / assumptions	<ul style="list-style-type: none"> It has been assumed that hedgerows / shrubs will be replanted and that any trees lost to provide temporary construction access will be replanted where possible post-construction. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending further design maturity and update to description of the onshore elements of the Proposed Development. The assessment has assumed that the need for permanent operational access will entail the reinstatement of grass verges and reduced road width to 4m.
Whole Proposed Development Effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from the B2135. Therefore, the Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.
Cumulative effects assessment	None of the cumulative developments will be visible from this route. Therefore, there will be no cumulative effects.
B2116	
Figures: 19.4d and 19.7aiii, Volume 3	Viewpoint Nos: T (Figure 19.58a-b, Volume 3)
Landscape designation	None
Transport route description	The B2116 is a minor road that runs roughly east-west between Partridge Green and Shermanbury (A281) where it stops and starts again further south of the A281 where it runs to Offham in East Sussex. Within the study area, the B2116 runs between Partridge Green and Shermanbury, (approximately 1.6km in length) – a further section of the route at Wheatsheaf Road is mostly outside the ZTV or screened by intervening vegetation. As the B2116 passes through the settlement of Partridge Green there are limited views of the surrounding landscape due to the surrounding built environment. Where the road leaves the settlement, there are open views across adjacent fields between mature roadside trees and over low-lying hedgerows as illustrated in Viewpoint T (Figure 19.58a-b, Volume 3). Towards Shermanbury, views are filtered by taller roadside hedgerows and trees. The onshore cable corridor will cross the B2116 to the east of Partridge Green and will run parallel to for approximately 0.5km before turning north.
Sensitivity	The route is not a designated tourist route and the value of the route is therefore assessed as Medium. Most of the road users will experience the landscape transiently whilst driving or cycling and experiencing a sequence of views,

often in one direction focused on the direction of travel (Medium susceptibility). As a result, the overall sensitivity of road users on this route has been assessed as **Medium**.

Magnitude of change

Onshore cable corridor

Construction phase

The onshore cable corridor will cross the B2116 as an open cut crossing to the east of Camomile Cottage, east of Partridge Green as illustrated in Viewpoint T (**Figure 19.58 a-b, Volume 3**). There will be loss of roadside vegetation including hedgerow and mature trees for up to 50m at either side of the B2116 and roadworks are likely for the duration of the construction works. Beyond this the onshore cable corridor will run closely parallel to the B2116 for approximately 0.5km. There will be close range visibility of the construction works including the open trench, soil storage, fencing, construction vehicles and equipment. Local task and vehicle lighting may be visible in the view in poor weather conditions. The scale of change will affect a large horizontal FoV for approximately 0.2km section of the transport route with limited visibility beyond due to orientation of the road and roadside buildings and vegetation.

The magnitude of change will range from **High** (reducing to **Medium** in winter) (for 0.2km of route east of Partridge Green) to **Negligible-Zero**.

Level of effect	Major / Moderate to Moderate and Significant (for 0.2km of route east of Partridge Green) to Minor / Negligible and Not Significant
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Type of effect	Short-term, temporary, direct, and adverse to neutral
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Operation and maintenance phase (Year 1)

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post construction. Replanted trees and roadside vegetation will be established but gaps and open views will be noticeable at the end of Year 1 (reducing over time). The magnitude of change will range from **Medium to Negligible-Zero**.

Level of effect	Moderate and Significant (for 0.2km of route east of Partridge Green) to Minor / Negligible and Not Significant
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Type of effect	Short-term, temporary, direct, and adverse to neutral
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Temporary construction compound	None of the main temporary construction compounds will be visible from the transport route.	
Temporary construction and operational access routes	<p>Construction phase</p> <p>There will be three temporary construction and operational access routes visible from the B2116. Access Route 24a will be used for operational or light construction and will utilise an existing paved access track. There will be visibility of light construction traffic, machinery and equipment along the route, affecting a very short section of the transport route and not dissimilar to farm traffic or machinery. The magnitude of change will range from Low to Negligible-Zero.</p> <p>Access Routes 24 (east of Partridge Green) and 25 (west of Shermanbury) will be used for construction access and operational use. Both of these access routes may be widened to up to 10m with roadside vegetation felled, coppiced or pruned to allow visibility splays where they join the B2116 and to allow the potential widening of the B2135 carriageway to accommodate construction machinery. There will be visibility of temporary construction traffic, machinery and equipment along the route, affecting short sections of the transport route. The magnitude of change will be Medium-high to Medium for between approximately 0.5km and 0.7km where mature trees are felled.</p>	
Level of effect	<p>Minor to Minor / Negligible and Not Significant (Access Route 24a)</p> <p>Major/Moderate and Significant to Minor / Negligible and Not Significant (Access Routes: 24 and 25)</p>	
Type of effect	Short-term, temporary, direct, and adverse to neutral	
Operation and maintenance phase (Year 1)	<p>Ongoing light operational access will be required but will not be dissimilar to periods of agricultural activity. The magnitude of change will be Negligible-Zero.</p>	
Level of effect	Minor / Negligible and Not Significant	
Type of effect	Long-term, temporary, direct and neutral	



Limitations / assumptions	<ul style="list-style-type: none"> • It has been assumed that hedgerows / shrubs will be replanted and that any trees lost to provide temporary construction access will be replanted where possible post-construction. • Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending further design maturity and update to description of the onshore elements of the Proposed Development. • The assessment has assumed that the need for permanent operational access will entail the reinstatement of grass verges and reduced road width to 4m.
Whole Proposed Development Effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from the B2116. Therefore, the Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.
Cumulative effects assessment	None of the cumulative developments will be visible from this route. Therefore, there will be no cumulative effects.
A281	
Figures: 19.4d and 19.7aiii, Volume 3	
Landscape designation	None
Transport route description	The A281 is a main road that runs roughly northwest-southeast between Guilford and Pyecombe. Within the study area, the route travels between Cowfold and Henfield. Views of the surrounding landscape along this section of the transport route are intermittent and occur where tall hedgerows and roadside trees / treebelts give way to lower lying hedgerows or where views are filtered between mature trees. Settlement and woodland along the transport route further screen views along the transport route. The onshore cable corridor will run parallel to the A281 at Shermanbury and cross the A281 to the north of the settlement at Monkswood.
Sensitivity	The transport route is not a designated tourist route within the study area and the value of the transport route is therefore assessed as Medium. Most of the road users will experience the landscape transiently whilst driving or cycling and experiencing a sequence of views, often in one direction focused on the direction of travel (Medium susceptibility). As a result, the overall sensitivity of road users on this transport route has been assessed as Medium.

Magnitude of change

Onshore Cable Corridor	Construction phase	
	There will be glimpsed, mainly winter views of the onshore cable corridor between intervening vegetation and residential property as it travels parallel with the A281. The onshore cable corridor will cross the A281 as a trenchless crossing to the north of Monkswood, south of Parkminster Wood. There will be filtered, and fleeting views of the construction works including the open trench, soil storage, fencing, construction vehicles, HDD construction compound and equipment, particularly in winter views for a short 0.5km stretch of the transport route. Local task and vehicle lighting may be visible in the view in poor weather conditions. The scale of change will affect a small to medium horizontal FoV for approximately 0.5km section of the transport route with limited visibility beyond due to orientation of the road and roadside buildings and vegetation. The magnitude of change will range from Medium to Negligible-Zero .	
	Level of effect	Moderate to Minor / Negligible and Not Significant
	Type of effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1)	
	There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post-construction with no vegetation loss visible. The magnitude of change on the views from the route will therefore be Zero .	
	Level of effect	N/A
	Type of effect	N/A
Temporary construction compound	None of the main temporary construction compounds will be visible from the transport route.	
Temporary construction and operational access routes	Construction phase	
	There will be five access routes visible from the A281. Access Route 25a will be used for operational or light construction and will utilise an existing access track, although vegetation may need to be cleared at the track entrance with the A281. There will be visibility of light construction traffic, machinery and equipment along the route, affecting a very short section of the transport route and not dissimilar to farm traffic or machinery. The magnitude of change will range from Low to Negligible-Zero .	

	<p>Access Routes 23a, 26, 27 and 27a will be used for construction access and operational use. All of these access routes will use existing access tracks which may be widened to up to 10m with roadside vegetation felled, coppiced or pruned to allow visibility splays where they join the A281 and to allow the potential widening of the A281 carriageway to accommodate construction machinery. There will be visibility of construction traffic, machinery and equipment along the route, affecting short sections of the route. The magnitude of change will be Medium-high for between approximately 0.5km where roadside vegetation is pruned, coppiced or felled.</p>
Level of effect	<p>Minor to Minor / Negligible and Not Significant (Access Route 25a) Major / Moderate and Significant to Minor / Negligible and Not Significant (Access Routes: 23a, 26, 27 and 27a)</p>
Type of effect	Short-term, temporary, direct, and adverse to neutral
	<p>Operation and maintenance phase (Year 1) Ongoing light operational access will be required but will not be dissimilar to periods of agricultural activity. The magnitude of change will be Negligible-Zero.</p>
Level of effect	Minor / Negligible and Not Significant
Type of effect	Long-term, temporary, direct and neutral
Limitations / assumptions	<ul style="list-style-type: none"> It has been assumed that hedgerows / shrubs will be replanted and that any trees lost to provide temporary construction access will be replanted where possible post-construction. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending further design maturity and update to description of the onshore elements of the Proposed Development. The assessment has assumed that the need for permanent operational access will entail the reinstatement of grass verges and reduced road width to 4m.
Whole Proposed Development Effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from the A281. Therefore, the Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.
Cumulative effects assessment	None of the cumulative developments will be visible from this route within the study area. Therefore, there will be no cumulative effects.

Wineham Lane	
Figures: 19.4d and 19.7aiii, Volume 3	
Landscape designation	None
Transport route description	Wineham Lane is a minor road that runs roughly north-south between Wheatsheaf Road (B2116) and the A272. Views of the surrounding landscape along Wineham Lane are intermittent and occur where tall hedgerows and roadside trees / treebelts give way to lower lying hedgerows or where views are filtered between mature trees. Settlement and adjacent woodland clumps along the route further screen views along the road. The onshore cable corridor will run parallel to Wineham Lane from Fryland Lane to north of Kent Street (Wineham Lane North & South 1B route option) where the onshore cable corridor will cross Wineham Lane for Wineham Lane South A & B route option. A further route option (Wineham Lane North 1A & 1b route option) crosses Wineham Lane through a gap in woodland south of Westridge Place. A third crossing at Wineham Lane is proposed for the Bolney Road / Kent Street 1C & 1D route options between Westridge Place and Eastridge Farm.
Sensitivity	The transport route is not a designated tourist route and does not pass through an area designated for its scenic value. The value of the transport route is therefore assessed as Medium. Most of the road users will experience the landscape transiently whilst driving or cycling and experiencing a sequence of views, often in one direction focused on the direction of travel and often experienced at speed (Medium susceptibility). The sensitivity of road users on this transport route has been assessed as Medium .
Magnitude of change	
Onshore cable corridor	Construction phase There will be glimpsed, mainly winter views of the onshore cable corridor between intervening vegetation and residential properties as it travels parallel to Wineham Lane. Wineham Lane South A & B route option - The onshore cable corridor will cross Wineham Lane as an open cut crossing to the north of Kent Street. There will be loss of roadside vegetation including trees for up to 50m at either side of Wineham Lane and roadworks are likely for the duration of the construction works. There will be close range visibility (mainly in the winter) from a short 0.3km section of the route of the construction works including the open cut trench, soil storage, fencing, construction vehicles and equipment. Local task and vehicle lighting may be visible in the view in poor weather conditions. The scale of change will affect a large horizontal FoV for approximately



0.3km section of the route. The magnitude of change will range from **High** (0.3km section of the route around Kent Street and Bob Lane junctions) to **Negligible-Zero**.

Wineham Lane North A & B route option - The onshore cable corridor will cross Wineham Lane as an open cut crossing through woodland south of Westridge Place. There will be loss of roadside vegetation including trees for up to 50m at either side of Wineham Lane and roadworks are likely for the duration of the construction works. There will be close range visibility (mainly in the winter) from a short 0.2km section of the route of the construction works including the open cut trench, soil storage, fencing, construction vehicles and equipment. Local task and vehicle lighting may be visible in the view in poor weather conditions. The scale of change will affect a large horizontal FoV for approximately 0.3km section of the route. The magnitude of change will range from **High** (0.2km section of the route south of Westridge Place to Old Doctors) to **Negligible-Zero**.

Bolney Road / Kent Street 1C & 1D route options - The onshore cable corridor will cross Wineham Lane as an open cut crossing between Westridge Place and Eastridge Farm. There will be loss of roadside vegetation including trees for up to 50m at either side of Wineham Lane and roadworks are likely for the duration of the construction works. There will be close range visibility (mainly in the winter) from a short 0.2km section of the route of the construction works including the open cut trench, soil storage, fencing, construction vehicles and equipment. Local task and vehicle lighting may be visible in the view in poor weather conditions. The scale of change will affect a large horizontal FoV for approximately 0.3km section of the route. The magnitude of change will range from **High** (0.2km section of the route between Westridge Place and Eastridge Farm) to **Negligible-Zero**.

Level of effect	<p>Wineham Lane South A & B route option – Major / Moderate and Significant (0.3km section of the route around Kent Street and Bob Lane junctions) to Minor / Negligible and Not Significant.</p> <p>Wineham Lane North A & B route option - Major / Moderate and Significant (0.2km section of the route south of Westridge Place to Old Doctors) to Minor / Negligible and Not Significant.</p> <p>Bolney Road / Kent Street 1C & 1D route options - Major / Moderate and Significant (0.2km section of the route between Westridge Place and Eastridge Farm) to Minor / Negligible and Not Significant.</p>
Type of effect	Short-term, temporary, direct, and adverse to neutral

Operation and maintenance phase (Year 1)

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post construction. Replanted trees and roadside vegetation will be established but gaps and

	open views will be noticeable at the end of Year 1 (reducing over time). The magnitude of change will range from Medium-high to Negligible-Zero (all three route options).	
	Level of effect	Major / Moderate and Significant to Minor / Negligible and Not Significant
	Type of effect	Short-term, temporary, direct, and adverse to neutral
Temporary construction compound	None of the main temporary construction compounds will be visible from the transport route.	
Temporary construction and operational access routes	<p>Construction phase</p> <p>There will be five access routes visible from Wineham Lane. Access Routes 34 and 34a will be used for construction access and operational use. These routes will use existing access routes to Bolney substation which may be widened to up to 10m with roadside vegetation felled, coppiced or pruned to allow visibility splays where they join Wineham Lane. There will be visibility of construction traffic, machinery and equipment, affecting short sections of Wineham Lane at a location where maintenance works vehicles and construction access roads are already a feature. The magnitude of change will range from Medium-low (between approximately 0.5km where roadside vegetation is pruned, coppiced or felled) to Negligible-Zero.</p> <p>Access Route 31a will be for operational use and will utilise an existing farm access track, although vegetation may need to be cleared at the track entrance with Wineham Lane. There will be visibility of light construction traffic, machinery and equipment along the route, affecting a very short section of the route and not dissimilar to farm traffic or machinery. The magnitude of change will range from Low to Negligible-Zero.</p> <p>Access Route 31 will be used for construction access only and Access Route 32 will be used for construction and operational use. Both of these routes will use existing access tracks which may be widened to up to 10m with roadside vegetation felled, coppiced or pruned to allow visibility splays and east of access where they join Wineham Lane. This is particularly the case to the west of Wineham Lane where a tree belt may be cleared adjacent to the road at Westridge Place to accommodate construction vehicles / machinery. There will be visibility of construction traffic, machinery and equipment along the route, affecting short sections of the route. The magnitude of change will range from High to Medium-high (between approximately 0.5km where roadside vegetation is pruned, coppiced or felled) to Negligible-Zero.</p>	
	Level of effect	Moderate / Minor to Minor / Negligible and Not Significant (Access Routes 34 and 34a) Minor to Minor / Negligible and Not Significant (Access Route 31a)



		Major / Moderate and Significant to Minor / Negligible and Not Significant (Access Routes 31 and 32)
	Type of effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1) Ongoing light operational access will be required but will not be dissimilar to periods of agricultural activity. The magnitude of change will be Negligible-Zero .	
	Level of effect	Minor / Negligible and Not Significant
	Type of effect	Long-term, temporary, direct and neutral
Limitations / assumptions	<ul style="list-style-type: none"> It has been assumed that hedgerows / shrubs will be replanted and that any trees lost to provide temporary access will be replanted where possible post construction. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending further design maturity and project description. The assessment has assumed that the need for permanent operation access will entail the reinstatement of grass verges and reduced road width to 4m. 	
Whole Proposed Development Effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from Wineham Lane. Therefore, the Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.	
Cumulative effects assessment	None of the cumulative developments will be visible from this route. Therefore, there will be no cumulative effects.	
Bob Lane		
Figures: 19.4d and 19.7aiii, Volume 3		
Landscape designation	None	
Transport route description	Bob Lane is a minor road that runs roughly east-west between Wineham Lane and Twineham. Views of the surrounding landscape along Bob Lane are intermittent and occur where tall hedgerows and roadside trees /	



treebelts give way to lower lying hedgerows or where views are filtered between mature trees. Scattered residential and farm buildings and adjacent woodland clumps along the route further screen views along the road. The onshore cable corridor (Wineham Lane South A & B route option) will run parallel to Bob Lane for approximately 0.5km from Wineham Lane. The onshore cable corridor will cross Bob Lane approximately 0.1km from the junction with Wineham Lane and will be located approximately 1.3km from the eastern end of Bob Lane.

Sensitivity The route is not a designated tourist route and does not pass through an area designated for its scenic value. The value of the route is therefore assessed as Medium. Most of the road users will experience the landscape transiently whilst driving or cycling and experiencing a sequence of views, often in one direction focused on the direction of travel and often experienced at speed (Medium susceptibility). To conclude the sensitivity of road users on this route has been assessed as **Medium**.

Magnitude of change

Onshore cable corridor **Construction phase**
 There will be heavily filtered summer and winter views of the onshore cable corridor (Wineham Lane South A & B route option) to the south of Bob Lane through tall hedgerow, and again to the north of the road after the cable crossing. The onshore cable corridor will cross Bob Lane as an open cut crossing. There will be loss of roadside vegetation including trees for up to 50m at either side of Bob Lane and roadworks are likely for the duration of the construction works. There will be close range visibility of the construction works including the open cut trench, soil storage, fencing, construction vehicles and equipment. Local task and vehicle lighting may be visible in the view in poor weather conditions. Northern views will also be in the context of existing infrastructure associated with Bolney substation. The scale of change will affect a large horizontal FoV for approximately 0.3km section of the route. The magnitude of change will range from **High to Negligible-Zero**.

Level of effect	Major / Moderate and Significant (0.3km of route) to Minor / Negligible and Not Significant
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Type of effect	Short-term, temporary, direct, and adverse to neutral
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Operation and maintenance phase (Year 1)
 There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post construction. Replanted trees and roadside vegetation will be established but gaps and open views will be noticeable at the end of Year 1 (reducing over time). The magnitude of change will be **Medium-high to Negligible-Zero**.

Level of effect	Moderate and Significant to Minor / Negligible and Not Significant
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	Type of effect	Short-term, temporary, direct, and adverse to neutral
Temporary construction compound	None of the main construction compounds will be visible from the route.	
Temporary construction and operational access routes	Construction phase	
	Access Route 34b will be visible use and will utilise the existing farm access track to the existing Rampion 1 substation. There will be visibility of light construction traffic, machinery and equipment along the route, affecting a very short section of the route and not dissimilar to farm traffic or machinery at a location where maintenance works vehicles and construction access roads are already a feature. The magnitude of change will range from Low to Negligible-Zero .	
	Level of effect	Minor to Minor / Negligible and Not Significant
	Type of effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1)	
	Ongoing light operational access will be required but will not be dissimilar to existing maintenance activity for the substations. The magnitude of change will be Negligible-Zero .	
	Level of effect	Minor / Negligible and Not Significant
	Type of effect	Long-term, temporary, direct and neutral
Limitations / assumptions	<ul style="list-style-type: none"> It has been assumed that hedgerows / shrubs will be replanted and that any trees lost to provide temporary access will be replanted where possible post construction. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending further design maturity and project description. The assessment has assumed that the need for permanent operation access will entail the reinstatement of grass verges and reduced road width to 4m. 	
Whole Proposed Development Effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from Bob Lane. Therefore, the Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.	

Cumulative effects assessment	None of the cumulative developments will be visible from this route. Therefore, there will be no cumulative effects.	
Kent Street		
Figure Nos: 19.4d and 19.7aiii, Volume 3		Viewpoint Nos: Y (Figure 19.65, Volume 3)
Landscape designation	None	
Transport route description	Kent Street is a minor road that runs between Wineham Lane and the A272. The route travels west from Wineham Lane and then turns roughly north towards the A272. Views of the surrounding landscape along Kent Street are heavily filtered by roadside vegetation but there are intermittent glimpses where tall hedgerows and roadside trees / treebelts give way to lower lying hedgerows or through gaps in the roadside vegetation. Scattered residential and farm buildings and adjacent woodland clumps along the route further screen views along the road. The onshore cable corridor (Wineham Lane North & South 1A & 1B route options) will cross Kent Lane at the eastern end of the road from where it will run parallel to Kent Lane for approximately 0.25km and then cross Wineham Lane. The Bolney Road / Kent Street 1C & 1D route options will run parallel to Kent Lane for approximately 0.7km and will cross Kent Lane towards the northern end of the road.	
Sensitivity	The route is not a designated tourist route and does not pass through an area designated for its scenic value. The value of the route is therefore assessed as Medium. Most of the road users will experience the landscape transiently whilst driving or cycling and experiencing a sequence of views, often in one direction focused on the direction of travel and often experienced at speed (Medium susceptibility). To conclude the sensitivity of road users on this route has been assessed as Medium .	
Magnitude of change		
Onshore cable corridor	Construction phase Wineham Lane North & South 1A & 1B route options - The onshore cable corridor will cross Kent Street as an open cut crossing. There will be loss of roadside vegetation including mature trees for up to 50m at either side of Kent Street and access along the road is likely to be affected for the duration of the construction works. There will be close range visibility of the construction works including the open cut trench, soil storage, fencing, construction vehicles and equipment. Local task and vehicle lighting may be visible in the view in poor weather conditions. The scale of change will affect a large horizontal FoV for approximately 0.1km section of the route. As the onshore cable corridor runs through the adjacent field parallel to Kent Street, there will be filtered views of the construction	



<p>works through mature trees. At the junction of Kent Street with Wineham Lane there will be visibility of an open cut crossing as the onshore cable corridor crosses Wineham Lane as described above. The magnitude of change will range from High to Negligible-Zero.</p> <p>Bolney Road / Kent Street 1C & 1D route options - As the onshore cable corridor runs through the adjacent fields parallel to Kent Street, there will be filtered views and glimpses of the construction works through mature trees and tall hedgerows. The onshore cable corridor (Bolney Road / Kent Street 1C route option) will cross Kent Street as an open cut crossing to the north of Westridge Farm. There will be loss of roadside vegetation including mature trees for up to 50m at either side of Kent Street and access along the road is likely to be affected for the duration of the construction works. There will be close range visibility of the construction works including the open cut trench, soil storage, fencing, construction vehicles and equipment. Local task and vehicle lighting may be visible in the view in poor weather conditions. The scale of change will affect a large horizontal FoV for approximately 0.2km section of the route. Visibility of the Bolney Road / Kent Street 1D route option will be visible for approximately 0.2km of the route, south of Southlands Farm. The magnitude of change will range from High to Negligible-Zero.</p>	
Level of effect	<p>Wineham Lane North & South 1A & 1B route options - Major / Moderate and Significant (0.1km of route) to Minor / Negligible and Not Significant</p> <p>Bolney Road / Kent Street 1C & 1D route options - Major / Moderate and Significant (0.2km of route) to Minor / Negligible and Not Significant</p>
Type of effect	Short-term, temporary, direct, and adverse to neutral
<p>Operation and maintenance phase (Year 1)</p> <p>There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post construction. Replanted trees and roadside vegetation will be established but gaps and open views will be noticeable at the end of Year 1 (reducing over time). The magnitude of change will range from Medium-high to Negligible-Zero.</p>	
Level of effect	Major / Moderate and Significant to Minor / Negligible and Not Significant
Type of effect	Short-term, temporary, direct, and adverse to neutral
Temporary construction compound	<p>Construction phase</p> <p>There will be filtered views of a construction compound at the northern end of Kent Street. The compound will be located in an arable field to the west of the road. Views will be at an oblique angle to the road, filtered through roadside trees and undergrowth and intervening field hedgerow beyond and will be mostly winter views. Views will include perimeter fencing, the movement of construction vehicles and equipment, storage of materials and</p>



	<p>equipment, welfare facilities and office space. The scale of change will affect a very small horizontal FoV for approximately 0.5km section of the route. The magnitude of change will be Negligible-Zero.</p>				
	<table border="1"> <tr> <td>Level of effect</td> <td>Minor / Negligible and Not Significant</td> </tr> <tr> <td>Type of effect</td> <td>Short-term, temporary, direct, and adverse to neutral</td> </tr> </table>	Level of effect	Minor / Negligible and Not Significant	Type of effect	Short-term, temporary, direct, and adverse to neutral
Level of effect	Minor / Negligible and Not Significant				
Type of effect	Short-term, temporary, direct, and adverse to neutral				
	<p>Operation and maintenance phase (Year 1) There will be no view of the construction compound as the construction works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. The magnitude of change will therefore be Zero.</p>				
	<table border="1"> <tr> <td>Level of effect</td> <td>N/A</td> </tr> <tr> <td>Type of effect</td> <td>N/A</td> </tr> </table>	Level of effect	N/A	Type of effect	N/A
Level of effect	N/A				
Type of effect	N/A				
Temporary construction and operational access routes	<p>Construction phase Access Routes 36 and 36a will be located where the onshore cable corridor crosses Kent Street and will be used for construction and operational access, and for construction access only respectively. There will be visibility of construction traffic, machinery and equipment along the route, affecting a short (0.5km) section of the route where the onshore cable corridor crosses the road and for approximately 0.25km either side of the crossing where the road is potentially widened up to 10m to accommodate construction traffic. This may involve the removal, pruning or coppicing of roadside vegetation. The magnitude of change will range from High to Negligible-Zero.</p> <p>Access Routes 27e and 27f will be used for operational access and will utilise existing an access track and field access gate respectively. There will be visibility of light construction traffic, machinery and equipment along the route, affecting a very short section of the route and not dissimilar to farm traffic or machinery. The magnitude of change will range from Low to Negligible-Zero.</p> <p>Access Routes 29 and 30 will be used for construction access and operational use where the onshore cable corridor crosses Kent Street. Access Route 30 will use an existing paved farm access track and Access Route 29 will utilise the onshore cable corridor route. Both of these access routes may be widened to up to 10m with roadside vegetation felled, coppiced or pruned to allow visibility splays where they join Kent Street and to allow the potential widening of the Kent Street carriageway to accommodate construction machinery. There will be visibility of construction traffic, machinery and equipment along the route, affecting short sections of the route. The magnitude of change will range from High (between approximately 0.5km and 0.7km where mature trees are felled) to Negligible-Zero.</p>				



	Level of effect	Major / Moderate and Significant to Minor / Negligible and Not Significant (Access Routes 36 and 36a) Minor to Minor / Negligible and Not Significant (Access Routes 27e and 27f) Major / Moderate and Significant to Minor / Negligible and Not Significant (Access Routes 29 and 30)
	Type of effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1) Ongoing light operational access will be required but will not be dissimilar to existing maintenance activity for the substations. The magnitude of change will be Negligible-Zero .	
	Level of effect	Minor / Negligible and Not Significant
	Type of effect	Long-term, temporary, direct and neutral
Limitations / assumptions	<ul style="list-style-type: none"> It has been assumed that hedgerows / shrubs will be replanted and that any trees lost to provide temporary access will be replanted where possible post construction. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending further design maturity and project description. The assessment has assumed that the need for permanent operation access will entail the reinstatement of grass verges and reduced road width to 4m. 	
Whole Proposed Development Effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from Kent Street. Therefore, the Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.	
Cumulative effects assessment	None of the cumulative developments will be visible from this route. Therefore, there will be no cumulative effects.	

Bolney Chapel Road

Figures: 19.4d and 19.7aiii, Volume 3



Landscape designation	None
Transport route description	Bolney Chapel Road is a minor road that runs roughly north-south between Twineham and the A272. The route is approximately 2.4km in length. Views of the surrounding landscape along Bolney Chapel Road are filtered by roadside and field boundary vegetation and screened in places by intervening landform resulting in intermittent glimpses mainly in winter views over lower lying hedgerows or through gaps in the roadside vegetation. Scattered residential and farm buildings further screen views along the road. The onshore cable corridor will be between approximately 1.2km and 1.7km from Bolney Chapel Road.
Sensitivity	The route is not a designated tourist route and does not pass through an area designated for its scenic value. The value of the route is therefore assessed as Medium. Most of the road users will experience the landscape transiently whilst driving or cycling and experiencing a sequence of views, often in one direction focused on the direction of travel and often experienced at speed (Medium susceptibility). To conclude the sensitivity of road users on this route has been assessed as Medium .
Magnitude of change	
Onshore cable corridor	Construction phase None of the cable corridor works will be visible from this route due to a combination of intervening landform, vegetation and built-form. The magnitude of change will therefore be Zero .
	Level of effect N/A
	Type of effect N/A
	Operation and maintenance phase (Year 1) There will be no view of the cable corridor as the underground works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. The magnitude of change will therefore be Zero .
	Level of effect N/A
	Type of effect N/A
Temporary construction compound	None of the main construction compounds will be visible from the route.



Temporary construction and operational access routes	Construction phase Access Route 34b will be partially visible and will utilise the existing farm access track to Rampion I substation. There will be filtered, distant visibility of light construction traffic, machinery and equipment along the route, affecting a very short section of the route and not dissimilar to farm traffic or machinery at a location where maintenance works vehicles and construction access roads are already a feature. The magnitude of change will be Negligible-Zero .	
	Level of effect	Minor / Negligible and Not Significant
	Type of effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1) There will be no view of the access route as the underground works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. The magnitude of change will therefore be Zero .	
	Level of effect	N/A
	Type of effect	N/A
Limitations / assumptions	<ul style="list-style-type: none"> It has been assumed that hedgerows / shrubs will be replanted and that any trees lost to provide temporary access will be replanted where possible post construction. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending further design maturity and project description. The assessment has assumed that the need for permanent operation access will entail the reinstatement of grass verges and reduced road width to 4m. 	
Whole Proposed Development Effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from Bolney Chapel Road. Therefore, the Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.	
Cumulative effects assessment	The consented Coombe Solar Park (CSP) will occupy a large to medium horizontal FoV in views immediately west of Bolney Chapel Road north of Twineham Green. The combined effect will be Major / Moderate and Significant (due to CSP and <u>not</u> the cable corridor). The additional effect will be Minor/ Negligible and Not Significant .	

Fryland Lane		
Figures: 19.4d and 19.7aiii		
Landscape designation	None	
Transport route description	Fryland Lane is a minor road that runs roughly east-west between Waterperry House and Wineham Lane. The route is approximately 0.9km in length. Views of the surrounding landscape from Fryland Lane are filtered by trimmed hedgerows and field boundary vegetation although the landform rises to the north of the road allowing views of the wider landscape above the hedgerows. The onshore cable corridor (Wineham Lane North / South 1B route option) will run adjacent to Fryland Lane for approximately 0.3km near Frylands.	
Sensitivity	The route is not a designated tourist route and does not pass through an area designated for its scenic value. The value of the route is therefore assessed as Medium. Most of the road users will experience the landscape transiently whilst driving or cycling and experiencing a sequence of views, often in one direction focused on the direction of travel and often experienced at speed (Medium susceptibility). To conclude the sensitivity of road users on this route has been assessed as Medium .	
Magnitude of change		
Onshore cable corridor	Construction phase Construction works of the onshore cable corridor (Wineham Lane North / South 1B route option) will be visible as the it runs adjacent to Fryland Lane for 0.3km and there will be close range visibility of the construction works including soil storage, fencing, construction vehicles and equipment. Local task and vehicle lighting may be visible in the view in poor weather conditions. The scale of change will affect a large horizontal FoV for approximately 0.3km section of the route northwest of Frylands. The magnitude of change will range from High to Negligible-Zero .	
	Level of effect	Major / Moderate and Significant (0.3km of route northwest of Frylands) to Minor / Negligible and Not Significant
	Type of effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1) There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. The magnitude of change will therefore be Zero .	



	Level of effect	N/A
	Type of effect	N/A
Temporary construction compound	None of the main construction compounds will be visible from the route.	
Temporary construction and operational access routes	Construction phase Access Route 36a will be used for operational access and will be visible and will utilise the existing farm access track. There will be filtered, distant visibility of light construction traffic, machinery and equipment along the route, affecting a very short section of the route and not dissimilar to farm traffic or machinery. The magnitude of change will be Negligible-Zero .	
	Level of effect	Minor / Negligible and Not Significant
	Type of effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1) There will be no view of the access route as the underground works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. The magnitude of change will therefore be Zero .	
	Level of effect	N/A
	Type of effect	N/A
Limitations / assumptions	<ul style="list-style-type: none"> It has been assumed that hedgerows / shrubs will be replanted and that any trees lost to provide temporary access will be replanted where possible post construction. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending further design maturity and project description. The assessment has assumed that the need for permanent operation access will entail the reinstatement of grass verges and reduced road width to 4m. 	
Whole Proposed	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from Fryland Lane. Therefore, the	

Development Effects	Whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.
Cumulative effects assessment	None of the cumulative developments will be visible from this route. Therefore, there will be no cumulative effects.

1.4 Visual effects on views from recreational routes

Overview

- 1.4.1 The visual assessment has considered the potential visual effects likely to be experienced by people (walkers / cyclists / horse riders / joggers / others) on recreational routes within the study area. It has been split into long distance routes (National and Regional including Sustrans Cycle Routes), and local routes on the Public Rights of Way (PRoW) Network (footpaths, bridleways, byways).
- 1.4.2 Each of these routes were walked and / or visited and walked in sections according to the ZTV coverage and the assessment has been assisted on-site with the use of sequential wirelines.
- 1.4.3 All of the routes have been assessed as of **High** sensitivity on account of their High to Medium value as recreational routes, some routed through designated landscapes and the High susceptibility of the people using these routes, mostly walkers and cyclists, whose attention will be focused on the landscape around them. Recreational routes within 2km located outwith the ZTV are not included in the assessment.
- 1.4.4 The ZTV and viewpoint analysis indicate that significant visual effects will extend up to 1km from the onshore cable corridor. As a result of this, only recreational routes within 1km of the onshore cable corridor are included in the detailed assessment below as receptors beyond this distance will either have no views of the onshore elements of the Proposed Development or very limited visibility due to screening from intervening vegetation, built-form and / or landform. However, long-distance routes are assessed within the full study area including a sequential assessment of the South Downs Way National Trail.
- 1.4.5 There are five long-distance recreational routes within the study area including the South Downs Way National Trail assessed here. The other four are assessed in **Table 1-4** and include the South Coast Cycle Route (also Sustrans NCR 2), the Downs Link route (also Sustrans NCR 223), the Arun Way and the Monarch's Way.
- 1.4.6 In summary, the views from all of these routes will be significantly affected by the onshore cable corridor during the construction phase as follows:
- South Downs Way: approximately 2.25km of the route viewed from Chantry Post / Hill and Barnsfarm Hill;
 - South Coast Cycle Route (Sustrans NCR 2): approximately 300m of the route viewed from the A259;
 - Downs Link (Sustrans NCR 223): approximately 500m of the route south of Partridge Green;
 - Arun Way: approximately 300m of the route viewed from Climping Beach, 300m of the route viewed from Church Lane and 200m of the route viewed from Ford, the latter two locations resulting from construction access; and

- Monarch's Way: approximately 600m of the route viewed from part of the route near Warningcamp.

1.4.7 There are a large number of PRowWs within the 2km study area. Those overlapped by the ZTV are assessed in **Table 1-5**. In summary, short sections of approximately 76 local PRowWs will be significantly affected (direct and indirect effects) by the 36km long onshore cable corridor (including construction compounds and access routes) during the construction phase.

Long distance recreational routes

South Downs Way

Overview

- 1.4.8 The South Downs Way is a National Trail approximately 160km following old routes, bostals and droveways along the chalk escarpment and ridges of the South Downs and the SDNP. Within the study area, the route is aligned east-west along the chalk escarpment between Lions Bank to the south of Chanctonbury Ring and Springhead Hill further west. Along this section of the South Downs Way the route passes the landmark hills and key viewpoints of Chanctonbury Ring, Sullington Hill and Chantry Hill, before leaving the study area at Springhead Hill and continuing further west along the escarpment via Rackham Hill and Amberley Mount. The principal views are north where there are long distant panoramic views across the Low Weald towards the High Weald AONB and towards the east and west, where viewing along the escarpment one can see the dramatic landform of the chalk escarpment steeply falling to the north. Views to the south tend to be less dramatic but are deeply rural and tranquil and provide a soft undulating landscape, viewing across the dip-slope, in contrast to the northern views. Recreational facilities along the route include information boards and car parks provided off the A24 and at Chanctonbury Ring Road, Chantry Hill, Kithurst Hill and Springhead Hill.
- 1.4.9 Sequential Route Assessment viewpoints are illustrated in **Figures 19.66a-c, Volume 3** and Viewpoints G (**Figure 19.38, Volume 3**) and I (**Figure 19.41, Volume 3**) and it is intended that further summer photography and assessment will be undertaken during summer 2021.

Sensitivity

- 1.4.10 The South Downs Way is a nationally promoted tourist route within the SDNP and the value of the route is therefore assessed as High. The South Downs Way
- 1.4.11 People along the route will mostly be walking although mountain biking and horse riding are also popular. These receptors will be viewing the landscape in all directions and its appreciation is an important part of the activities along the route such that the receptor susceptibility to development change of the type proposed will also be High. As a result, the overall sensitivity of people on the South Downs Way and this route as a whole is assessed as **High**.

Magnitude of change: Construction phase

- 1.4.12 The onshore cable corridor is aligned northeast – southwest and will cross the South Downs Way once, near Sullington Hill descending the chalk escarpment and via HDD (underground) through a Local Wildlife Site and open access land at Sullington Hill. Elsewhere the onshore cable corridor trench will be ‘open cut’ extending south into the South Downs and northeast, across the fields at the foot of the escarpment into the wider landscape on the edge of the SDNP and beyond. This lower section of the onshore cable corridor will also be partly visible from above and from part of the South Downs Way on top of the escarpment. There are no construction compounds or construction access routes close to or crossing the South Downs Way although construction access and compounds will also be visible from part of the South Downs Way, also viewing from the chalk escarpment above.
- 1.4.13 The South Downs Way will be subject to the Outline PRow Management Plan (PRowMP) and for the purposes of this assessment it has been assumed that the route will remain open during the construction phase.
- 1.4.14 The onshore cable corridor will be 50m wide, comprising perimeter stock fencing, open cut cable installation with internal haul road, associated construction machinery and soil storage as indicated in **Graphic 4.19, Chapter 4: The Proposed Development, Volume 2**. At the crossing point the magnitude of change will be High. This will drop to Medium magnitude at approximately 500m further east along the onshore cable corridor as illustrated by Viewpoints G1-2: Barnsfarm Hill (**Figures 19.66a-c, Volume 3**) at 314m and 455m distance from the onshore cable corridor respectfully. As indicated on the figures, walkers on the South Downs Way will be able to see the onshore cable corridor on the edge of the escarpment extending away over the brow of the hill / edge of escarpment. There will be no visible construction works on the ‘face’ of the escarpment as this part of the route will be underground.
- 1.4.15 Further west of the onshore cable corridor crossing point visibility will recede due to the landform and there will be no visibility of the onshore cable corridor crossing point from Viewpoint G (**Figure 19.38, Volume 3**) due to the landform of Sullington Hill. Views of the of the onshore cable corridor will however be possible from this viewpoint to the south as illustrated, showing the onshore cable corridor extending across fields towards a shelterbelt (Low magnitude). Significant visual effects on the views from the South Downs Way will therefore affect approximately 1.5km of the route between the car park at Chantry Post (**Viewpoint G**) and Barnsfarm Hill. The level of effect will range from **Major** to **Major / Moderate** within approximately 500m of the crossing point, reducing to **Moderate** and significant for the remaining part of this section. Although this will not affect the northern panoramic views from the escarpment it will be a sequential experience affecting the special qualities of the SDNP including recreational access and perceptual qualities such as tranquillity. The nature of this effect will be short term and temporary, being limited to the construction phase (up to 3.5 years).

South Downs Way section: Barnfarm Hill to Washington

- 1.4.16 No visibility of the onshore cable corridor is indicated by the ZTV at Barnfarm Hill due to the broad landform. The eastern and northern slopes of this hill are covered

by the ZTV and represent theoretical visibility of the onshore cable corridor to the north. The route of the South Downs Way splits at this point to include a deviation to Washington, returning to the main route via the A24 corridor. The views from approximately 750m of the route along the northern slopes of Barnsfarm Hill will view the onshore cable corridor to the north as it traverses the footslopes of the escarpment (Medium to Low magnitude). The level of effect will be **Major / Moderate to Moderate** and significant, subject to vegetation screening. The remainder of this route deviation via Washington will not be significantly affected due to the fragmented ZTV coverage and the screening effects of vegetation and built form at Washington.

South Downs Way section: A24 to Lions Bank

- 1.4.17 Returning to the main route of the South Downs Way on the chalk escarpment, the ZTV indicates visibility of the onshore cable corridor re-starts beyond the quarry to the east of the A24, viewing north with panoramic views across the Low Weald. The view of the onshore cable corridor is represented by Viewpoints I and Ia from Chantonbury Ring and a second location, approximately 750m west of Chanctonbury Ring, at the junction of the South Downs Way and a bridleway (Figure 19.41 and Figures 19.66a-c, Volume 3). These viewpoints are also representative of the views from the South Downs Way to the east of Barnsfarm Hill as far as Highden Hill. The magnitude of change will be Low to Negligible and the level of effect will be **Moderate to Minor** and not significant, representing the views from open access land and the trig point which are not on the route of the South Downs Way but are however accessed by walkers along this route. The South Downs Way itself continues southeast through woodland before continuing east, further back from the edge of the escarpment and for the majority of the route is outwith the ZTV (Negligible to Zero magnitude). The visual effect on views from this section of the route will be **Minor to No view** and not significant.

South Downs Way section: Chantry Hill to Amberley Mount

- 1.4.18 Between Chantry Hill and Amberley Mount views of the onshore cable corridor from the route of the South Downs Way are orientated south at beyond 1km distance. They include views from Kithurst Hill, Springhead Hill, Rackham Hill and Amberley Mount. The magnitude of change will be Low to Negligible and the level of effect will be **Moderate to Minor** and not significant at Chantry Hill. The ZTV coverage becomes fragmented at the edge of the escarpment and in there will be no view of the onshore cable corridor from the carpark at Kithurst Hill due to local landform screening. For the remainder of the route the influence of distance and localised landform will reduce the magnitude of change to Negligible to Zero and the visual effect on views from this section of the route will be **Minor to No view** and not significant.
- 1.4.19 To conclude, significant visual effects on the views from the South Downs Way will affect two sections of the route which in total will amount to approximately 2.25km of the route. Firstly, at between Chantry Post / Hill and Barnsfarm Hill where the views will be affected by visibility of the onshore cable corridor crossing the South Downs Way and the level of effect will range from **Major to Major / Moderate** within approximately 500m of the crossing point, reducing to **Moderate** and significant for the remaining part of this section. The second location is on the

northern slopes of Barnfarm Hill where there will be elevated views of the onshore cable corridor from approximately 750m of the route. The level of effect will be **Major / Moderate to Moderate** and significant, subject to vegetation screening. The nature of these effects will be sequential also affecting the special qualities of the SDNP including recreational access and perceptual qualities such as tranquillity. The nature of this effect will be short term and temporary, being limited to the construction phase (up to 3.5 years) direct and adverse.

Magnitude of change: Operation and maintenance Year 1

- 1.4.20 The onshore cable corridor will be reinstated with grass / crop cover re-established and hedgerow boundaries replanted resulting in a Negligible - Zero magnitude of change on the views from the South Downs Way because the replanted hedgerows (visible in the distance and not a feature of the foreground views from this part of the South Downs Way) will not be established by Year 1. The level of effect will be **Minor to No view** and not significant. The nature of these views will be long-term, temporary, direct and neutral.

Limitations / Assumptions

- It has been assumed that any vegetation removed to provide temporary access will be reinstated with new planting where possible post-construction;
- assessments related to landscape elements and in particular tree / vegetation loss are estimated pending the arboriculture survey and further design maturity and project description;
- the assessment has assumed that the need for permanent operation access will entail the reinstatement of grass verges and reduced road width to 4m; and
- it is also assumed that access required for the operation phase will use existing accesses and will not entail further track construction or vegetation removal beyond normal maintenance.

Whole Proposed Development Effects and Cumulative Effects

- 1.4.21 The offshore elements of the Proposed Development including the wind turbines and offshore substations during the construction phase will be visible to the south from parts of the South Downs Way and the effects are assessed in detail in **Chapter 16, Volume 2 as Major and Significant to Negligible and Not Significant**. The Whole Proposed Development effects will therefore range from **Major and Significant to Negligible / No view and Not Significant**.

Cumulative effects assessment

- 1.4.22 There will be no cumulative effects.

Table 1-4 Recreational Routes: Other Long-Distance Routes along the onshore cable corridor

South Coast Cycle Route / Sustrans NCR 2	
Figures: 19.4b and 19.7ai, Volume 3	Viewpoint Q (Figure 19.52, Volume 3) and Viewpoint B1 (Figure 19.26, Volume 3)
Landscape designation	None
Recreational route description	The South Coast Cycle Route / Sustrans NCR 2 is a long-distance route approximately 286km between Brokenhurst and Dover. Within the study area, the route is aligned roughly east-west between Middleton-On-Sea and Littlehampton via the A259 and Ferry Road.
Sensitivity	The South Coast Cycle Route / Sustrans NCR 2 is a nationally promoted tourist route. The value of the route is therefore assessed as High. Most of the road users will experience the landscape transiently whilst cycling and experiencing a sequence of views, often in one direction focused on the direction of travel but will also have an awareness of surrounding landscape features as promoted in route literature (Medium-high susceptibility). As a result, the overall sensitivity of road users on this route has been assessed as High .
Magnitude of change	
Onshore cable corridor	<p>Construction phase</p> <p>Roadside trees and hedges heavily filter the majority views along the cycle route. However, there are occasional open views where the roadside vegetation thins and at the footbridge into Littlehampton.</p> <p><u>A259</u></p> <p>There may be there may be distant, heavily filtered views of the construction corridor in the section of the A259 between Church Lane Roundabout and Ferry Road due to roadside and intervening field boundary vegetation (Negligible to Zero Magnitude).</p> <p><u>Ferry Road</u></p> <p>For this section of its route, the onshore cable corridor uses a trenchless (HDD) method to pass beneath Ferry Road, the adjacent open arable field to the north of Ferry road and the A259. As a result, there will be no views of the onshore cable corridor to the north as shown in Viewpoint Q (Figure 19.52, Volume 3). To the south of Ferry Road, there are dense areas of roadside vegetation comprising mature willow trees screening most views in this direction as shown on the left of Viewpoint Q (Figure 19.52, Volume 3). Views to the south will thus be limited to areas where the</p>



	<p>roadside vegetation thins and where there are occasional gaps in the vegetation from where there may be glimpsed views of the onshore cable corridor as it crosses the arable field beyond. Although relatively close range, views will be fleeting and will include construction traffic and activities along the onshore cable corridor - notably construction machinery and soil storage. The scale of change will affect a small horizontal FoV and although contrasting with the landscape, the activities will not be dissimilar to intensive periods of agricultural activity involving multiple farm machinery.</p> <p>The magnitude of change will be Low.</p> <p><u>Footbridge</u></p> <p>There will be no views of the onshore cable corridor on the footbridge / cycle path between Ferry Road and Wharf Road due to intervening buildings and vegetation.</p> <table border="1" data-bbox="403 624 2098 671"> <tr> <td>Level of effect</td> <td>Moderate and Not Significant</td> </tr> </table> <table border="1" data-bbox="403 671 2098 719"> <tr> <td>Type of effect</td> <td>Short-term, temporary, direct, and adverse to neutral</td> </tr> </table> <p>Operation and maintenance phase (Year 1):</p> <p>There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post construction. Therefore, the magnitude of change will be Zero.</p> <table border="1" data-bbox="403 847 2098 895"> <tr> <td>Level of effect</td> <td>N/A</td> </tr> </table> <table border="1" data-bbox="403 895 2098 943"> <tr> <td>Type of effect</td> <td>N/A</td> </tr> </table>	Level of effect	Moderate and Not Significant	Type of effect	Short-term, temporary, direct, and adverse to neutral	Level of effect	N/A	Type of effect	N/A
Level of effect	Moderate and Not Significant								
Type of effect	Short-term, temporary, direct, and adverse to neutral								
Level of effect	N/A								
Type of effect	N/A								
<p>Temporary construction compound</p>	<p>Construction phase</p> <p><u>A259</u></p> <p>There will be filtered views of the West of River Arun temporary Construction Compound behind mature trees and through gaps in the vegetation as the A259 passes to the south of the compound. Views will be more prevalent in the winter and include perimeter fencing, soil stockpiles storage of materials and equipment, welfare facilities and office space. The Construction Compound and associated traffic movement will be visible in the foreground, beyond perimeter roadside trees the road traffic on the A259 affecting up to 0.3km of the route.</p> <p>The magnitude of change will be Medium reducing to Low in the summer months.</p> <p><u>Ferry Road</u></p> <p>There will be filtered views of the West of River Arun Construction Compound beyond road traffic and roadside vegetation at the junction with the A259. The compound will be visible in glimpsed views through gaps in the vegetation and where the vegetation thins.</p>								



	<p>The magnitude of change will be Low reducing to Negligible in the summer months.</p> <p><u>Footbridge</u></p> <p>There will be no views of the construction compound from the footbridge / cycle path between Ferry Road and Wharf Road due to intervening buildings and vegetation.</p>
Level of effect	<p>Major / Moderate and Significant (A259) Moderate and Not Significant (Ferry Road)</p>
Type of effect	Short-term, temporary, direct, and adverse to neutral
	<p>Operation and maintenance phase (Year 1):</p> <p>There will be no view of the construction compound as the works will have been completed and ground conditions reinstated post construction. Therefore, the magnitude of change will be Zero.</p>
Level of effect	N/A
Type of effect	N/A
Temporary construction and operational access routes	<p>Construction phase</p> <p>Access Route 1 will be located at an existing field gate to the south of Ferry Road and will be used for construction and operational access. This may be widened to up to 10m with roadside vegetation felled, coppiced or pruned to allow visibility splays at Ferry Lane. There will be visibility of construction traffic, machinery and equipment, affecting a short section of Ferry Lane at a location where seasonal access for farm machinery is already a feature.</p> <p>Access Route 1a will be located at an existing field entrance to the north of Ferry Road and will be used for light construction access. This may involve the introduction of a crushed rock surface running parallel to the road for a short distance (approximately 100m) to up to 10m in width. There will be visibility of light construction traffic, machinery and equipment, affecting short sections of Ferry Lane at a location where seasonal access for farm machinery is already a feature.</p> <p>There may be filtered and glimpsed visibility of construction traffic accessing Access route 1b which will run from Ferry Road, near the junction with the A259 along the northern edge of the arable field parallel to the A259. The access route will be seen towards the background of the view for much of the route where it will be seen in the context of the busy A259. There will be closer range views of the access route where the access route joins Ferry Road, near the A259 junction.</p> <p>The magnitude of change will be Low reducing to Negligible in the summer months.</p>
Level of Effect	Moderate and Not Significant

	<p>Type of Effect Short-term, temporary, direct, and adverse to neutral</p> <p>Operation and maintenance phase (Year 1): Light operational access will be required for Access Route 1. The effect on users of Ferry Road will be Negligible-Zero. Access Routes 1a and 1b will be returned to baseline conditions with vegetation managed to maintain normal visibility splays and no effect.</p> <p>Level of Effect Minor and Not Significant</p> <p>Type of Effect Long-term, temporary, direct and neutral</p>
Limitations / assumptions	<ol style="list-style-type: none"> 1. It has been assumed that any vegetation removed to provide temporary access will be reinstated with new planting where possible post construction. 2. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending the arboriculture survey and further design maturity and project description. 3. The assessment has assumed that the need for permanent operation access will entail the reinstatement of grass verges and reduced road width to 4m.
Whole Proposed Development effects	<p>The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will be visible from South Coast Cycle Route / Sustrans NCR 2. The effects are assessed in detail in Chapter 16, Volume 2 as Major / Moderate to Moderate and Significant. The Whole Proposed Development effects will therefore range from Major / Moderate and Significant to Minor and Not Significant.</p>
Cumulative effects assessment	<p>The Proposed Development will be experienced cumulatively with the on-going works to the sea defences at Climping Beech (visible in the foreground of Viewpoint A) already accounted for in this assessment as part of the existing baseline.</p> <p>West of Arun temporary Construction Compound will occur partly opposite consented housing development (CM/1/17/OUT) on Church Lane and the north of the A259. If these developments occur concurrently they will be viewed sequentially from the South Coast Cycle Route / Sustrans NCR 2 and there will be a cumulative increase in the geographical extent of view affected by construction activity extending between the River Arun on the edge of Littlehampton and the western edge of Horsemere Green. The cumulative extent of this development will be significant. A consented concrete batching plant (CM/56/19/PL) in the Rutherford Industrial Estate however, will have no effect on the overall LCA, appearing as part of the existing industrial estate.</p>



	The Hampton Quay application for riverside, four-storey housing development and moorings (LU/238/20/OUT) will potentially add to the cumulative construction activity within this LCA assuming it is consented, and the construction phases align. Collectively the level of construction activity in different locations but experienced sequentially will lead to a Medium overall magnitude of change and a Major / Moderate overall effect that will be Significant .
Arun Way	
Figure: 19.4b and 19.7ai, Volume 3	Viewpoint A (Figure 19.24, Volume 3), Viewpoint D (Figure 19.29, Volume 3), Viewpoint E1b (Figure 19.32, Volume 3) and Viewpoint B1 (Figure 19.26, Volume 3)
Landscape designation	None
Recreational route description	The Arun Way is a long-distance route that follows the River Arun valley for approximately 36km between Littlehampton and Pulborough. Within the study area, the Arun Way is routed roughly north-south between Littlehampton and Offham via the A259 and Ferry Road following a number of minor roads and PRoW. Views are often contained to close or mid-range due to the flat topography and intervening vegetation, with some longer-range views available from elevated sections.
Sensitivity	The Arun Way is a regional, long-distance walking route, partly within the SDNP and the value has been assessed as High - medium. The view will be experienced by recreational walkers whose attention is likely to be focused on appreciating the surrounding landscape scenery and they will be of High susceptibility to development. As a result, the overall sensitivity of walkers on this route has been assessed as High .
Magnitude of change	
Onshore cable corridor	<p>Construction phase <u>Littlehampton to Atherington</u></p> <p>This part of the route crosses the River Arun on a footbridge and follows a minor road to West Beach where it follows the northern edge of the beach to Atherington. There will be very limited visibility of the onshore cable corridor for most of this section of the Arun Way due to intervening coastal defences and the golf course and associated sand dunes and vegetation at West Beach. There will be open views from approximately 300m of the route to the east of Atherington as illustrated in Viewpoint A (Figure 19.24, Volume 3). Construction traffic and activities will be visible along the onshore cable corridor, notably construction machinery and soil storage and the HDD compound appearing in the middle distance at approximately 500m. The scale of change will affect a small horizontal FoV and although</p>



contrasting with the landscape the construction activities will not be dissimilar to intensive periods of agricultural activity involving multiple farm machinery.

The magnitude of change will be **Negligible-Zero** for the main beach area, and **Medium** at the northern edge of the beach near Atherington.

Atherington to Ford

This section of the route follows Climping Street, PRoW 169, Crookthorn Lane, and Church Lane to Ford Prison. Views of the onshore cable corridor will be limited from Climping Street due to distance, buildings along the route and intervening roadside trees and successive field boundary trees and hedgerows (Negligible-Zero magnitude).

As the Arun Way crosses the arable field to Crookthorn Lane it will be crossed by the construction access (Access 1D) along Crookthorn Lane and Bread Lane and this section of the route will be subject to the Outline PRoW Management Plan (PRoWMP).

Views of the onshore cable corridor will be very limited from Church Lane being mostly restricted to site access to the Construction Compound and associated visibility splays with consequently management of the roadside trees. The construction compound will occupy a maximum area of 4ha containing welfare facilities / offices and storage of materials and equipment and part of this will be visible from Church Lane. The magnitude of change along approximately 300m of Church Lane will be **Medium – high**.

Ford to Arundel

This section of the route follows Ford Road from Ford Prison to Tortington where it turns left and follows Tortington Lane and various urban roads road through the eastern edge of Arundel before re-connecting with and crossing Ford Road and following the riverbank through Arundel, dipping back into the settlement at places. Views of the onshore cable corridor will be intermittent and sequential from Ford Road. Sections of the road experience open views towards the onshore cable corridor across the large arable fields occupying the flat plains either side of the River Arun (as illustrated in Viewpoint D, **Figure 19.29, Volume 3**) (Low Magnitude). Walkers on the Arun Way will pass construction Access 3 to the south of Ford Prison and opposite St. Mary's Church and Church Hall. The access track will be 10m in width and visibility splays will the area of open space and mature trees in front of the church leading to a **Medium** magnitude of change affecting approximately 200m of the route. Continuing north along Ford Lane views of the onshore cable corridor will be more distant and intermittent subject to gaps in the roadside vegetation at approximately 1km distance from the onshore cable corridor (**Negligible to Zero** magnitude).

Continuing along Tortington Lane views of the onshore cable corridor will be very limited due to the intervening distance at approximately 1-2km and the intervening landform, built development at Tortington and successive layers of roadside vegetation (**Negligible to Zero** magnitude). As the Arun Way descends Tortington Hill through the

eastern edge of Arundel towards the riverbank, there will be distant views at approximately 2-1km distance towards the onshore cable corridor which will be channelled along urban streets, and heavily filtered along the PRow from Ford Road to the riverbank (**Negligible-Zero** magnitude). The path along the River Arun follows the top of the levee and provides a slightly elevated view of the surrounding shallow valley and flood plain features. Views towards the onshore cable corridor will be mostly screened by built form in the settlement and behind the rail line embankment where it is further filtered by intervening hedgerow vegetation. Any filtered views will be experienced in winter (**Negligible-Zero** magnitude).

The magnitude of change will be **Medium** (for 200m at Ford) reducing to **Negligible-Zero** for the rest of this part of the route.

Arundel to north of Offham

This section of the route follows the eastern banks of the River Arun, falling away from the river at Warningcamp and reconnecting near Wepham to follow the eastern bank of the river to north of Offham. Much of this section of the Arun Way is screened by intervening landform and is outwith the ZTV. Those areas that are not screened by landform will experience heavily filtered views of the onshore cable corridor through intervening hedgerow and woodland vegetation. Glimpsed views will include construction traffic and activities along the onshore cable corridor - notably construction machinery and soil storage. The scale of change will affect a small horizontal FoV and although contrasting with the landscape, the activities will not be dissimilar to intensive periods of agricultural activity involving multiple farm machinery. The magnitude of change will be **Negligible-Zero**.

Level of effect	Major to Major / Moderate and Significant - affecting approximately 300m of the route at Climping Beach, 300m at Church Lane and 200m at Ford. Elsewhere Minor and Not Significant
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Type of effect	Short-term, temporary, direct, and adverse to neutral
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Operation and maintenance phase (Year 1):
 There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post construction.
 Trees removed for construction access reasons will be replanted where possible, but evidence of the construction works will remain in terms of lost trees along Church Lane, Crookthorn Lane and at Ford. The magnitude of change will be **Low** resulting in a localised **Moderate** and significant effect until the new planting is established.

Level of effect	Moderate and Significant - affecting approximately 300m at Church Lane and 200m at Ford. Elsewhere Minor and Not Significant
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	Type of effect	Short-term, temporary, direct, and adverse to neutral.
Limitations / assumptions	<ol style="list-style-type: none"> 1. It has been assumed that any vegetation removed to provide temporary access will be reinstated with new planting where possible post construction. 2. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending the arboriculture survey and further design maturity and project description. 3. The assessment has assumed that the need for permanent operation access will entail the reinstatement of grass verges and reduced road width to 4m. 	
Whole Proposed Development effects	<p>The offshore elements of the Proposed Development including the wind turbines and offshore substations will be visible from the Arun Way. The effects are assessed in detail in Chapter 16, Volume 2 as Major and Significant to Minor and Not Significant. The Whole Proposed Development effects will therefore range from Major to Major / Moderate and Significant to Minor and Not Significant.</p>	
Cumulative effects assessment	<p>The Proposed Development will be experienced cumulatively with the on-going works to the sea defences at Climping Beech (visible in the foreground of Viewpoint A) already accounted for in this assessment as part of the existing baseline.</p> <p>West of River Arun temporary Construction Compound will occur partly opposite consented housing development (CM/1/17/OUT) on Church Lane and the north of the A259. If these developments occur concurrently they will be viewed sequentially from the Arun Way and there will be a cumulative increase in the geographical extent of view affected by construction activity extending between the River Arun on the edge of Littlehampton and the western edge of Horsemere Green. The cumulative extent of this development will be significant, leading to a High magnitude of change and a Major and Significant cumulative effect).</p> <p>A consented concrete batching plant (CM/56/19/PL) in the Rutherford Industrial Estate however, will have a limited effect on the views (Negligible to Zero), appearing as part of the existing industrial estate.</p> <p>The Hampton Quay application for riverside, four-storey housing development and moorings (LU/238/20/OUT) will potentially add to the cumulative construction activity within this LCA assuming it is consented, and the construction phases align. It will have a limited effect on the views (Negligible to Zero), appearing beyond the Construction Compound if visible. Collectively the latter two developments will have a Minor and Not Significant effect to No effect on the views from the Arun Way.</p>	



Monarch's Way

Figure: 19.4b and 19.7ai, Volume 3, Volume 3

Viewpoint E (Figure 19.30a-b, Volume 3) and Viewpoint F5 (Figure 19.37a-b, Volume 3)

Landscape designation	South Downs National Park
Recreational route description	Monarch's Way is a long-distance route between Bath and Brighton (approximately 936km). Within the study area, the Monarch's Way is routed roughly east-west between Arundel and woodland at Angmering Park following a number of minor roads and PRow. Views are often enclosed and restricted to close to mid-range views along the route due to the valley topography and intervening vegetation - with some longer-range views available from elevated sections.
Sensitivity	The Monarch's Way is a nationally promoted tourist route within the SDNP and the value of the route is therefore assessed as High. The view will be experienced by recreational walkers whose attention is likely to be focused on appreciating the surrounding landscape scenery and they will be of High susceptibility to development. As a result, the overall sensitivity of walkers on this route has been assessed as High .

Magnitude of change

Onshore cable corridor	<p>Construction phase</p> <p><u>Arundel to Warningcamp</u></p> <p>This part of the route enters Arundel from Arundel Park to the northwest following urban roads within Arundel to the east bank of the River Arun where it follows the Arun Way to Warningcamp, departing the river at this point and heading east to the northwest edge of the Warningcamp settlement. There will be very limited visibility of the onshore cable corridor for most of this section of the Monarch's Way due to screening from the built environment at Arundel and intervening landform and successive layers of vegetation. Glimpsed views will include construction traffic and activities along the onshore cable corridor - notably construction machinery and soil storage. The scale of change will affect a small horizontal FoV and the magnitude of change will be Negligible -Zero.</p> <p><u>Warningcamp to The Knell</u></p> <p>This section of the Monarch's Way continues north of the settlement of Warningcamp and turns east to follow the northern rim of a steep valley cutting into the south of Warningcamp Hill. The onshore cable corridor will cross the Monarch's Way as an open cut crossing as the route emerges from a wooded section of the valley (South Woodleighs) into open ground. This part of the route will be subject to the Outline PRowMWP.</p>
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Access along the route may be restricted during construction and there will be foreground views of the construction works including fencing, the trench cutting, soil storage, construction machinery and equipment. The scale of change will affect large horizontal FoV and the magnitude of change will be **High** reducing to **Medium** and affecting approximately 600m of the route. As the Monarch's Way continues east, the onshore cable corridor will run roughly parallel to the north but views will be largely screened by the steep valley and hill sides (**Low to Negligible** magnitude).

There will be visibility of Access 9 off a minor road at Warningcamp. This construction access will be 10m wide, enlarging an existing farm access and / or entailing the removal of hedgerow to allow for access and visibility splays. The magnitude of change will be **Low** affecting approximately 300m of the route and this localised effect will be **Moderate and Not Significant**.

The Knell to Open Copse (north of Angmering Park)

This section of the route crosses the wooded valley south of The Knell and continues through dense woodland to the edge of the study area at Open Copse (north of Angmering Park). There will be **no views** of the onshore cable corridor from this section of the Monarch's Way due to screening from the surrounding woodland.

Distant views are illustrated from Viewpoint X: Long Furlong - (Church Hill), located on the Monarch's Way at 3.3km distance from the onshore cable corridor and beyond the study area. The viewpoint assessment (**Appendix 19.2, Volume 4**) confirms that the views from this location will not be significant.

Level of effect	Major and Significant for 600m of the route at Warningcamp where the route is crossed by the onshore cable corridor. Elsewhere along the route Moderate to Minor and Not Significant
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Type of effect	Short-term, temporary, direct, and adverse to neutral
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Operation and maintenance phase (Year 1)

There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post construction.

Access 9 will be reinstated with the access track and verges reduced to a width of 4m in-keeping with the rural character of the area and the hedge replanted (although this will not be established by Year 1).

Overall, the magnitude of change will be **Low to Negligible to Zero**.

Level of effect	Minor and Not Significant
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Type of effect	Short-term, direct, and adverse to neutral
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Limitations / assumptions	<ul style="list-style-type: none"> It has been assumed that any vegetation removed to provide temporary access will be reinstated with new planting where possible post construction. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending the arboriculture survey and further design maturity and project description. The assessment has assumed that the need for permanent operation access will entail the reinstatement of grass verges and reduced road width to 4m.
Whole Proposed Development effects	<p>The offshore elements of the Proposed Development including the wind turbines and offshore substations will not be visible from the Monarch's Way. The effects are assessed in detail in Chapter 16, Volume 2 as Major and Significant to Minor and Not Significant. The Whole Proposed Development effects will therefore range from Major and Significant to Minor and Not Significant.</p>
Cumulative effects assessment	<p>The proposed A27 Arundel Bypass project will be located approximately 1km to the south of the Monarch's Way at its closest point and may just be visible in southern views and experienced sequentially with the Proposed Development. Where visible there will be a Negligible-Zero magnitude of change and a Minor and Not Significant cumulative effect due to the high levels of intervening screening.</p>
Downs Link (Sustrans NCR 223)	
Figure: 19.4d and 19.7aiii, Volume 3	Viewpoint L (Figure 19.48, Volume 3)
Landscape designation	Partly within South Downs National Park
Recreational route description	<p>The Downs Link is a long distance route between linking the North Downs Way at St. Martha's Hill in Surrey with the South Downs Way near Steyning (approximately 36 miles). Within the study area, the route runs roughly north-south between Henfield and Needs Bridge north of Partridge Green following a disused rail line. Views are often close to mid range along the route due to the topography and intervening vegetation - with some longer range views available from elevated sections. The onshore cable corridor will cross the Downs Link South of Partridge Green and will be approximately 2km from the cable route at its greatest distance within the study area.</p>
Sensitivity	<p>The route is a nationally promoted tourist route. The value of the route is therefore assessed as High. The view will be experienced by recreational walkers and cyclists whose attention is likely to be on the surrounding scenery and features in the landscape (High susceptibility). As a result, the overall sensitivity of users on this route has been assessed as High.</p>



Magnitude of change	
Onshore cable corridor	Construction phase The onshore cable corridor will cross the Downs Link as an open cut crossing as the Downs Link climbs the gently rising landform to the north of the River Adur and reaches a plateau adjacent to Brightham's Farm. Access along the route may be restricted or diverted during construction and there will be foreground views of the construction works including fencing, the trench cutting, soil storage, construction machinery and equipment. The scale of change will affect large horizontal FoV. As the Downs Link continues north to the south of Partridge Green, the onshore cable corridor will be visible to the east but views will be partially screened by intervening hedgerow and trees. The magnitude of change will be High where the onshore cable corridor cuts through the route for approximately 0.5km before the route enters woodland, reducing to Low and Negligible-Zero with distance and no visibility.
	Level of effect Major and Significant (south of Partridge Green for approximately 0.5km) to Minor and Not Significant (remainder of route)
	Type of effect Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1): There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post construction. Replanted trees and roadside vegetation will be established but gaps and open views will be noticeable at the end of Year 1 (reducing over time). The magnitude of change will range from Low to Negligible-Zero .
	Level of effect Minor and Not Significant
	Type of effect Long-term, temporary, direct, and adverse to neutral
Temporary construction compound	None of the main construction compounds will be visible from the route.
Temporary construction and	Construction phase The Downs Link will follow part of Access Route 23 at Homelands Farm to the southern edge of Partridge Green. This will be used for operational access and will use an existing farm access track which may be widened to accommodate construction traffic. Visibility will include the movement of equipment and traffic and will be visible in



operational access routes	the foreground of the view for approximately 0.8km, but will not be dissimilar to farm traffic. The magnitude of change will be Medium for 0.8km reducing to Negligible-Zero for the remainder of the route.	
	Level of effect	Major/Moderate and Significant (Homelands Farm)
	Type of effect	Short-term, temporary, direct, and adverse to neutral
	Operation and maintenance phase (Year 1): Ongoing operational access will be required for Access Route 9 but will not be dissimilar to periods of agricultural activity. The magnitude will be Negligible-Zero .	
	Level of effect	Minor and Not Significant
	Type of effect	Long-term, temporary, direct and neutral
Limitations / assumptions	<ol style="list-style-type: none"> 1. It has been assumed that hedgerows / shrubs will be replanted and that any trees lost to provide temporary access will be replanted where possible post construction. 2. Assessments related to landscape elements and in particular tree / vegetation loss are estimated pending further design maturity and project description. 3. The assessment has assumed that the need for permanent operation access will entail the reinstatement of grass verges and reduced road width to 4m. 	
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from the Downs Link. Therefore, the whole proposed development effects will be limited to views of the onshore elements of the Proposed Development, as assessed above.	
Cumulative effects assessment	The Resides Developments Ltd application for 81 new dwellings (DC/20/1697) will potentially add to the cumulative construction activity further north along the route at Partridge Green assuming it is consented. Collectively the level of construction activity in different locations but experienced sequentially will lead to a High to Medium overall magnitude of change and a Major to Major / Moderate overall effect that will be Significant .	



Local Recreational Routes (PRoW Network)

Table 1-5 Recreational Routes: Public Rights of Way (PRoW) along the Onshore cable corridor

PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
PRoW (Climping to Arundel – south of SDNP)				
Onshore cable corridor: Climping coastline to River Arun				
<p>The ZTV within this section of the LVIA study area is constrained between the urban edge of Littlehampton and the River Arun in the east and land/built form in the west along Climping Street, Atherington, Horsemere Green and Ford Prison. Therefore, PRoW within these areas (masked out in Figures 19.7bi-bvii, Volume 3) are excluded from the assessment. They include PRoW within the built up areas of Littlehampton, Ford Industrial Estate (PRoW 175) and other PRoW outwith the ZTV or otherwise beyond 1km distance from the PEIR Assessment Boundary.</p>				
PRoW 829 (Footpath)	<p><u>Arun Way (part) along Climping coastline</u> Footpath routed along coastline / sea defences between Elmer, Atherington and Littlehampton Golf Course. There is a carpark at Atherington and interpretation boards along the route.</p> <p>Level of effect:</p>	<p>None – cable will be installed via HDD underground and there will be no effect on the PRoW.</p> <p>N/A</p>	<p>Approximately 1km of the route between Atherington and Littlehampton Golf Course within 500m of the onshore cable corridor, landfall and HDD construction compound indicating Medium magnitude as indicated by Viewpoint A (Figure 19.24, Volume 3).</p> <p>Significant: Major / Moderate (1km of route)</p>	<p>The onshore cable corridor will be reinstated with little or no visual evidence of the construction works remaining visible in the middle distance</p> <p>Negligible - Zero.</p> <p>Minor and Not Significant</p>

PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
PRoW 174 (Footpath)	<p><u>Kent Street to Littlehampton Golf Course</u></p> <p>Most of this route is atop a coastal bund with some woodland and tree screening towards the eastern end of the footpath.</p> <p>Level of effect:</p>	<p>Direct Effect: Open trench crossing and potential temporary closure between Kent Street and golf course – see Outline PRoW Management Plan (PRoWMP).</p>	<p>Approximately 500m of the route will be within 500m of the onshore cable corridor, landfall and HDD construction compound and not otherwise screened by vegetation indicating Medium magnitude.</p>	As above Negligible - Zero.
		<p>Not assessed.</p>	<p>Significant: Major / Moderate (500m of route)</p>	Minor and Not Significant
PRoW 197 (Byway)	<p><u>Bread Lane</u></p> <p>Routed between Kent Farm and Climping Beach.</p> <p>Level of effect:</p>	<p>Direct Effect: To be used for construction access (1C/1D) – see Outline PRoWMP.</p>		As above Negligible - Zero.
		<p>Not assessed.</p>		Minor and Not Significant
PRoW 173	<p><u>Atherington to Ferry Road</u></p> <p>Routed between Climping Street, Atherington to Ferry Road.</p>	<p>Direct Effect: Open trench crossing and potential temporary closure of most of the route between Ferry Road and PEIR assessment boundary – see Outline PRoWMP.</p>	<p>Approximately 400m of the route (overlapped by the ZTV) between Climping Street, Atherington and PEIR assessment boundary is within 500m of the onshore cable corridor, landfall and HDD construction compound indicating a Medium magnitude as indicated by Viewpoint A (Figure 19.24, Volume 3).</p>	<p>The onshore cable corridor will be reinstated with little or no visual evidence of the construction works remaining visible in the middle distance Negligible - Zero.</p>

PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
	Level of effect:	Not assessed.	Significant: Major / Moderate (400m of route)	Minor and Not Significant
PRoW 172 (Footpath)	<u>Climping Street to Kent Farm</u> Footpath routed through fields and provides access between campsite and amenities on Climping Street. Level of effect:	Direct Effect: route crosses Bread Lane construction access (1C / 1D) – see Outline PRoWMP.	All of the route (approximately 500m) through open fields is within 500m to 1km of the onshore cable corridor, landfall and HDD construction compound with one intervening sparse hedgerow / trees indicating Medium to Low magnitude.	The onshore cable corridor will be reinstated with little or no visual evidence of the construction works remaining visible in the middle distance Negligible - Zero.
		Not assessed.	Significant: Major / Moderate to Moderate (500m)	Minor and Not Significant
PRoW 169 (Footpath)	<u>Arun Way (part) Climping Street to Kent Farm</u> Footpath routed through fields and provides access between campsite and Climping Street and the primary school. Level of effect:	Direct Effect: Route directly affected by construction - see Outline PRoWMP. Not assessed.		
PRoW 168 (Footpath)	<u>Church Lane, Climping to River Arun</u> Footpath routed through fields and provides access between campsite and Climping / Littlehampton amenities.	Direct Effect: route crosses construction access (2 / 2A) linking onshore cable corridor with construction compound to west of caravan park. The with majority of route (1km) with the PEIR Assessment Boundary – see Outline PRoWMP.		

PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
	Level of effect:	Not assessed.		
PRoW 3110 (Footpath)	<u>Arun Way (part)</u> <u>Littlehampton Golf Course</u> Routed along eastern end of Littlehampton Golf Course.	None	Approximately 500m of the route (within the ZTV) on the eastern edge of Littlehampton Golf Course is within 1-1.5km of the onshore cable corridor, landfall and HDD construction compound, beyond golf course screening indicating Low to Negligible magnitude.	The onshore cable corridor will be reinstated and there will be no residual effects on the views from this PRoW.
	Level of effect:	N/A	Not Significant: Moderate to Minor (500m)	N/A
PRoW 206 (Footpath)	<u>River Arun: A259 to Ford Prison</u> Footpath routed along western embankment of River Arun between A259 and Arundel.	Direct Effect: route crosses River Arun via HDD – see Outline PRoWMP.	Approximately 1.8km of the route (within the ZTV) is within 500m of the onshore cable corridor, construction access 3 and HDD the construction compound. 750m of the route will have uninterrupted, close range and elevated views of the construction works indicating High magnitude. The remaining section of this route (approximately 1km) is screened by vegetation (trees / woodland) and the magnitude will be Low to Negligible .	The onshore cable corridor will be reinstated and there will be no residual effects on the views from this PRoW.

PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
	Level of effect:	Not assessed.	Significant: Major (750m of route) Not Significant: Moderate to Minor (1km)	N/A
	<p><u>River Arun: Ford Prison to Ford Station</u></p> <p>Level of effect:</p> <p><u>River Arun: Ford Station to Arundel</u></p> <p>Footpath routed along western embankment of River Arun for approximately 3.2km within the ZTV.</p>	<p>None</p> <p>N/A</p> <p>None</p>	<p>This section of the PROW is outwith the ZTV and there will be no view.</p> <p>No effect (N/A)</p> <p>Approximately 500m of the route (within the ZTV) is within 500m of the onshore cable corridor beyond the railway line and partial vegetation (trees / hedges) indicating <i>Medium</i> magnitude. A further 2km of the route is within 1km of the onshore cable corridor viewing across pasture fields with hedges and some trees and beyond the railway line indicating <i>Low</i> magnitude. The remaining 700m of the route is beyond 1km distance and the visual effects are unlikely to be significant with the route continuing north into Arundel.</p>	<p>The onshore cable corridor will be reinstated and there will be no residual effects on the views from this PROW.</p>
	Level of effect:	N/A	Significant: Major / Moderate (500m of route) Not Significant: Moderate (2km)	N/A



PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
PRoW 2165 and 2163/1 (Footpath)	<p><u>Footpaths to the south of Lyminster</u> Routed to the south of Lyminster connecting the southern edge of the village to the A284 through largely arable fields.</p> <p>Level of effect:</p>	<p>Direct Effect: route crosses construction access (5) – see Outline PRoWMP.</p> <p>Not assessed.</p>	<p>Both routes through open fields are within 500m of the onshore cable corridor (primarily access route) with intervening sparse hedgerow / trees along the A284 indicating Medium to Low magnitude.</p>	<p>As above Negligible - Zero.</p> <p>Minor and Not Significant</p>
			<p>Significant: Major / Moderate (100m of PRoW 2165)</p> <p>Not Significant: Minor to Negligible (all of PRoW 2163/1)</p>	
PRoW 3096 (Footpath)	<p><u>Toddington Nursey to Poling</u> Routed between Toddington Lane and Polling street passing through urban edge / former nursey site and between arable fields.</p> <p>Level of effect:</p>	<p>None</p> <p>N/A</p>	<p>Approximately 350m of the route (within the ZTV) is within 1km of the onshore cable corridor with partial vegetation (trees / hedges) indicating <i>Negligible-Zero</i> magnitude.</p> <p>The remaining 950m of the route is beyond 1km distance and the visual effects are unlikely to be significant with the route partially within urban edge.</p>	<p>The onshore cable corridor will be reinstated and there will be no residual effects on the views from this PRoW.</p> <p>N/A</p>
			<p>Not Significant: Minor (350m of route)</p>	

PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
PRoW 2163 (Bridleway)	<u>Lyminster to Poling</u> Routed along a farm access track between Lyminster and Poling passing between large arable fields. Level of effect:	None N/A	Whilst the majority of the route is overlapped by the ZTV, visibility of the onshore cable corridor will be very limited due to the flat topography and layering effect of intervening vegetation indicating a Low to Negligible-Zero magnitude. Not Significant: Moderate to Minor	The onshore cable corridor will be reinstated and there will be no residual effects on the views from this PRoW. N/A
PRoW 2202/1 (Footpath)	<u>West of Polling to north of Calceto Farm</u> Routed through arable fields and field edges.	Direct Effect: Open trench crossing and potential temporary closure northeast of Calcetto Farm (Warningcamp C) – see Outline PRoWMP.	Approximately 350m of the route (overlapped by the ZTV) immediately west and south of Westlands Copse is within 250m of the onshore cable corridor (Warningcamp C), indicating a High to Medium magnitude. Approximately 450m of the route (overlapped by the ZTV) immediately west and south of Westlands Copse is within 500m of the onshore cable corridor (Warningcamp C), indicating a Low magnitude. The remainder of the route, Approximately 130m of the route (within the ZTV) is within 1km of the onshore cable corridor	The onshore cable corridor will be reinstated with little or no visual evidence of the construction works remaining visible in the middle distance Negligible - Zero.

PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
	<p>Level of effect:</p>	Not assessed.	<p>subject to arable crops Low to Negligible-Zero magnitude.</p> <p>Significant: Major to Major / Moderate (350m of route)</p> <p>Not Significant: Moderate to Negligible (remainder of route)</p>	Minor and Not Significant
<p>PRoW 2205 (Footpath)</p>	<p><u>North of Calceto Farm to A284</u> Routed around arable field boundary.</p> <p>Level of effect:</p>	<p>Direct Effect: Open trench crossing and potential temporary closure northwest of Calceto Farm (Warningcamp B and C). Used for access Routes 7 and 6a – see Outline PRoWMP.</p> <p>Not assessed.</p>		
<p>PRoW 2200 (Footpath)</p>	<p><u>Poling Street to The Vinery</u> Routed through arable fields between Poling Street and The Vinery south of the A27.</p> <p>Level of effect:</p>	<p>None</p> <p>N/A</p>	<p>Approximately 50m of the route (within the ZTV) is within 1km of the onshore cable corridor subject to arable crops Negligible-Zero magnitude.</p> <p>The remaining 950m of the route is beyond 1km distance and the visual effects are unlikely to be significant with partial screening by vegetation (trees and hedgerows) and buildings at The Vinery.</p> <p>Not Significant: Minor (all of the route)</p>	<p>The onshore cable corridor will be reinstated and there will be no residual effects on the views from this PRoW.</p> <p>N/A</p>

PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
PRoW 2207	<p><u>Lyminster to Arundel Station</u> Routed to the east of the rail line between Church Farm, Lyminster and Priory Farm at Arundel station.</p> <p>Level of effect:</p>	<p>Direct Effect: Route directly affected by construction - see Outline PRoWMP.</p> <p>Not assessed.</p>	<p>Approximately 300m north of the route (within the ZTV) is within 500m of the onshore cable corridor east of the railway line and partial vegetation (trees / hedges) indicating Medium-high (100m) to Negligible-Zero magnitude.</p> <p>A further 500m south of the route through the western edge of Lyminster is within 250m of the onshore cable corridor viewing intermittently across pasture fields with hedges and some trees indicating a Medium-high (100m) to Negligible-Zero magnitude.</p> <p>Significant: Major / Moderate (up to 200m of route)</p>	<p>The onshore cable corridor will be reinstated with little or no visual evidence of the construction works remaining visible in the middle distance Negligible - Zero.</p> <p>Minor and Not Significant</p>
PRoW (Arundel to Wiston – within SDNP)				
PRoW 2202 (Footpath)	<p><u>Crossbush Lane to A27</u> Routed across pasture fields.</p> <p>Level of effect:</p>	<p>None</p> <p>N/A</p>	<p>See Viewpoint S4 (Figure 19.56, Volume 3). Low magnitude.</p> <p>Not Significant: Moderate to Minor (Warningcamp B)</p>	<p>The onshore cable corridor will be reinstated and there will be no residual effects on the views from this PROW.</p> <p>N/A</p>

PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
<p>PRoW 2189 (Footpath) PRoW 2189/1 (Bridleway) PRoW 2217 (Footpath) PRoW 2218 (Footpath)</p>	<p><u>East of Clay Lane</u> Routes east of Clay Lane passing through woodland and/or pastoral fields (PRoW 2189 starting at Crossbush Lane).</p>	<p>None</p>	<p>Approximately 150 - 300m (PRoW 2189) of the routes to the immediate east of Clay Lane (overlapped by the ZTV) is within 250m of the onshore cable corridor, indicating a High to Medium-high magnitude.</p> <p>The remainder of the routes are within woodland or screened by intervening vegetation and/or not covered by ZTV indicating at most Negligible to Zero magnitude.</p>	<p>The onshore cable corridor will be reinstated with little or no visual evidence of the construction works remaining visible Negligible - Zero.</p>
	<p>Level of effect:</p>	<p>N/A</p>	<p>Significant: Major to Major / Moderate (for approximately 150 – 300m of PRoW 2189)</p> <p>Not Significant: Minor(for remainder of routes)</p>	<p>Minor and Not Significant</p>
<p>PRoW 3064/1 (Footpath) PRoW 3069 (Footpath) PRoW 2222 (Footpath) PRoW 2223 (Footpath)</p>	<p><u>River Arun</u> Routed adjacent to the River Arun as it passes to the east of Arundel and towards Burpham and Wepham</p>	<p>None</p>	<p>These routes are within 1km of the cable route and access routes (overlapped by the ZTV) indicating a Low to Negligible-Zero magnitude.</p>	<p>The onshore cable corridor will be reinstated and there will be no residual effects on the views from these PROW.</p>

PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
PRoW 2238 (Footpath)	Level of effect:	N/A	Not Significant: Minor (all routes)	N/A
PRoW 2219 (Bridleway) PRoW 2213 (Bridleway) PRoW 2221 (Bridleway) PRoW 2226 (Footpath)	<u>Warningcamp Hill</u> Routes on the south facing slopes and valley cutting on Warningcamp Hill Level of effect:	Direct Effect: Routes directly affected by construction - see Outline PRoWMP. Not assessed.	Approximately 100-200m of the routes near the onshore cable corridor will have the greatest visibility indicating Medium-high magnitude. The remainder sections of the routes will have very limited visibility indicating a Low to Negligible-Zero magnitude. Significant: Major to Major / Moderate (for approximately 100-200m of the routes) Not Significant: Minor to Negligible (for remainder sections of the routes)	The onshore cable corridor will be reinstated with little or no visual evidence of the construction works remaining visible Low to Negligible - Zero . Moderate to Minor and Not Significant
PRoW 2212 (Bridleway) PRoW 2215 (Bridleway) PRoW 2220/1 (Footpath)	<u>Hill Barn to Barpham</u> Routed to the south of Warningcamp Hill and continuing on the southern edge of the valley cutting to Upper Barpham	None	These routes are within 500m of the cable route and access routes (overlapped by the ZTV) with large parts of screening from intervening vegetation indicating a Low to Negligible-Zero magnitude.	The onshore cable corridor will be reinstated and there will be no residual effects on the views from these PRoW.

PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
	Level of effect:	N/A	Parts of PRoW 2215 are between 500m and 1km of the cable route and access routes (overlapped by the ZTV) with some screening from mature woodland indicating a Low to Negligible-Zero magnitude. Not Significant: Moderate to Minor (all routes)	N/A
PRoW 2226 (Footpath) PRoW 2256 (Footpath) PRoW 2256/1 (Footpath)	West of Perry Hill Routes accessing the southwestern and northwestern flanks of Perry Hill to the east and southeast of Wepham.	Direct Effect: Open trench crossing and potential temporary closure / partial closure of routes – see Outline PRoWMP. Parts of PRoW used as access routes.	Approximately 200-250m of the routes near the onshore cable corridor will have the greatest visibility indicating Medium-high magnitude. The remainder sections of the routes will have very limited visibility indicating a Low to Negligible-Zero magnitude.	The onshore cable corridor will be reinstated with little or no visual evidence of the construction works remaining visible Low to Negligible - Zero.
	Level of effect:	Not assessed.	Significant: Major to Major / Moderate (for approximately 200-250m of the routes) Not Significant: Minor (for remainder sections of the routes)	Moderate to Minor and Not Significant
PRoW 2214 (Bridleway)	Wepham Down Routes accessing Wepham Down from Hill Barn to the	Direct Effect: northern edges of PRoW section used as access route and potential temporary	Approximately 300m of these routes are within 250m of the cable route and access routes (overlapped by the ZTV) with	The onshore cable corridor will be reinstated with little or no visual evidence of the



PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
PRoW 2191/2 (Bridleway)	southeast and Barpham to the south.	closure / partial closure of routes – see Outline PRoWMP.	some screening from intervening vegetation indicating a High to Medium-high magnitude (see Viewpoint F1). The remainder of the routes are between 250m and 500m of the cable route and access routes (overlapped by the ZTV) with some screening from intervening vegetation indicating a <i>Medium</i> magnitude	construction works remaining visible Negligible - Zero.
	Level of effect:	Not assessed.	Significant: Major to Major / Moderate (300m of each route)	Minor and Not Significant
PRoW 2231 (Footpath) PRoW 2232 (Footpath) PRoW 2233/1 (Footpath) PRoW 2235 (Footpath) PRoW 2236 (Footpath)	<u>Burpham and Wepham</u> Routes surrounding and within Burpham and Wepham.	None	Although within 300m - 600m of the onshore cable corridor, the magnitude will be Low to Negligible to Zero due to surrounding buildings and intervening vegetation.	The onshore cable corridor will be reinstated and there will be no residual effects on the views from these PRoW.
	Level of effect:	N/A	Not Significant: Moderate to Minor	N/A

PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
PRoW 2227 (Footpath) PRoW 2230 (Footpath)	<u>South of Wepham</u> Routed to the south of Wepham	None	Although within 100-300m of the onshore cable corridor, the magnitude will be Low to Negligible to Zero due to surrounding buildings and intervening vegetation.	The onshore cable corridor will be reinstated and there will be no residual effects on the views from these PRoW.
	Level of effect:	N/A.	Significant: Moderate to Minor	N/A
PRoW 2247 (Bridleway) PRoW 2245 (Bridleway) PRoW 2249 (Bridleway) PRoW 3419 (Bridleway) PRoW 2252/1 (Bridleway)	<u>Burpham to Wepham Down</u> Routed between Burpham and Wepham Down and to the north of Wepham Down	None	Where overlapped by ZTV these routes are between 500m and 1km of the onshore cable corridor subject to intervening vegetation from hedgerows and arable crops Low to Negligible-Zero magnitude.	The onshore cable corridor will be reinstated and there will be no residual effects on the views from these PRoW.
	Level of effect:	N/A	Not Significant: Moderate to Minor	N/A
PRoW 2191 (Bridleway)	<u>Rackham Hill to Wepham Down</u> Routed between Rackham Hill and Wepham Down within the study area.	Direct Effect: Open trench crossing at southern end of the PRoW potential partial closure of route – see Outline PRoWMP.	Southern part of the route within 250m with greatest visibility of the onshore cable corridor indicating a High magnitude. Beyond 250m, the magnitude	The onshore cable corridor will be reinstated with little or no visual evidence of the construction works

PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
	Level of effect:	Not assessed.	reduces to Medium to Low (see Viewpoint F). Significant: Major / Moderate (250m of route) Not Significant: Moderate to Minor (remainder of route)	remaining visible Low to Negligible - Zero. Moderate to Minor and Not Significant
PRoW 3558/1 (Bridleway)	<u>Lee Farm to Wepham Down</u> Route following farm access track between Lee Farm and Wepham Down. Level of effect:	Direct Effect: Route used as Access Route potential temporary closure – see Outline PRoWMP. Not assessed	The majority of this route within 250m will have visibility of the onshore cable corridor indicating a High to Medium magnitude. Significant: Major to Major / Moderate	The onshore cable corridor will be reinstated with little or no visual evidence of the construction works remaining visible Negligible - Zero. Minor and Not Significant
PRoW 2252 (Bridleway)	<u>Lee Farm to Springhead Hill</u> Route following farm access tracks and crossing arable fields between Lee Farm and Springhead Hill. Level of effect:	Direct Effect: Route directly affected by construction - see Outline PRoWMP. Not assessed.	The majority of this route within 250m will have visibility of the onshore cable corridor indicating a High to Medium magnitude. Beyond 250m, visibility is reduced due to distance and intervening vegetation indicating a Low magnitude. Significant: Major to Major / Moderate (250m of route)	The onshore cable corridor will be reinstated with little or no visual evidence of the construction works remaining visible Low to Negligible - Zero. Moderate to Minor and Not Significant

PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
			Not Significant: Moderate to Minor (remainder of route)	
PRoW 2260 (Bridleway) PRoW 2173 (Bridleway) PRoW 2282/1 (Bridleway) PRoW 2209 (Bridleway)	<u>Chantry Post to Michelgrove / Longfurlong and South of Sullington Hill</u> Route following farm access tracks and crossing arable fields between Chantry Post and Michelgrove and Longfurlong (within the study area) and heading south from Sullington Hill. Level of effect:	Direct Effect: Route directly affected by construction - see Outline PRoWMP. Not assessed	The majority of the routes within 250m will have visibility of the onshore cable corridor indicating a High to Medium-high magnitude. Beyond 250m, visibility is gradually reduced due to distance and intervening vegetation indicating a <i>Low</i> magnitude. Significant: Major to Major / Moderate (250m of routes) Not Significant: Moderate to Minor (remainder of routes)	The onshore cable corridor will be reinstated with little or no visual evidence of the construction works remaining visible Low to Negligible - Zero . Moderate to Minor and Not Significant
PRoW 2671/1 (Bridleway) PRoW 3507 (Bridleway) PRoW 2551 (Bridleway) PRoW 2684 (Footpath)	<u>Chantry Hill and Kithurst Hill</u> Routes accessing Chantry Hill and Kithurst Hill.	None	Routes mostly within 300m -1km of the onshore cable corridor (where overlapped by the ZTV) indicating a Low to Negligible-Zero magnitude.	The onshore cable corridor will be reinstated and there will be no residual effects on the views from these PRoW.

PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
PRoW 2683 (Footpath)	Level of effect:	N/A	Not Significant: Moderate to Minor (all routes)	N/A
PRoW 2108/1 (Bridleway)	<u>Sullington to Sullington Hill</u> Route between Sullington and Sullington Hill	Direct Effect: Route directly affected by construction - see Outline PRoWMP.	The majority of the route within 250m will be visually affected by the construction works indicating a High to Medium-high magnitude.	The onshore cable corridor will be reinstated with little or no visual evidence of the construction works remaining visible Low to Negligible - Zero .
	Level of effect:	Not assessed	Significant: Major to Major / Moderate	Moderate to Minor and Not Significant
PRoW 2282 (Bridleway) PRoW 2689 (Bridleway)	<u>The Chantry and Hill Barn to Sullington Hill</u> Route accessing the north and eastern slopes of Sullington Hill.	None	These routes are within 100m to 300m of the cable route with some open views of the onshore cable corridor from the east slopes of Sullington Hill (overlapped by the ZTV) and adjacent to a construction access route indicating a High to Medium-high magnitude.	The onshore cable corridor will be reinstated and there will be no residual effects on the views from these PRoW.
	Level of effect:	N/A	Significant: Major to Major / Moderate	N/A
PRoW 2665 (Bridleway)	<u>Barns Farm and Clayton Farm</u>	Direct Effect: PRoW 2665 and 2697 directly	The majority of the routes nearest to the onshore cable corridor will have visibility of the	The onshore cable corridor will be reinstated with little or no visual

PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
PRoW 2691 (Bridleway) PRoW 2697 (Bridleway)	Routes along farm access tracks between Sullington Manor farm, Barnes Farm and Clayton Farm. Level of effect:	affected by construction - see Outline PRoWMP. Not assessed	works indicating a High to Medium-high magnitude with a gradual reduction to Low and Negligible-Zero towards 200-250m. Significant: Major to Major / Moderate	evidence of the construction works remaining visible Low to Negligible - Zero . Moderate to Minor and Not Significant
PRoW 2666 (Bridleway) PRoW 2996 (Footpath)	<u>Southwest of Washington</u> Routes from elevated areas at Barnsfarm Hill and Parkfield Farm to west of Washington. Level of effect:	None N/A	Very limited visibility of the cable route due to surrounding mature trees and hedges (where overlapped by the ZTV) within 350m to 500m indicating a Low to Negligible-Zero magnitude. Not Significant: Moderate to Minor	The onshore cable corridor will be reinstated and there will be no residual effects on the views from these PRoW. N/A
PRoW 2623 (Bridleway)	<u>Heath Common to Clayton Farm</u> Route following urban roads and farm access between Heath Common and Clayton Farm Level of effect:	None N/A	Mostly screened by urban environment, hedgerow and mature trees indicating a Negligible-Zero magnitude Not Significant: Minor	The onshore cable corridor will be reinstated and there will be no residual effects on the views from these PRoW. N/A
PRoW 2698 (Footpath)	<u>North of Washington</u> Route north of Washington adjacent to A24	Direct Effect: Route directly affected by construction - see Outline PRoWMP.	Very limited visibility of the cable route as it is a trenchless crossing with any outwards views to the west screened by roadside	The onshore cable corridor will be reinstated and there will be no

PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
	Level of effect:	Not assessed	vegetation indicating a Low to Negligible-Zero magnitude. Not Significant: Minor	residual effects on the views from these PRoW. N/A
PRoW 2701 (Footpath)	<u>Northeast of Washington</u> Route between The Hollow and the A283	Direct Effect: Route directly affected by construction - see Outline PRoWMP.	Southern end of PRoW with greatest visibility of the construction compound with no visibility from remainder of the route indicating a High to Negligible-Zero magnitude.	The onshore cable corridor will be reinstated and there will be no residual effects on the views from these PRoW.
	Level of effect:	Not assessed	Significant: Major to Major / Moderate (southern section of the route) Not Significant: Minor (remainder of route)	N/A
PRoW 2704 (Bridleway) PRoW 2706 (Bridleway) PRoW 2705 (Bridleway) PRoW 2089/1 (Bridleway)	<u>Chanctonbury Hill</u> Routes accessing the northern slopes and base of Chanctonbury Hill	None	Very limited visibility of the cable route due to surrounding mature trees and woodland as described in Viewpoint I (Figure 19.41, Volume 3) (where overlapped by the ZTV) within 500m to 1km indicating a Low to Negligible-Zero magnitude.	The onshore cable corridor will be reinstated and there will be no residual effects on the views from these PRoW.

PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
	Level of effect:	N/A	Not Significant: Moderate to Minor	N/A
PRoW 2696 (Footpath) PRoW 2089/2 (Footpath) PRoW 2699 (Footpath) PRoW 3181 (Footpath)	<u>East of Washington</u> Routes accessing pastoral fields and farm access tracks to the east of Washington Level of effect:	None	Limited visibility of the onshore cable corridor due to surrounding mature trees and woodland and topography (where overlapped by the ZTV) within 250m indicating a Low to Negligible-Zero magnitude.	The onshore cable corridor will be reinstated and there will be no residual effects on the views from these PRoW.
	Level of effect:	N/A	Not Significant: Moderate to Minor	N/A
PRoW 2703 (Bridleway)	<u>The Pike to Chanctonbury Hill</u> Routed between the A283 at The Pike and the base of Chanctonbury Hill following farm access tracks. Level of effect:	Direct Effect: Route directly affected by construction - see Outline PRoWMP. Not assessed.	Northern end of PRoW with greatest visibility of the onshore cable corridor with no visibility from remainder of the route indicating a High to Negligible-Zero magnitude. Significant: Major to Major / Moderate (northern section of the route) Not Significant: Minor (remainder of route)	The onshore cable corridor will be reinstated and there will be no residual effects on the views from these PRoW. N/A

PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
PRoW (Wiston to Bolney – north of SDNP)				
PRoW 2604 (Footpath)	<u>Upper Chancton</u> Route between The Hollow and Birch Copse at Upper Chancton.	None	Route passes around the perimeter of a construction compound for approximately 650m resulting in a High to Medium-high magnitude of change for this section. No visibility of onshore cable corridor.	The arable field will be reinstated and there will be no residual effects on the views from these PROW.
		Level of effect:	N/A	Significant: Major to Major / Moderate (650m)
PRoW 2616 (Footpath) PRoW 2617 (Footpath)	<u>Upper Chancton to Wiston</u> Routed between the A24 and Abbots Farm at Hole Street, Wiston.	None	PRoW 2616 and 2617 within 250m of a construction compound for approximately 500m of the PRoWs indicating a High to Medium-high magnitude of change. Limited visibility beyond 250m due to intervening mature vegetation indicating a Low to Negligible-Zero magnitude.	The onshore cable corridor and arable field will be reinstated and there will be no residual effects on the views from these PROW.
		Level of effect:	N/A	Significant: Major to Major / Moderate (500m of routes) Not Significant: Moderate to Minor (remainder of routes)
PRoW 2710	<u>Wiston</u>	Direct Effect: Route directly affected by	Northern sections of these routes will have the greatest visibility of	The onshore cable corridor will be reinstated



PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
(Footpath) PRoW 2709 (Footpath) PRoW 2711 (Bridleway)	Routed between Wiston and the A283 / Water Lane. Level of effect:	construction - see Outline PRoWMP. Not assessed.	the onshore cable corridor for approximately 200m indicating a High to Medium-high magnitude, as indicated in Viewpoint J1. The southern sections of the route will have limited visibility due to farm buildings and mature intervening vegetation indicating a Low to Negligible-Zero magnitude.	with little or no visual evidence of the construction works remaining visible Low to Negligible - Zero . Moderate to Minor and Not Significant
			Significant: Major to Major / Moderate (northern sections of the routes) Not Significant: Moderate to Minor (southern section of the routes)	
PRoW 2514 (Footpath)	<u>Kings Barn Farm to Horsebrook Cottage</u> Routed between Kings Barn Farm and Horsebrook Cottage through wooded farmland and pasture. Level of effect:	Direct Effect: Route directly affected by construction - see Outline PRoWMP. Not assessed.	Up to 100-150m north and south of the onshore cable corridor will have the greatest visibility indicating a High to Medium-high magnitude gradually reducing with distance and intervening vegetation indicating a Low to Negligible-Zero magnitude. Significant: Major to Major / Moderate (100-150m of route) Not Significant: Moderate to Minor (remainder of the route)	The onshore cable corridor will be reinstated with little or no visual evidence of the construction works remaining visible Negligible - Zero . Minor and Not Significant

PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
PRoW 2594 (Bridleway)	<u>North and east of College Wood Farm</u> Routed between Spithandle Lane / Spithand's Nursey and Calcot Wood. Level of effect:	Direct Effect: Route directly affected by construction - see Outline PRoWMP. Not assessed.	See Viewpoint K1: The magnitude of change will vary from High to Medium-high within 100-150m of the onshore cable corridor gradually reducing with distance and intervening vegetation.	The onshore cable corridor will be reinstated with little or no visual evidence of the construction works remaining visible Low to Negligible - Zero . Moderate to Minor and Not Significant
			Significant: Major to Major / Moderate (100-150m of route) Not Significant: Moderate to Minor (remainder of the route)	
PRoW 2589 (Footpath) PRoW 2590 (Footpath)	<u>Pepper's Lane, Ashurst</u> Routed to the south of Pepper's Lane and to the southwest of Ashurst. Level of effect:	None N/A	Very limited visibility of the onshore cable corridor due to the layering effect of intervening vegetation, even in the winter, and farm buildings indicating Negligible-Zero magnitude. Not Significant: Minor	The onshore cable corridor will be reinstated and there will be no residual effects on the views from these PRoW. No effect
PRoW 2588 (Footpath)	<u>Ashurst to Blakes Farm</u> Routed between School Lane, Ashurst and Blakes Farm.	Direct Effect: Route directly affected by construction - see Outline PRoWMP.	Short range views from the northern section of the route indicating a High to Medium-high magnitude.	The onshore cable corridor will be reinstated with little or no visual evidence of the construction works remaining visible Negligible - Zero .

PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
	Level of effect:	Not assessed.	Significant: Major to Major / Moderate	Minor and Not Significant
PRoW 2599, 2596, 1868, 1872, 2591, 1873, 1867 – no visibility of onshore cable corridor				
PRoW 2589/1 (Bridleway)	Spithandle Road to Horsham Road Routed between Spithandle Road to Horsham Road via west of Calcot Wood	Direct Effect: Route directly affected by construction - see Outline PRoWMP.	Up to 50-100m north and south of the onshore cable corridor will have the greatest visibility indicating a High to Medium-high magnitude gradually reducing with distance and intervening vegetation indicating a Low to Negligible-Zero magnitude.	The onshore cable corridor will be reinstated with little or no visual evidence of the construction works remaining visible Negligible - Zero.
	Level of Effect:	Not assessed.	Significant: Major to Major / Moderate (50-100m of route) Not Significant: Moderate to Minor (remainder of the route)	Minor and Not Significant
PRoW 2519 (Footpath) PRoW 2520 (Footpath)	Northwest of Ashurst Routed between B2135 at Ashurst and Eatons Farm / Bines Green.	Direct Effect: Routes directly affected by construction - see Outline PRoWMP.	See Viewpoint K: The magnitude of change will vary from High to Medium-high within 100-150m of the onshore cable corridor gradually reducing with distance and intervening vegetation.	The onshore cable corridor will be reinstated with little or no visual evidence of the construction works remaining visible Low to Negligible - Zero.
	Level of effect:	Not assessed.	Significant: Major to Major / Moderate (100-150m of routes)	Moderate to Minor and Not Significant



PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
			Not Significant: Moderate to Minor (remainder of the routes)	
PRoW 2587 (Bridleway)	<u>Northover</u> Route between Northover Farm and Upper Northover Farm Level of effect:	None N/A	Between 550m and 1km of the cable route surrounding mature trees and hedgerows (where overlapped by the ZTV) within 500m to 1km indicating a Negligible-Zero magnitude. Not Significant: Minor	The onshore cable corridor will be reinstated and there will be no residual effects on the views from this PRoW. N/A
PRoW 2583/2 (Footpath)	<u>Blakes Farm to Upper Northover Farm</u> Routed between Blakes Farm to Upper Northover Farm. Level of effect:	None N/A	Due to mature vegetation to the north and along the route visibility from much of the route is limited indicating a Low to Negligible-Zero magnitude. Not Significant: Moderate to Minor	The onshore cable corridor will be reinstated and there will be no residual effects on the views from this PRoW. N/A
PRoW 3200 (Footpath)	<u>River Adur</u> Route following the River Adur Level of effect:	None N/A	Generally limited visibility of the onshore cable corridor due to intervening vegetation between the route and onshore cable corridor indicating a Low to Negligible-Zero magnitude. Not Significant: Minor	The onshore cable corridor will be reinstated and there will be no residual effects on the views from this PRoW. N/A

PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
PRoW 2521, 2518, 2370/01, 2370, 1871, 2372 and group of PRoWs between east / southeast of PRoW 3200 and west / northwest of Henfield – no visibility of onshore cable corridor				
PRoW 3514 (Bridleway) (Downs Link)	<u>Henfield to Partridge Green</u> Route follows the Downs Link between Henfield and Partridge Green.	Assessed as part of the Downs Link long distance route in Table 1-4 .		
PRoW 2372 (Footpath) PRoW 2372/1 (Footpath) PRoW 2372/2 (Bridleway)	<u>South of Partridge Green</u> Routes to the south of Partridge Green between Bines Farm, Homelands Farm and the Sewage Works. Level of effect:	Direct Effect: Routes directly affected by construction access routes - see Outline PRoWMP. Not assessed.	Generally, very limited visibility of the onshore cable corridor, however, close range visibility of the access routes for construction (within 50-100m) indicating a High to Medium-high magnitude. Significant: Major to Major / Moderate (50-100m of routes) (Access routes) Not Significant: Moderate to Minor (remainder of the routes)	The onshore cable corridor will be reinstated and there will be no residual effects on the views from this PRoW. N/A
PRoW 1841 (Footpath)	<u>West of Shermanbury</u> Route between Shermanbury and Partridge Green	Direct Effect: Route directly affected by construction - see Outline PRoWMP.	Up to 100-200m east and west of the onshore cable corridor will have the greatest visibility indicating a High to Medium-high magnitude gradually reducing with distance and	The onshore cable corridor will be reinstated with little or no visual evidence of the construction works

PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
	Level of effect:	Not assessed.	<p>intervening vegetation indicating a Low to Negligible-Zero magnitude.</p> <p>Significant: Major to Major / Moderate (100-200m of route)</p> <p>Not Significant: Moderate to Minor (remainder of the route)</p>	<p>remaining visible Low to Negligible - Zero.</p> <p>Moderate to Minor and Not Significant</p>
PRoW 2374 (Footpath)	<p><u>Southwest of Shermanbury</u> Route between Shermanbury and Homelands Farm.</p> <p>Level of Effect:</p>	Direct Effect: Route directly affected by construction access routes - see Outline PRoWMP.	<p>Up to 50-200m east and west of the onshore cable corridor will have the greatest visibility indicating a High to Medium-high magnitude gradually reducing with distance and intervening vegetation indicating a Low to Negligible-Zero magnitude.</p> <p>Significant: Major to Major / Moderate (50-200m of route)</p> <p>Not Significant: Moderate to Minor (remainder of the route)</p>	<p>The onshore cable corridor will be reinstated with little or no visual evidence of the construction works remaining visible Low to Negligible - Zero.</p> <p>Moderate to Minor and Not Significant</p>
PRoW 1841/1 (Footpath) PRoW 2808 (Footpath)	<p><u>East of Partridge Green</u> Routes in open areas to the east of Partridge Green.</p>	None	<p>Generally limited visibility of the onshore cable corridor due to intervening vegetation between the routes and onshore cable corridor indicating a Low to Negligible-Zero magnitude.</p>	<p>The onshore cable corridor will be reinstated and there will be no residual effects on the views from these PRoW.</p>

PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
	Level of effect:	N/A	Not Significant: Minor	N/A
PRoW 2800 (Bridleway)	<u>Northeast of Partridge Green</u> Route North of Dunstan's Farm and the B2116.	None	Within 200-250m of the onshore cable corridor (where overlapped by ZTV) and adjacent to Access Route 24 entrance on B2116 some intervening vegetation - indicating a High to Medium-high magnitude of change.	The onshore cable corridor will be reinstated with little or no visual evidence of the construction works remaining visible Negligible - Zero.
	Level of effect:	N/A	Significant: Major to Major / Moderate (200-250m of route)	Minor and Not Significant
PRoW 1761, 2531, 2538, 2378, PRoWs south and east of Shermanbury, and all PRoWs north of Partridge Green – no visibility of onshore cable corridor				
PRoW 1774 (Bridleway)	<u>Blanches Farm to A281 at Parkminster Wood</u> Routed along Reeds Lane and north of Wymarks Wood to the A281 at Greentree Farm.	Direct Effect: Route directly affected by construction Access Route 28 - see Outline PRoWMP.	Very little visibility from Blanche's Farm until Greentree Farm due to intervening vegetation, however, there will be views to the south between the A281 and Greentree Farm (Viewpoint W) of the construction works, Access Route 28, HDD compound and onshore cable corridor for approximately 300m of the route indicating a High magnitude of change.	The onshore cable corridor will be reinstated with little evidence of the construction works remaining visible in the foreground associated with vegetation loss. Medium to Negligible – Zero magnitude.
	Level of effect:	Not Assessed	Significant: Major (300m of route)	Significant: Major / Moderate (300m of route)

PRoW No.	Route description	Temporary construction compound		Operation and maintenance phase (Year 1)
		Direct effects (within onshore cable corridor)	Indirect effects (areas overlapped by ZTV)	
PRoW 1772 (Footpath)	<p><u>Parkminster</u> Route to the south of St Hugh's Charterhouse monastery and Parkminster Farm from the A281.</p> <p>Level of effect:</p>	None	Not Significant: Minor (remainder of route) Very little visibility along the route due to surrounding woodland areas. Visibility where the route meets the A281 which will be approximately 300m from the onshore cable corridor and will be adjacent to Access Route 27 indicating a Medium magnitude at this location.	Not Significant: Minor (remainder of route) The onshore cable corridor will be reinstated and there will be no residual effects on the views from this PRoW.
			N/A	Significant: Major / Moderate (at junction with A281)
PRoW 2377 (Footpath)	<p><u>Shermanbury: A821 to Ewhurst</u> This route is located north of Shermanbury between the A281 and Ewhurst Manor / Ewhurst Cottages.</p> <p>Level of effect:</p>	None	Very little visibility along much of the route due to surrounding woodlands. Negligible-Zero magnitude.	The onshore cable corridor will be reinstated and there will be no residual effects on the views from this PRoW.
		N/A	Not Significant: Minor	No effect

PRoW along onshore cable corridor between the A281 and Substation Search Area Options A and B

- 1.4.23 There are multiple onshore cable corridor route options and construction access options with some HDD construction compound requirements each extending between 4-6km across the landscape. Effects of the Substation Search Area Options on PRoWs are assessed separately in **Chapter 19, Volume 2**. In accordance with the assessed effects on the PRoW in **Table 1-5**, the level of effect will generally be greater due to the closer proximity of the construction activities. A summary of potential significant effects will be as follows:

Wineham Lane North / South Route 1A:

- Direct Effects (PRoWs 1785, 2384, 2382, 2383, 1792, 1790, 1T, 8T);
- Indirect Effects (All above PRoWs + PRoWs 2380, 1791, 34Bo, 36Bo - all within 200m)

Wineham Lane North / South Route 1B:

- Direct Effects (PRoWs 2382, 2383, 1792, 8T);
- Indirect Effects (All above PRoWs + PRoWs 2380, 34Bo – all within 100-200m)

Bolney Road / Kent Street Route 1C & 1D:

- Direct Effects (PRoWs 1781, 1776/1, 1782, 1783, 1730, 1787, 1789, 1T / 36Bo);

- 1.4.24 Preliminary assessment of the above PRoWs, subject to further design maturity indicates that the visual effects will be **Major** to **Major / Moderate** and Significant <200m of the onshore cable corridor, construction compounds and access routes, reducing to Not Significant beyond.

Whole Proposed Development Effects on PRoW

- 1.4.25 A number of routes on PRoW network, particularly towards the coast and those on higher ground with the SDNP will have views of the offshore elements of the Proposed Development. These are assessed in **Chapter 16, Volume 2**.

Cumulative Effects on PRoW

- 1.4.26 A number of PRoWs will be subject to significant cumulative effects (combined and additional effects) and include PRoW 3566 and 1840 (due to the DC/20/1697 application), PRoW 2207 (due to the Arundel bypass application), PRoW 168 (due to the CM/1/17/OUT consented development), and PRoW 206 (due to the LU/238/20/OUT application).
- 1.4.27 PRoWs on the coastline at Atherington will also be experienced cumulatively with the on-going works to the sea defences at Climping Beach already accounted for in this assessment as part of the existing baseline.

1.5 Visual Effects on Views from Recreational and Tourist Destinations

- 1.5.1 The visual assessment has considered the potential visual effects likely to be experienced by people at recreational / visitor or tourist destinations or attractions, which are overlapped by the ZTV, within the study area. Each of these locations were visited and / or assessed with the use of ZTVs and wirelines.
- 1.5.2 All of the destinations have been assessed as of **High** sensitivity on account of their High to Medium value as recreational and tourist destinations, some located within designated landscapes and the High susceptibility of the people visiting these destinations, whose attention will be focused on the landscape around them,
- 1.5.3 Recreational and Tourist Destinations within 2km located outwith the ZTV are not included in the assessment. Publicly accessible National Trust Sites and Ancient Woodlands illustrated on **Figures 19.7ai-iii, Volume 3** will have no visibility of the onshore cable corridor.
- 1.5.4 The ZTV and viewpoint analysis indicate that significant visual effects will extend up to 1km from the onshore cable corridor. As a result of this, only Recreational and Tourist Destinations within 1km of the onshore cable corridor are included in the detailed assessment below as receptors beyond this distance will either have no views of the onshore elements of the Proposed Development or very limited visibility due to screening from intervening vegetation, built-form and / or landform.
- 1.5.5 In summary, 7 of the 15 recreational and tourist destinations assessed within the study area will experience significant visual effects during the construction phase including Climping Beach, Climping Camp Site, Climping Caravan Park, Open Access Land at Barpham Hill, Chantry Hill and Sullington Hill, and Washington Caravan Park. The views from Climping Caravan Park and Washington Caravan Park will be significantly affected due to the construction compound, whilst views from Climping Camp Site, and Open Access Land at Chantry and Sullington Hills will be significantly affected due to the access routes. During the operation phase (Year 1), none of the recreational and tourist destinations will be significantly affected by the onshore cable corridor.

Table 1-6 Visual Effects of Onshore cable corridor on Recreational and Tourist Destinations

Recreational and Tourist Destinations – Climping to Arundel (south of SDNP)		
Littlehampton Golf Club		
Figures: 19.4a-b and 19.7ai, Volume 3		
Landscape designation	None	
Receptor description	Littlehampton Golf Club is located on the flat floodplains to the immediate west of the River Arun and the immediate north of the beach, sand dunes and coastline. The golf course is accessed from a riverside road to the east and is bordered to the west and north by a woodland belt and berm which restrict views in this direction. Part of the course is currently excavated for the modification of three holes (due to be completed in 2022). The golf course is located between approximately 0.4km and 1.4km distance from the onshore cable corridor.	
Sensitivity	High	
Magnitude of change		
Onshore cable corridor	Construction phase Due to the screening from a woodland belt and berm to the north and west of the golf, course combined with the flat topography, there will be very limited visibility of the onshore cable corridor. Visibility may occur where the vegetation thins (around the 12 th hole), exposing potential views beyond a berm to the northwest. From here there may be distant views of the onshore cable corridor as it crosses the arable field beyond and the HDD construction compound. Glimpsed views will include construction traffic and activities along the onshore cable corridor - notably construction machinery and soil storage. The scale of change will affect a very small horizontal FoV and although contrasting with the landscape the activities will not be dissimilar to intensive periods of agricultural activity involving multiple farm machinery. The magnitude of change will be Negligible-Zero .	
	Level of effect	Minor and Not Significant
	Type of effect	Short-term, temporary, direct, and neutral

	Operation and maintenance phase (Year 1)	
	There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. Therefore, the magnitude of change will be Zero .	
	Level of effect	N/A
	Type of effect	N/A
Temporary construction compound	None of the main construction compounds will be visible from the golf course.	
Temporary construction and operational access routes	None of the access routes will be visible from the golf course.	
Limitations / Assumptions	None	
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase may be visible from the golf course. The effects are assessed in detail in Chapter 16, Volume 2 as Major and Significant . The whole Proposed Development effects will therefore be Major and Significant due to the offshore elements of the Proposed Development.	
Cumulative effects assessment	The whole Proposed Development will be experienced cumulatively with the on-going works to the sea defences at Climping Beach however there will be very limited views of the defence as part of the existing baseline. None of the cumulative developments will be visible from this golf course. Therefore, there will be no cumulative effects.	

Littlehampton West and East Beach including Climping Beach

Figures: 19.4a-b and 19.7ai, Volume 3

Viewpoint: A (Figure 19.24, Volume 3)



Landscape designation	None
Receptor description	The beach at Littlehampton is divided into two separate beach areas at either side of the River Arun (East Beach and West Beach). East Beach forms the shoreline for the main settlement of Littlehampton and runs for approximately 1.6km east from the River Arun estuary. It is a sand and shingle beach and is a very popular recreational area with tourists and local residents. Most of the views to the north and northwest are screened by the built environment within the settlement. West Beach is also a sand and shingle beach located to the west of the River Arun estuary and is also a popular beach – although less immediately accessible from the main settlement. West Beach is known and promoted for its sand dunes located on the northern edge of the beach which are accessible but screen views to the north from much of the beach area. Beyond the sand dunes, the beach extends towards Atherington (Climping Beach) where there is car parking available and a sea defence is partly under construction. West Beach will be located between approximately 0.5km and 1.4km from the nearest point of the onshore cable corridor. East Beach will be located between approximately 1.4km and 3.2km from the nearest point of the onshore cable corridor.
Sensitivity	High
Magnitude of change	
Onshore cable corridor	<p>Construction phase</p> <p>Due to the screening from the built environment and sand dunes to the west, there will be no visibility of the onshore cable corridor from East Beach. Similarly, due to the sand dunes and the slope of the beach, there will be very limited views of the very limited visibility of the onshore cable corridor from West Beach. Visibility may occur from the top of the sand dunes and at the western end of the dunes near Climping where there is an interpretation board ('The Climping Gap') oriented to focus the view across the arable field where the onshore cable corridor will run. From here there may be a distant, filtered view of the onshore cable corridor as it crosses the arable field beyond foreground scrub vegetation and hedgerow. Filtered views will continue between the sand dunes and Atherington with some open views from the northern edge of the beach as illustrated in Viewpoint A (Figure 19.24, Volume 3). Views will include construction traffic and activities along the onshore cable corridor - notably construction machinery and soil storage and the HDD compound which will be visible as background features. The scale of change will affect a very small horizontal FoV and although contrasting with the landscape the activities will not be dissimilar to intensive periods of agricultural activity involving multiple farm machinery.</p> <p>The magnitude of change will be Negligible-Zero for West and East beaches, and Medium at the northern edge of Climping beach</p>



	Level of effect	Minor and Not Significant (Littlehampton East and West Beach) Major / Moderate and Significant (Climping Beach)
	Type of effect	Short-term, temporary, direct and adverse to neutral
	Operation and maintenance phase (Year 1): There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. Therefore, the magnitude of change will be Zero .	
	Level of effect	N/A
	Type of effect	N/A
Temporary construction compound	None of the main construction compounds will be visible from the beaches.	
Temporary construction and operational access routes	None of the access routes will be visible from the golf beaches.	
Limitations / assumptions	None	
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will be visible from Littlehampton East and West Beaches. The effects are assessed in detail in Chapter 16, Volume 2 as Major and Significant . The whole Proposed Development effects will therefore be Major to Major / Moderate and Significant to Minor and Not Significant .	
Cumulative effects assessment	The whole Proposed Development will be experienced cumulatively with the on-going works to the sea defences at Climping Beach (visible in the foreground of Viewpoint A) and already accounted for in this assessment as part of the existing baseline. None of the cumulative developments will be visible from the beaches. Therefore, there will be no cumulative effects.	



Climping Camp Site	
Figures: 19.4a-b and 19.7ai, Volume 3	
Landscape designation	None
Receptor description	Climping Camp Site is located in a triangle of land to the south of Kent's Farm and Brookpits. It is surrounded by large arable fields and bordered by scrub and trees which limit views of the wider landscape, although there are gaps in the scrub. Climping Camp Site is located between approximately 0.2km and 0.3km from the onshore cable corridor.
Sensitivity	High
Magnitude of change	
Onshore cable corridor	Construction phase Construction works associated with the onshore cable corridor will be visible to users of the camp site where there will be views of the works in the arable field in the fore to midground. Views will include construction traffic and activities along the onshore cable corridor - notably construction machinery, soil storage, fencing and welfare facilities associated with the construction works. Local task and vehicle lighting may be visible in the view in poor weather conditions. The scale of change will affect a large horizontal FoV and although contrasting with the landscape the activities will not be dissimilar to intensive periods of agricultural activity involving multiple farm machinery. The magnitude of change will be High to Medium-high .
	Level of effect: Major to Major/ Moderate and Significant
	Type of effect: Short-term, temporary, direct and adverse to neutral
	Operation and maintenance phase (Year 1) There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. Therefore, the magnitude of change will be Zero .
	Level of effect: N/A
	Type of effect: N/A
Temporary construction compound	None of the main construction compounds will be visible from the camp site.



<p>Temporary construction and operational access routes</p>	<p>Construction phase There will be views of a temporary access road following an existing track (Bread Lane) heading southeast from Crookthorn Lane. The route will pass through open arable fields to the west of Climping Camp Site and joins existing access tracks running along the southern boundary of the camp site. Views will include the movement of construction vehicles and equipment. The access route will be partly screened by intervening vegetation but where visible will typically be in the foreground to midground of views affecting a medium to large horizontal FoV. The magnitude of change will be High to Medium-high.</p> <table border="1" data-bbox="389 555 2092 655"> <tr> <td>Level of effect:</td> <td>Major to Major / Moderate and Significant</td> </tr> <tr> <td>Type of effect:</td> <td>Short-term, temporary, direct and adverse to neutral</td> </tr> </table> <p>Operation and maintenance phase (Year 1) There will be no view of the access route as works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. Therefore, the magnitude of change will be Zero.</p> <table border="1" data-bbox="389 783 2092 879"> <tr> <td>Level of effect:</td> <td>N/A</td> </tr> <tr> <td>Type of effect:</td> <td>N/A</td> </tr> </table>	Level of effect:	Major to Major / Moderate and Significant	Type of effect:	Short-term, temporary, direct and adverse to neutral	Level of effect:	N/A	Type of effect:	N/A
Level of effect:	Major to Major / Moderate and Significant								
Type of effect:	Short-term, temporary, direct and adverse to neutral								
Level of effect:	N/A								
Type of effect:	N/A								
<p>Limitations / assumptions</p>	<p>Assumed that any hedgerow removed will be replanted. It is assumed that any temporary access route surface will be removed.</p>								
<p>Whole Proposed Development effects</p>	<p>Not assessed as the receptor has not been included in Chapter 16, Volume 2.</p>								
<p>Cumulative effects assessment</p>	<p>None of the cumulative developments will be visible from the camp site. Therefore, there will be no cumulative effects.</p>								
<p>Climping Caravan Park</p>									
<p>Figures: 19.4a-b and 19.7ai, Volume 3</p>	<p>Viewpoint: B (Figure 19.25, Volume 3)</p>								
<p>Landscape designation</p>	<p>None</p>								



Receptor description	<p>Climping Caravan Park is located to the north of the A259 opposite the Ferry Road junction. It is situated in a relatively open area surrounded by open arable fields to the north, east and west. Caravans within the site are in close proximity to each other and many have internal views of the caravan park only. Those situated on the edge of the caravan park, however, experience open views across the arable fields. Climping Caravan Park is located between approximately 0.15km and 0.3km from the onshore cable corridor.</p>	
Sensitivity	High	
Magnitude of change		
Onshore cable corridor	Construction phase	
	<p>Construction works associated with the onshore cable corridor will be visible to receptors in the caravan park – particularly those located on the eastern and northern edges where there will be views of the works in the arable field in the foreground. Other machinery, vehicle movements, access tracks and welfare facilities associated with the construction works will also be visible in the view. Local task and vehicle lighting may be visible in the view in poor weather conditions. The scale of change will affect a large horizontal FoV and although contrasting with the landscape the activities will not be dissimilar to intensive periods of agricultural activity involving multiple farm machinery. The magnitude of change will range from High to Medium-high (northern and eastern edge) to Negligible-Zero (on the remainder of the park)</p>	
	Level of effect:	Major to Major / Moderate and Significant (northern and eastern edge of the park) Minor and Not Significant (remainder of the park)
	Type of effect:	Short-term, temporary, direct and adverse to neutral
	Operation and maintenance phase (Year 1)	
	<p>There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. Therefore, the magnitude of change will be Zero.</p>	
Level of effect:	N/A	
Type of effect:	N/A	
Temporary construction compound	<p>Construction phase There will be visibility of the construction compound in the adjacent arable field to the west of Climping Caravan Park. Views will include soil storage, perimeter fencing, the movement of construction vehicles and equipment, storage of</p>	

(including HDD)	<p>materials and equipment, welfare facilities and office space. Views will typically be in the foreground, particularly to receptors to the west of the caravan park, affecting a large horizontal FoV.</p> <p>The magnitude of change will range from High to Medium-high (western edge) to Negligible-Zero (on the remainder of the park)</p>	
	Level of effect:	Major to Major / Moderate and Significant (western edge of the park) Minor and Not Significant (remainder of the park)
	Type of effect:	Short-term, temporary, direct and adverse to neutral
	Operation and maintenance phase (Year 1)	
	<p>There will be no view of the construction compound as works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. Therefore, the magnitude of change will be Zero.</p>	
	Level of Effect:	N/A
Type of Effect:	N/A	
Temporary construction and operational access routes	Construction phase	
	<p>There will be visibility of the access route from Church Road. This will pass along the arable fields to the north of Climping Caravan Park. Views will include the movement of construction vehicles and equipment. Views will typically be in the foreground to midground of the view, particularly to receptors to the north of the caravan park, affecting a large horizontal FoV.</p> <p>The magnitude of change will range from High to Medium-high (northern edge) to Negligible-Zero (on the remainder of the park)</p>	
	Level of Effect:	Major to Major / Moderate and Significant (northern edge of the park) Minor and Not Significant (remainder of the park)
	Type of Effect:	Short-term, temporary, direct and adverse to neutral
	Operation and maintenance phase (Year 1)	
	<p>There will be no view of the access route as works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. Therefore, the magnitude of change will be Zero.</p>	
Level of effect:	N/A	
Type of effect:	N/A	



Limitations / assumptions	The access route including any crushed rock used will have been removed and not retained for future access.
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from Climping Caravan Park. Therefore, the whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.
Cumulative effects assessment	None of the cumulative developments will be visible from the Caravan Park. Therefore, there will be no cumulative effects.

Brookside Caravan Park

Figures: 19.4a-b and 19.7ai, Volume 3

Landscape designation	None
Recreational and tourist receptor description	Brookside Caravan Park is located along the A284 to the north of Littlehampton and the south of Lyminster. The caravan park is bounded by tall hedgerow to the north, south and west which restricts views into the surrounding landscape. To the north of Brookside Caravan Park, a large open arable field forms a gap before the settlement of Lyminster, to the west there are pastoral fields and to the south, across the Black Ditch watercourse are residential properties. Brookside Caravan Park is located between approximately 0.5km and 0.7km from the onshore cable corridor.
Sensitivity	High

Magnitude of change

Onshore cable corridor	Construction phase	
	There will be very limited visibility of the construction works associated with the onshore cable corridor through gaps in the perimeter hedgerows and in winter views where there will be filtered background views, particularly those receptors located on the western and northern edges. Filtered views will include construction traffic and activities along the onshore cable corridor - notably construction machinery and soil storage. The scale of change will affect a small horizontal FoV and although contrasting with the landscape the activities will not be dissimilar to intensive periods of agricultural activity involving multiple farm machinery. The magnitude of change will be Negligible-Zero .	
	Level of effect:	Minor and Not Significant



	Type of effect:	Short-term, temporary, direct and neutral
	Operation Year 1	There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. Therefore, the magnitude of change will be Zero .
	Level of effect:	N/A
	Type of effect:	N/A
Temporary construction compound		None of the main construction compounds will be visible from the caravan park.
Temporary construction and operational access routes	Construction phase	There will be visibility of an access route running adjacent to the northern boundary of Brookside Caravan Park from the A284. This will follow an existing PRow and will involve widening the existing track to up to 10m in width. Views will include the movement of construction vehicles and equipment. This will typically be in the foreground of the view (albeit beyond the existing boundary hedgerow), particularly to receptors to the north of the caravan park, affecting a narrow to medium horizontal FoV where there are gaps in the existing hedgerow and in filtered winter views. Traffic will be in the context of the existing A284. The magnitude of change will be Medium-low .
	Level of effect:	Moderate and Not Significant
	Type of effect:	Short-term, temporary, direct and adverse to neutral
	Operation Year 1	There will be no view of the access route as works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. Therefore, the magnitude of change will be Zero .
	Level of effect:	N/A
	Type of effect:	N/A
Limitations / assumptions		The access route including any crushed rock used will have been removed and not retained for future access.

Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from Brookside Caravan Park. Therefore, the whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.
Cumulative effects assessment	None of the cumulative developments will be visible from the Caravan Park. Therefore, there will be no cumulative effects.

Recreational and Tourist Destinations – Arundel to Wiston (within SDNP)

Crossbush Caravan Park

Figures: 19.4a-b and 19.7aii, Volume 3

Landscape designation	South Downs National Park
Recreational and tourist receptor description	Crossbush Caravan Park is located along the A27 / Crossbush Lane within the settlement of Crossbush. The caravan park is bounded by tall hedgerows to the south and east and residential property to the north which collectively restrict views into the surrounding landscape. Pastoral fields are located to the east and south of the caravan park beyond the hedgerow, and the busy A27 is located to the west and south. Crossbush Caravan Park is located between approximately 0.1km and 0.25km distance from the onshore cable corridor at its closest point (trenchless crossing).
Sensitivity	High

Magnitude of change

Onshore cable corridor	<p>Construction phase</p> <p>The onshore cable corridor will be trenchless as it passes east of Crossbush Caravan Park. There will be very limited visibility of the construction works associated with the trenched onshore cable corridor through gaps in the perimeter hedgerows to the south and in winter views where there will be filtered views, particularly from those receptors located on the southern and northeast edges. There will be filtered views looking south where the trenched onshore cable corridor will be visible to the south of the A27 and in the background of the view, and filtered, glimpsed views above hedgerows and fencing and between buildings to the north and northeast towards the distant trenched crossing (Warningcamp B route option). Filtered views will include construction traffic and activities along the onshore cable corridor - notably construction machinery and soil storage. The scale of change will affect a small horizontal FoV and will be seen in the context of the A27 to the south. The magnitude of change will be Negligible-Zero.</p>
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	Level of effect:	Minor and Not Significant
	Type of effect:	Short-term, temporary, direct and adverse to neutral
	Operation and maintenance phase (Year 1)	
	There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. Therefore, the magnitude of change will be Zero .	
	Level of effect:	N/A
	Type of effect:	N/A
Temporary construction compound	Construction phase	
	There will be very filtered, winter only visibility of construction compound to the southwest of Crossbush Caravan Park and to the west of the A284. Views will include perimeter fencing, the movement of construction vehicles and equipment, storage of materials and equipment, welfare facilities and office space. Views will be in the background, and in the context of busy traffic and the adjacent hotel, service station and restaurant facilities, affecting a very small horizontal FoV. The magnitude of change will be Negligible-Zero .	
	Level of effect:	Minor and Not Significant
	Type of effect:	Short-term, temporary, direct and adverse to neutral
	Operation and maintenance phase (Year 1)	
	There will be no view of the construction compound as the works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. Therefore, the magnitude of change will be Zero .	
	Level of effect:	N/A
	Type of effect:	N/A
Temporary construction and operational access routes	None of the access routes will be visible from the caravan park.	

Limitations / assumptions	None
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from Crossbush Caravan Park. Therefore, the whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.
Cumulative effects assessment	None of the cumulative developments will be visible from the Caravan Park. Therefore, there will be no cumulative effects.
Arundel Castle	
Figures: 19.4a-b and 19.7ai, Volume 3	Viewpoint: E (Figure 19.30, Volume 3)
Assessed in Appendix 19.2 and illustrated by Viewpoint E (Figure 19.30, Volume 3). In summary, the level of effect for visitors will be Moderate to Minor and Not Significant .	
Arundel Park Open Access Land	
Figures: 19.4a-b and 19.7ai, Volume 3	Viewpoint: E (Figure 19.30, Volume 3)
Assessed in Appendix 19.2 and illustrated by Viewpoint E1a (Figure 19.31, Volume 3). In summary, the level of effect for walkers / visitors will be Moderate to Minor and Not Significant .	
Perry Hill Open Access Land	
Figures: 19.4c and 19.7aii, Volume 3	Viewpoint: F5 (Figure 19.37a-b, Volume 3)
Landscape designation	South Downs National Park
Receptor description	Perry Hill is an area of Open Access Land located to the east / northeast of Burpham. It is relatively low lying sloping downwards from southeast to the northwest. A PRow (footpath) crosses the access land whilst another PRow (bridleway) runs along the western boundary.
Sensitivity	High
Magnitude of change	
	Construction phase

Onshore cable corridor	No aspect within the onshore cable corridor will be visible from the access land due to the steep topography and onshore cable corridor located on the other side of the hill. Therefore, the magnitude of change will be Zero .	
	Level of effect:	N/A
	Type of effect:	N/A
	Operation and maintenance phase (Year 1)	
	There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. Therefore, the magnitude of change will be Zero .	
	Level of effect:	N/A
	Type of effect:	N/A
Temporary construction compound	None of the main construction compounds will be visible from the Open Access Land.	
Temporary construction and operational access routes	None of the access routes will be visible from the Open Access Land.	
Limitations / assumptions	N/A	
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from Perry Hill Open Access Land. Therefore, there will be no whole Proposed Development effects	
Cumulative effects assessment	None of the cumulative developments will be visible from the Open Access Land. Therefore, there will be no cumulative effects.	



Barpham Hill Open Access Land	
Figure: 19.4c and 19.7aii, Volume 3	
Viewpoint: F1 (Figure 19.34, Volume 3)	
Landscape designation	South Downs National Park
Receptor description	Barpham Hill Open Access Land is located to the east / northeast of Burpham and east of Perry Hill. It is a narrow and relatively steep area of access land sloping down from west to east. A woodland belt spans the hill to the north and northwest of the summit which limits views in this direction.
Sensitivity	High
Magnitude of change	
Onshore cable corridor	Construction phase Construction works associated with the onshore cable corridor will be visible, primarily from the northern / north-western part of the access land. Other machinery, vehicle movements and welfare facilities associated with the construction works will also be visible in this part of the view. Local task and vehicle lighting may be visible in the view in poor weather conditions. The onshore cable corridor will be visible over a large horizontal FoV and the scale of change will be large. Although contrasting with the landscape, the activities within the arable fields will not be dissimilar to intensive periods of agricultural activity involving multiple farm machinery. Views from other parts of the access land will be limited due to screening from intervening landform and woodland. The magnitude of change will range from Medium-high (north / northwest of access land) to Negligible-Zero (remainder of access land).
	Level of effect: Major to Major / Moderate and Significant (north / northwest of access land) Minor and Not Significant (remainder of access land).
	Type of effect: Short-term, temporary, direct and adverse to neutral
	Operation and maintenance phase (Year 1) There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. Therefore, the magnitude of change will be Zero .
	Level of effect: N/A
	Type of effect: N/A



Temporary construction compound	None of the main construction compounds will be visible from the Open Access Land.
Temporary construction and operational access routes	None of the access routes will be visible from the Open Access Land.
Limitations / assumptions	Assumed any lost hedgerow vegetation is replaced.
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from Barpham Hill Open Access Land. Therefore, the whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.
Cumulative effects assessment	None of the cumulative developments will be visible from the Open Access Land. Therefore, there will be no cumulative effects.
Chantry Hill Open Access Land	
Figure: 19.4c and 19.7a, Volume 3	
Viewpoint: G (Figure 19.38, Volume 3)	
Landscape designation	South Downs National Park
Receptor description	Chantry Hill Open Access Land is located to the south of Storrington near the northern edge of the South Downs National Park and forms a backdrop to the settlement with a relatively steep slope on its northern flank. Chantry Hill is accessed by PRoWs and Chantry Lane from the north and east. Chantry Post is located outwith the access land on the South Downs Way.
Sensitivity	High
Magnitude of change	
Construction phase	



Onshore cable corridor	Much of the Open Access Land is outwith the ZTV of the onshore cable corridor. Any views will be visible from the southern edge and similar to Viewpoint G located at Chantry Post as illustrated in Figure 19.38, Volume 3 . The magnitude of change will be Low .	
	Level of effect:	Moderate and Significant
	Type of effect:	Short-term, temporary, direct and adverse to neutral
	Operation and maintenance phase (Year 1)	
	There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. Therefore, the magnitude of change will be Zero .	
	Level of effect:	N/A
Type of effect:	N/A	
Temporary construction compound	None of the main construction compounds will be visible from the Open Access Land.	
Temporary construction and operational access routes	Construction phase	
	An access route following Chantry Lane will be visible from parts of the Open Access Land where traffic and vehicle movements will be visible in close proximity. The route may involve widening the existing track in places to up to 10m in width. Views will include the movement of construction vehicles and equipment. The magnitude of change will be High to Medium-high .	
	Level of effect:	Major to Major / Moderate and Significant
	Type of effect:	Short-term, temporary, direct and adverse
	Operation and maintenance phase (Year 1)	
	There will be no view of the access route as works will have been completed and ground conditions reinstated post construction with minimal vegetation loss visible. Therefore, the magnitude of change will be Zero .	
Level of effect:	N/A	
Type of effect:	N/A	

Limitations / assumptions	Assumed any lost hedgerow vegetation is replaced.	
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will be visible from the southern edge of Chantry Hill. The effects are assessed in detail in Chapter 16, Volume 2 as Major / Moderate to Moderate and Significant . The whole Proposed Development effects will therefore be Major to Moderate and Significant .	
Cumulative effects assessment	None of the cumulative developments will be visible from the Open Access Land. Therefore, there will be no cumulative effects.	
Sullington Hill Open Access Land		
Figure: 19.4c and 19.7aii, Volume 3		
Landscape designation	South Downs National Park	
Receptor description	Sullington Hill Open Access Land is located to the south of Sullington near the northern edge of the South Downs National with relatively steep slopes on its northern flanks. The summit of Sullington Hill is located further to the south outwith the area of Open Access Land.	
Sensitivity	High	
Magnitude of change		
Onshore cable corridor	Construction phase	
	The onshore cable corridor will cross the southern slopes of Sullington Hill and will traverse the eastern slopes of the hill as the corridor exits the elevated South Downs and will also traverse a PRow to the east of the hill which will be visible in close range views. However, the section of the route crossing the Open Access Land will be a trenchless crossing. Construction works associated with the onshore cable corridor will be visible outwith the Open Access Land to the west and east. Other machinery and vehicle movements associated with the construction works will also be visible in these views. The onshore cable corridor works will be visible over a large horizontal FoV and the scale of change will be large. Visibility from the western and eastern parts of the access land will be limited due to a combination of topography and woodland. The magnitude of change will be High .	
	Level of effect:	Major and Significant

	<table border="1"> <tr> <td>Type of effect:</td> <td>Short-term, temporary, direct and adverse</td> </tr> <tr> <td colspan="2">Operation and maintenance phase (Year 1): There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. Therefore, the magnitude of change will be Zero.</td> </tr> <tr> <td>Level of effect:</td> <td>N/A</td> </tr> <tr> <td>Type of effect:</td> <td>N/A</td> </tr> </table>	Type of effect:	Short-term, temporary, direct and adverse	Operation and maintenance phase (Year 1): There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. Therefore, the magnitude of change will be Zero .		Level of effect:	N/A	Type of effect:	N/A				
Type of effect:	Short-term, temporary, direct and adverse												
Operation and maintenance phase (Year 1): There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. Therefore, the magnitude of change will be Zero .													
Level of effect:	N/A												
Type of effect:	N/A												
Temporary construction compound	None of the main construction compounds will be visible from the Open Access Land.												
Temporary construction and operational access routes	<table border="1"> <tr> <td colspan="2">Construction phase There will be visibility of access tracks following a PRoW from Hill Barn on the eastern slopes of the hill. A further access route from Chantry Lane will also be visible as it nears the South Downs Way. This may involve widening the existing track in places to up to 10m in width. Views will include the movement of construction vehicles and equipment. This will typically be in the foreground of the view where PRoW are close to the access routes, and in the midground of views elsewhere on the hill routes, affecting a large to medium FoV. The magnitude of change will be Medium-high.</td> </tr> <tr> <td>Level of effect:</td> <td>Major to Major / Moderate and Significant</td> </tr> <tr> <td>Type of effect:</td> <td>Short-term, temporary, direct and adverse to neutral</td> </tr> <tr> <td colspan="2">Operation and maintenance phase (Year 1): There will be no view of the access route as the works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. Therefore, the magnitude of change will be Zero.</td> </tr> <tr> <td>Level of effect:</td> <td>N/A</td> </tr> <tr> <td>Type of effect:</td> <td>N/A</td> </tr> </table>	Construction phase There will be visibility of access tracks following a PRoW from Hill Barn on the eastern slopes of the hill. A further access route from Chantry Lane will also be visible as it nears the South Downs Way. This may involve widening the existing track in places to up to 10m in width. Views will include the movement of construction vehicles and equipment. This will typically be in the foreground of the view where PRoW are close to the access routes, and in the midground of views elsewhere on the hill routes, affecting a large to medium FoV. The magnitude of change will be Medium-high .		Level of effect:	Major to Major / Moderate and Significant	Type of effect:	Short-term, temporary, direct and adverse to neutral	Operation and maintenance phase (Year 1): There will be no view of the access route as the works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. Therefore, the magnitude of change will be Zero .		Level of effect:	N/A	Type of effect:	N/A
Construction phase There will be visibility of access tracks following a PRoW from Hill Barn on the eastern slopes of the hill. A further access route from Chantry Lane will also be visible as it nears the South Downs Way. This may involve widening the existing track in places to up to 10m in width. Views will include the movement of construction vehicles and equipment. This will typically be in the foreground of the view where PRoW are close to the access routes, and in the midground of views elsewhere on the hill routes, affecting a large to medium FoV. The magnitude of change will be Medium-high .													
Level of effect:	Major to Major / Moderate and Significant												
Type of effect:	Short-term, temporary, direct and adverse to neutral												
Operation and maintenance phase (Year 1): There will be no view of the access route as the works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. Therefore, the magnitude of change will be Zero .													
Level of effect:	N/A												
Type of effect:	N/A												
Limitations / assumptions	Assumed existing PRoW access is restored to its original width. Assumed any lost hedgerow vegetation is replaced.												
Whole Proposed	Not assessed as the receptor is not included in Chapter 16, Volume 2 .												

Development effects	
Cumulative effects assessment	None of the cumulative developments will be visible from the Open Access Land. Therefore, there will be no cumulative effects.
Chanctonbury Hill (including Chanctonbury Ring and Open Access Land)	
Figure: 19.4c and 19.7b, Volume 3	Viewpoint: I (Figure 19.41, Volume 3)
Chanctonbury Ring and Hill are assessed in Appendix 19.2 and illustrated by Viewpoint I (Figure 19.41, Volume 3). In summary, the level of effect for visitors will be Moderate to Minor and Not Significant. There will be very limited visibility from the Open Access Land to the west of the Hill due to the surrounding mature woodland and undulating topography.	
Recreational and tourist destinations – Wiston to Bolney (north of SDNP)	
Washington Caravan Park	
Figure: 19.4c and 19.7aii, Volume 3	Viewpoint: H1 (Figure 19.40, Volume 3)
Landscape designation	None / northern boundary of South Downs National Park
Receptor description	Washington Caravan Park is located along the A283 immediately southeast of the Washington Roundabout. The caravan park is bounded by tall hedgerow and hedgerow trees as well as residential property to the west which collectively restrict views into the surrounding landscape as illustrated in Viewpoint H1 (Figure 19.40, Volume 3). A pastoral field is located to the southeast prior to the A283 and a large quarry is located to the northeast. The onshore cable corridor will pass to the south of Washington Caravan Park on a trenchless crossing and will be between approximately 10m and 0.25km distance at its closest point.
Sensitivity	High
Magnitude of change	
Onshore cable corridor	Construction phase The onshore cable corridor will pass to the south of the caravan park on a trenchless crossing and construction works within the corridor will not be visible due to the further vegetation screening. The magnitude of change will be Negligible-Zero .
	Level of effect: Minor and Not Significant

	<p>Type of effect: Short-term, temporary, direct and neutral</p> <p>Operation and maintenance phase (Year 1): There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. Therefore, the magnitude of change will be Zero.</p> <p>Level of effect: N/A</p> <p>Type of effect: N/A</p>
Temporary construction compound	<p>Construction phase There will be visibility of a construction compound in the adjacent field to the southeast of the caravan park. The compound will be visible through and above the boundary hedgerow. Views will include soil storage, perimeter fencing, the movement of construction vehicles and equipment, storage of materials and equipment, welfare facilities and office space. Local task and vehicle lighting may be visible in the view in poor weather conditions. Views will typically be in the foreground, particularly to receptors to the east and south of the caravan park, affecting a large horizontal FoV. The magnitude of change will be High to Medium-high.</p> <p>Level of effect: Major to Major / Moderate and Significant (east and southern end of the caravan park)</p> <p>Type of effect: Short-term, temporary, direct and adverse.</p> <p>Operation and maintenance phase (Year 1): There will be no view of the construction compound as the works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. Therefore, the magnitude of change will be Zero.</p> <p>Level of effect: N/A</p> <p>Type of effect: N/A</p>
Temporary construction and operational access routes	<p>None of the access routes will be visible from the caravan park.</p>

Limitations / assumptions	None
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from Washington Caravan Park. Therefore, the whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.
Cumulative effects assessment	None of the cumulative developments will be visible from the Caravan Park. Therefore, there will be no cumulative effects.
Wineham Lane Caravan Park	
Figure: 19.4d and 19.7aiii, Volume 3	Viewpoint: Y (Figure 19.65, Volume 3)
Landscape designation	None
Receptor description	Wineham Lane Caravan Park is located to the north of the settlement of Wineham at the junction of Wineham Lane and Kent Street. The caravan park is bounded to the north and west by tall trees with sparse undergrowth such that there are views across the surrounding landscape through the treeline in summer and winter views. Pastoral fields are located to the west and southwest of the caravan park and the east and north aspects are across minor roads. Wineham Lane Caravan Park is located between approximately 10m and 0.25km from the onshore cable corridor at its closest point (Wineham Lane North / South 1A & 1B route options).
Sensitivity	High
Magnitude of Change	
Onshore cable corridor	Construction phase The onshore cable corridor (Wineham Lane North / South 1A & 1B route options) will pass through the adjacent field to the west of the caravan park and there will be views through the mature tree boundary as the cable route approaches and crosses Kent Street near the northwest corner of the park (as illustrated in Viewpoint Y (Figure 19.65, Volume 3)). There will be visibility of construction traffic and activities along the onshore cable corridor, notably fencing, construction machinery, vehicle movements and soil storage. The onshore cable corridor will be in the foreground of the view occupying a large FoV. The magnitude of change will range from High (western edge of the park) to Negligible-Zero (remainder of the park).

	Level of effect:	Major and Significant (western edge of the park) to Minor (remainder of the park)
	Type of effect:	Short-term, temporary, direct and adverse to neutral
	Operation and maintenance phase (Year 1): There will be no view of the onshore cable corridor as the underground works will have been completed and ground conditions reinstated post construction with no vegetation loss visible. Therefore, the magnitude of change will be Zero .	
	Level of effect:	N/A
	Type of effect:	N/A
Temporary construction compound	None of the main construction compounds will be visible from the Open Access Land.	
Temporary construction and operational access routes	None of the access routes will be visible from the Open Access Land.	
Limitations / assumptions	There will be no vegetation loss as the onshore cable corridor crosses Kent Street.	
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from Wineham Lane Caravan Park. Therefore, the whole Proposed Development effects will be limited to views of the onshore elements of the Proposed Development as assessed above.	
Cumulative effects assessment	None of the cumulative developments will be visible from the Caravan Park. Therefore, there will be no cumulative effects.	



2. Glossary of terms and abbreviations

Table 2-1 Glossary of terms and abbreviations

Term (acronym)	Definition
AONB	Area of Outstanding Natural Beauty
Baseline conditions	The environment as it appears (or would appear) immediately prior to the implementation of the Proposed Development together with any known or foreseeable future changes that will take place before completion of the Proposed Development.
Beneficial or Adverse Types of Landscape Effect	The landscape effects may be beneficial, neutral, or adverse. In landscape terms – a beneficial effect would require development to add to the landscape quality and character of an area. Neutral landscape effects would include low or negligible changes that may be considered as part of the ‘normal’ landscape processes such as maintenance or harvesting activities. An adverse effect may include the loss of landscape elements such as mature trees and hedgerows as part of construction leading to a reduction in the landscape quality and character of an area.
Beneficial or Adverse Types of Visual Effect	The visual effects may be beneficial, neutral, or adverse. In visual terms – beneficial or adverse effects are less easy to define or quantify and require a subjective consideration of a number of factors affecting the view, which may be beneficial, neutral, or adverse. However it is not the assumption of this assessment that all change, including significant change is a negative experience. Rather this assessment has considered factors such as the visual composition of the landscape in the view together with the design and composition, which may or may not be reasonably, accommodated within the scale and character of the landscape as perceived from the receptor location.
C of E	Church of England
Cumulative effects	Additional changes caused by a Proposed Development in conjunction with other similar developments or as a combined effect of a set of developments, taken together.
Cumulative Effects Assessment (CEA)	Assessment of impacts as a result of the incremental changes caused by other past, present and reasonably foreseeable human activities and natural processes together with the Proposed Development.

Term (acronym)	Definition
Cumulative landscape effects	Effects that 'can impact on either the physical fabric or character of the landscape, or any special values attached to it' (SNH, 2012)
Cumulative visual effects: In combination In succession Sequentially	<p>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)</p> <ul style="list-style-type: none"> • In combination: Where two or more developments are or would be within the observer's arc of vision at the same time without moving his/her head (GLVIA3, 2013 Table 7.1). • In succession: Where the observer has to turn his/her head to see the various developments – actual and visualised (GLVIA3, 2013 Table 7.1). • Sequential cumulative effect. Occurs where the observer has to move to another viewpoint to see the same or different developments. Sequential effects may be assessed for travel along regularly used routes such as major roads or popular paths (GLVIA3, 2013 Table 7.1).
Decommissioning	The period during which a development and its associated processes are removed from active operation.
Degree of change	A combination of the scale extent and duration of an effect also defined as 'magnitude'.
Designated Landscape	Areas of landscape identified as being of importance at international, national or local levels, either defined by statute or identified in development plans or other documents.
Direct effects	An effect that is directly attributable to the Proposed Development.
Elements	Individual parts which make up the landscape, such as, for example, trees, hedges and buildings.
Embedded environmental measures	Equate to 'primary environmental measures' as defined by Institute of Environmental Management and Assessment (2016). They are measures to avoid or reduce environmental effects that are directly incorporated into the preferred masterplan for the Proposed Development.
Environmental Impact Assessment (EIA)	The process of evaluating the likely significant environmental effects of a proposed project or development over and above the existing circumstances (or 'baseline').

Term (acronym)	Definition
Environmental Measures	Measures which are proposed to prevent, reduce and where possible offset any significant adverse effects (or to avoid, reduce and if possible remedy identified effects. (GLVIA3, 2013 Para 3.37).
Environmental Statement (ES)	The written output presenting the full findings of the Environmental Impact Assessment.
Feature	Particularly prominent or eye-catching elements in the landscape such as tree clumps, church towers or wooded skylines OR a particular aspect of the project proposal.
FoV	Field of View
GLVIA 3	Guidelines for Landscape and Visual Impact Assessment, Third Edition, published jointly by the Landscape Institute and Institute of Environmental Management and Assessment, 2013.
HDD	Horizontal directional drill
Heritage	The historic environment and especially valued assets and qualities such as historic buildings and cultural traditions.
IEMA	Institute of Environmental Management and Assessment
Impact	The changes resulting from an action.
Indirect effects	Effects that result indirectly from the proposed project as a consequence of the direct effects, often occurring away from the site, or as a result of a sequence of interrelationships or a complex pathway. They may be separated by distance or in time from the source of the effects. Often used to describe effects on landscape character that are not directly impacted by the Proposed Development such as effects on perceptual characteristics and qualities of the landscape.
Key characteristics	Those combinations of elements which are particularly important to the current character of the landscape and help to give an area its particularly distinctive sense of place.
Land cover	The surface cover of the land, usually expressed in terms of vegetation cover or lack of it. Related to but not the same as land use.
Landscape and Visual Impact Assessment (LVIA)	A tool used to identify and assess the likely significance of the effects of change resulting from development both on the landscape as an environmental resource in its own right and on people's views and visual amenity.

Term (acronym)	Definition
Landscape character	A distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than better or worse.
Landscape Character Area (LCA)	These are single unique areas which are the discrete geographical areas of a particular landscape type.
Landscape Character Assessment	The process of identifying and describing variation in the character of the landscape, and using this information to assist in managing change in the landscape. It seeks to identify and explain the unique combination of elements and features that make landscapes distinctive. The process results in the production of a Landscape Character Assessment.
Landscape Character Types (LCTs)	Distinct types of landscape which are relatively homogenous in character. They are generic in nature in that they may occur in different areas in different parts of the country, but wherever they occur they share broadly similar combinations of geology, topography, drainage patterns, vegetation and historical land use and settlement patterns, and perceptual and aesthetic attributes (GLVIA3 2013).
Landscape effects	<p>Effects on the landscape as a resource in its own right.</p> <p>An assessment of landscape effects deals with the effects of change and development on landscape as a resource. The concern here 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. (GLVIA3 2013, Para 5.1).</p>
Landscape patterns	Spatial distributions of landscape elements combining to form patterns, which may be distinctive, recognisable and describable e.g. hedgerows and stream patterns.
Landscape qualities	A term used to describe the aesthetic or perceptual and intangible characteristics of the landscape such as scenic quality, tranquillity, sense of wildness or remoteness. Cultural and artistic references may also be described here.
Landscape quality (condition)	A measure of the physical state of the landscape. It may include the extent to which typical character is represented in individual areas, the intactness of the landscape and the condition of individual elements.
Landscape receptors	Defined aspects of the landscape resource that have the potential to be affected by a proposal

Term (acronym)	Definition
Landscape resource	The combination of elements that contribute to landscape context, character, and value.
Landscape sensitivity	The sensitivity of the landscape to a particular development considers the susceptibility of the landscape and its value.
Landscape value	The relative value that is attached to different landscapes by society. A landscape may be valued by different stakeholders for a whole variety of reasons.
Level of effect	Determined through the combination of sensitivity of the receptor and the proposed magnitude of change brought about by the development.
Likely Significant Effects	It is a requirement of Environmental Impact Assessment Regulations to determine the likely significant effects of the Proposed Development on the environment which should relate to the level of an effect and the type of effect.
Magnitude (of change)	A term that combines judgements about the size and scale of the effect, the extent of the area over which it occurs, whether it is reversible or irreversible and whether it is short term or long term in duration'. Also known as the 'degree' or 'nature' of change.
Nationally Significant Infrastructure Project (NSIP)	Nationally Significant Infrastructure Projects are major infrastructure developments in England and Wales which are consented by DCO. These include proposals for renewable energy projects with an installed capacity greater than 100MW.
OCC	Onshore cable corridor
Onshore part of the PEIR Assessment Boundary	An area that encompasses all planned onshore infrastructure.
OS	Ordnance Survey
PEIR Assessment Boundary	The PEIR Assessment Boundary combines the search areas for the offshore and onshore infrastructure associated with the Proposed Development. It is defined as the area within which the Proposed Development and associated infrastructure will be located, including the temporary and permanent construction and operational work areas.
Perception	Combines the sensory (that we receive through our senses) with the cognitive (our knowledge and understanding gained from many sources and experiences).

Term (acronym)	Definition
Perceptual Aspects	A landscape may be valued for its perceptual qualities, notably wildness and/or tranquillity. (GLVIA3, 2013 Box 5.1)
Photomontage	A visualisation which superimposes an image of the Proposed Development upon a photograph or series of photographs.
Planning Inspectorate (PINS)	The Planning Inspectorate deals with planning appeals, national infrastructure planning applications, examinations of local plans and other planning-related and specialist casework in England and Wales.
Preliminary Environmental Information Report (PEIR)	The written output of the Environmental Impact Assessment undertaken to date for the Proposed Development. It is developed to support formal consultation and presents the preliminary findings of the assessment to allow an informed view to be developed of the Proposed Development, the assessment approach that has been undertaken, and the preliminary conclusions on the likely significant effects of the Proposed Development and environmental measures proposed.
Proposed Development	The development that is subject to the application for development consent, as described in Chapter 4.
Rarity	The presence of rare elements or features in the landscape or the presence of a rare Landscape Character Type. (GLVIA3 2013, Box 5.1)
Receptor	Physical landscape resource, special interest, or viewer group that will experience an effect.
Representativeness	Whether the landscape contains a particular character and/or features or elements which are considered particularly important examples.
Scenic quality	Depends upon perception and reflects the particular combination and pattern of elements in the landscape, its aesthetic qualities, its more intangible sense of place or 'genius loci' and other more intangible qualities. (GLVIA3 2013, Box 5.1)
SDNP / SDNPA	South Downs National Park / South Downs National Park Authority
Seascape	Landscapes with views of the coast or seas, and coasts and adjacent marine environments with cultural, historical and archaeological links with each other.

Term (acronym)	Definition
Sense of Place (genius loci)	The essential character and spirit of an area: 'genius loci' literally means 'spirit of the place'.
Sensitivity	A term applied to specific receptors, combining judgements of the susceptibility of the receptor to the specific type of change or development proposed and the value associated to that receptor.
Significance	A measure of the importance of the environmental effect, defined by criteria specific to the environmental aspect.
Significant effects	<p>It is a requirement of the EIA Regulations to determine the likely significant effects of the development on the environment which should relate to the level of an effect and the type of effect. Where possible significant effects should be mitigated.</p> <p>The significance of an effect gives an indication as to the degree of importance (based on the magnitude of the effect and the sensitivity of the receptor) that should be attached to the impact described.</p> <p>Whether or not an effect should be considered significant is not absolute and requires the application of professional judgement.</p> <p>Significant – 'noteworthy, of considerable amount or effect or importance, not insignificant or negligible'. The Concise Oxford Dictionary.</p> <p>Those levels and types of landscape and visual effect likely to have a major or important / noteworthy or special effect of which a decision maker should take particular note.</p>
SLVIA	Seascape, Landscape and Visual Impact Assessment
Susceptibility	The ability of a defined landscape or visual receptor to accommodate the specific Proposed Development without undue negative consequences.
TCoC	Temporary construction compound
Temporary or permanent effects	Effects may be considered as temporary or permanent. In the case of wind energy development the application is for a 30 year period after which the assessment assumes that decommissioning will occur and that the site will be restored. For these reasons the development is referred to as long term and reversible.
The Proposed Development / Rampion 2	The onshore and offshore infrastructure associated with the offshore wind farm comprising of installed capacity of up to 1,200MW, located in the English Channel in off the south coast of England.

Term (acronym)	Definition
Type or Nature of effect	Whether an effect is direct or indirect, temporary or permanent, positive (beneficial), neutral or negative (adverse) or cumulative.
Viewpoints	Selected for illustration of the visual effects fall broadly into three groups: Representative Viewpoints: selected to represent the experience of different types of visual receptor, where larger numbers of viewpoints cannot all be included individually and where the significant effects are unlikely to differ – for example certain points may be chosen to represent the view of users of particular public footpaths and bridleways; Specific Viewpoints: chosen because they are key and sometimes promoted viewpoints within the landscape, including for example specific local visitor attractions, such as landscapes with statutory landscape designations or viewpoints with particular cultural landscape associations. Illustrative Viewpoints: chosen specifically to demonstrate a particular effect or specific issues, which might, for example, be the restricted visibility at certain locations. (GLVIA3 2013, Para 6.19)
Visual amenity	The overall views and surroundings, which provide a visual setting or backdrop to the activities of people living, working, recreating, visiting or travelling through an area.
Visual effect	Effects on specific views and on the general visual amenity experienced by people.
Visual Receptors	Individuals and/or defined groups of people who have the potential to be affected by a proposal.
Visual sensitivity	The sensitivity of visual receptors such as residents, relative to their location and context, to visual change proposed by development.
Visualisation	Computer visualisation, photomontage, or other technique to illustrate the appearance of the development from a known location.
Wireline	A computer-generated line drawing of the DTM (digital terrain model) and the Proposed Development from a known location.
WTG	Wind turbine generator
Zone of Theoretical Visibility (ZTV)*	A map, usually digitally produced, showing areas of land within which a development is theoretical visible.

wood.

