Ford energy from waste

FORD ENERGY RECOVERY FACILITY AND WASTE SORTING AND TRANSFER FACILITY, FORD CIRCULAR TECHNOLOGY PARK

ENVIRONMENTAL STATEMENT

CHAPTER 12

LANDSCAPE AND VISUAL EFFECTS

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12 Landscape and visual effects

Introduction

12.1 This chapter of the ES has been prepared by Terence O'Rourke Ltd to assess the likely significant effects of the proposed development with respect to landscape and visual impacts. The chapter describes the assessment methodology and the baseline conditions at the site and its surroundings. It then assesses the likely landscape and visual effects arising from the proposed development; additional practicable mitigation measures to prevent, reduce or offset any significant adverse effects; and the likely residual effects after these measures have been employed. This assessment also considers the cumulative effects of other schemes in the study area.

12.2 This chapter and its associated figures and appendices are to be read in conjunction with other supporting chapters which form part of this ES and information submitted in support of the planning application.

12.3 In preparing this chapter the published documents and plans set out in table 12.1 have been referred to.

Institute and Institute of Environmental Management and Assessment, 2013, Guidelines for Landscape and Visual Assessment (3rd edition)
Natural England, 2014, An Approach to Landscape Character Assessment
Arun Landscape Study Landscape and Visual Amenity Aspects of Development Choices in Arun District 2006-2026 (August 2006)
The South Downs Integrated Landscape Character Assessment December 2005 (updated 2011) produced by LUC, contains character areas for the SDNP.
SDNPA Viewshed Study ('SDNP: View Characterisation and Analysis' (2015))
WSCC Land Management Guidelines
Pan Sussex Historic Landscape Characterisation August 2010 (WSCC, ESCC, B&HUA & English Heritage
Seascape Assessment for the South inshore and offshore Marine Plan Areas.
West Sussex Landscape Character Assessment West Sussex County Council (November 2003).
Natural England Character Areas Profile 126 Southern Coastal Plain, http://publications.naturalengland.org.uk/
National Planning Policy Framework (NPPF) adopted February 2019
National Planning Policy Guidance (NPPG)
West Sussex Waste Local Plan adopted in April 2014
Arun Local Plan 2011 – 2033 adopted July 2018
South Downs Local Plan adopted July 2019

Table 12.1: References and data sources

Policy context

Relevant planning policy documents

12.4 The site lies within the administrative area of Arun District Council (ADC), with the study area crossing into the district of Chichester and the South Downs National

Park (SDNP). The key planning documents applicable to the study area are, on the national scale, the National Planning Policy Framework (NPPF) adopted February 2019, and National Planning Policy Guidance (NPPG) and, on the local scale, the West Sussex Waste Local Plan adopted in April 2014, Arun Local Plan 2011 – 2033 adopted July 2018 and the South Downs Local Plan adopted July 2019.

12.5 A broad appraisal of these documents has been carried out identifying the key landscape related planning designations and policies, as well as relevant nature conservation and cultural heritage designations and policies that will also have an impact in terms of the landscape. Designated areas are illustrated on figure 12.9. Relevant policy is summarised below. A full list of policy criteria can be found in the landscape and visual effects impact assessment (LVIA) Technical Appendix H part 1.

National Planning Policy Framework (NPPF), February 2019

12.6 The NPPF sets out the government's planning policies for England, the following of which are relevant to the landscape and visual assessment:

Achieving sustainable development

- Paragraph 8 – achieving sustainable development

Making effective use of land

- Paragraph 117 – planning policies and decisions promoting effective use of land
- Paragraph 118 – list of considerations for planning policies and decisions

Achieving appropriate densities

- Paragraph 122 – list of considerations for supporting development
- Paragraph 123 – making optimal use of the potential of each site

Achieving well-designed places

- Paragraph 124 – the requirement for good design
- Paragraph 127 – list of considerations for developments

Conserving and enhancing the natural environment

- Paragraph 170 – list of planning policies and decisions that contribute to and enhance the natural and local environment
- Paragraph 171 – allocating land with the least environmental or amenity value
- Paragraph 172 – consideration of applications in or near protected environments

Conserving and enhancing the historic environment

- Paragraph 184 – importance of the historic environment

- Paragraph 185 – consideration of a strategy for the conservation of the historic environment

Proposals affecting heritage assets

- Paragraph 189, 190 and 192 – proposals affecting heritage assets

Considering potential impacts

- Paragraphs 193, 194, 195, 196 and 197

National Planning Practice Guidance (NPPG)

12.7 The NPPG is a web-based resource that supports the NPPF and contains government guidance, the following of which are relevant to the landscape and visual assessment:

- Paragraph: 001 Ref ID: 26-001-20191001 - Design: Process and tools
- Paragraph 005 Ref ID: 8-005-20190721 - Green Infrastructure
- Paragraph 008 Ref ID: 8-008-20190721 - Green Infrastructure
- Paragraph 036 Ref ID: 8-036-20190721 – Natural environment - Landscape
- Paragraph 037 Ref ID: 8-037-20190721 – Natural environment - Landscape

Local plans

West Sussex County Council

12.8 West Sussex County Council (WSCC) and the SDNP Authority have worked in partnership to produce the West Sussex Waste Local Plan which was adopted in April 2014 and contains policy regarding waste. The following policies are relevant to the landscape and visual assessment:

- Policy W2 – Safeguarding Waste Management Sites and Infrastructure
- Policy W10 – Strategic Waste Allocations
- Policy W11 – Character
- Policy W12 – High Quality Developments
- Policy W13 – Protected Landscapes
- Policy W14 – Biodiversity and Geodiversity
- Policy W15 – Historic Environment

12.9 WSCC SPD 'West Sussex High Quality Waste Facilities Supplementary Planning Document 2006' is a highly relevant SPD but it is noted that in the Former Wealden Brickworks, Horsham appeal (Appeal Ref: APP/P3800/W/18/3218965), the inspector found that where it requires that development '*'does not detract from the character of the County's rural areas', thereby placing a high level of protection on landscape irrespective of its value, is not consistent with the Framework, unduly restrictive and I give it little weight*.'

Arun District Council (ADC)

12.10 ADC's Adopted Arun Local Plan 2011 – 2031 (July 2018) predates the revised NPPF, February 2019. This document remains the current planning policy document and the following policies are relevant to the landscape and visual assessment:

- Policy SD SP2 – Built-up Area Boundary
- Policy LAN DM1 – Protection of Landscape Character
- Policy LAN DM2 – The Setting of Arundel
- Policy D SP1 – Design
- Policy HER SP1 – The Historic Environment
- Policy HER DM3 – Conservation Areas
- Policy ENV SP1 – Natural Environment
- Policy ENV DM4 – Protection of Trees
- Policy ENV DM5 – Development and Biodiversity

Ford Neighbourhood Plan

12.11 The Ford Neighbourhood Plan was made in 2019 and is in general conformity with the strategic policies contained in the WLP 2014 and the Arun Local Plan 2018. The following policies are relevant to landscape and visual assessment:

- Policy EH1 – Protection of Trees and Hedgerows
- Policy EH8 – Light Pollution
- Policy EE10 – Quality of Design of Commercial Buildings

Methodology

12.12 The assessment judges the potential effects of the proposals on the landscape and visual receptors that have been identified. The significance of a landscape and visual effect is determined by consideration of the sensitivity of the landscape and visual receptors and the magnitude of the landscape and visual effect as a result of the proposals. Further details of the methodology used in the assessment are set out in full in Technical Appendix H, part 2 and in figures 12.1 to 12.6. Details of the methodology used in the photographic survey are set out in Technical Appendix H, part 3.

12.13 Landscape effects arise either from direct changes as a result of development in the physical elements of the receiving landscape, or from indirect effects on the character and quality of the surrounding landscape. The significance of a landscape effect is determined by consideration of the sensitivity of the landscape and the magnitude of change that it will undergo. The guidance in figures 12.1 and 12.2 has been used to arrive at an evaluation of landscape sensitivity and the predicted magnitude of change. The degree of effects on the landscape resource has been considered from a combined evaluation of landscape sensitivity and magnitude of change, using the matrix in figure 12.3. Effects that are moderate or above (including slight to moderate) are considered to be significant for the EIA.

12.14 Visual effects arise from the changes in character and quality of people's views

resulting from a proposed development. The significance of an effect on visual amenity is determined by the consideration of the sensitivity of the receptor (the occupation or activity of the people experiencing the view) and the magnitude of the change. The guidance in figure 12.4 has been used to arrive at an evaluation of the sensitivity of visual receptors, while figure 12.5 has been used in the assessment of the magnitude of change. The degree of visual effect has been determined from a consideration of receptor sensitivity and magnitude of change, using the matrix in figure 12.6. Effects that are moderate or above (including slight to moderate) are considered to be significant for the EIA.

Limitations and assumptions

12.15 In undertaking the assessment of landscape and visual effects of the proposed facilities, the following limitations and assumptions apply:

- Professional judgement is an important consideration in the determination of the overall landscape and visual effects and even with qualified and experienced professionals there can be differences in the judgements made
- The accuracy of the Digital Surface Model (DSM) used to prepare the zone of theoretical visibility (ZTV) falls within acceptable limits; however, there are potential discrepancies between the DSM and the actual landform where there are minor topographic features that are too small to be picked up. The BlueSky data can pick up the majority of the woodland and buildings, although areas can be missed between the 2m grid (see Technical Appendix H, part 2)
- During fieldwork, any significant discrepancies in the visual envelope and ZTV are recorded and later amended. Fieldwork was confined to accessible parts of the site, PROWs , transport routes and other publicly accessible areas
- A ZTV omitting vegetation was produced, but fieldwork indicated that the ZTV including vegetation gave a more representative picture of the extent of visibility
- Generally, viewpoints are selected from publicly accessible land and/or transport routes. Private views from residential receptors have not been taken as this would be part of a residential visual amenity assessment (RVAA) which focuses on private visual amenity whilst LVIA focusses on public amenity and views- (see para 3.8 of Landscape Institute RVAA guidelines, technical note 2/19). However, representative or specific viewpoints from adjacent areas, such as local PROWs, open spaces or streets, can take into consideration that similar views may be afforded from receptors of residential properties.
- To illustrate all potential viewpoints from which the proposals will be seen by the different visual receptors within the study area is not practical and is unnecessary for the purposes of the EIA.
- The assessment process co-incided with the Covid-19 restrictions and therefore some additional photography and/or surveying has not been carried out. This has resulted in three of the agreed viewpoints being assessed through the study of pre-existing photographs taken for 'The Landings' assessment. These were views 31 from the Keep at Arundel Castle, 32 from the western edge of Littlehampton, and 33 from south of Burndell. A further additional agreed view, 34 from Horsemere Green was also unable to be obtained but has been assessed based on site knowledge. These views are indicated on viewpoint location figures 12.14 and 12.15 but not illustrated.

- Covid-19 restrictions have also affected the production of visualisations. In normal circumstances, these would be produced using high accuracy GPS and surveying equipment once viewpoints to be used for visualisations had been agreed. The current views used in this assessment are taken using a tripod and camera gps information. In discussion with WSCC, the applicants advise that visualisations that are sufficiently accurate for the purposes of assessment, have been produced based on the location data obtained through the original photography process, the use of 3d modelling of the proposals and modelling of the existing landform. The process of producing these visualisations is explained in more detail in the technical appendix.
- WSCC have requested photomontage visualisations for all views in discussions with the applicants. The applicants have considered this. Ordinarily, it would be unusual for all viewpoints to be illustrated with visualisations and their normal expectation for similar proposals would be for three photomontages to be required. The applicants have studied the range of viewpoints, totalling 36 and have identified 15 viewpoints for visualisations that would reasonably illustrate the proposals in a range of different contexts, distances and elevations and which would serve to illustrate the effects for the remaining 21 views.

Landscape baseline conditions

12.16 The purpose of the baseline study is to record the existing landscape and landscape conditions against which the effect of the proposed development will be assessed. It also helps to understand the landscape characteristics of the study area and how the site interacts with them. Landscape and landscape conditions and context such as topography, designations, public rights of way (PROWs) and character areas are shown on figures 12.9 to 12.12.

12.17 The baseline study includes the site and the wider area of surrounding landscape within which the proposals might generate potential effects. In consideration of the scale of the proposals, a radius of approximately 10 km distance from the site boundary was initially identified as an appropriate distance within which to consider the wider landscape and visual effects. However, some important receptors within the SDNP, including long distance PROWs located on high ground orientated towards the site, lie outside this 10km radius and so in view of the importance of that receptor, the study area has increased to 11.5 km, in order to bring those receptors into the assessment.

National landscape character areas

12.18 Natural England's online national character area (NCA) profiles provide a description of the landscape character of the study area and the site at its broadest level. The site and surrounding study area lie within Character Area 126 South Coast Plain.

12.19 The key characteristics are:

- "The plain slopes gently southwards towards the coast. From the coastal plain edge there are long views towards the sea and the Isle of Wight beyond.

- The underlying geology of flinty marine and valley gravels extends several miles inland to the dip slope of the South Downs and the South Hampshire Lowlands. This gives rise to deep and well-drained high-quality soils.
- In places, streams and rivers flow south from the higher land of the Downs to the sea.
- Coastal inlets and 'harbours' contain a diverse landscape of narrow tidal creeks, mudflats, shingle beaches, dunes, grazing marshes and paddocks. These include the internationally important Chichester, Langstone, Portsmouth and Pagham harbours, the Hamble Estuary and the recent coastal realignment site at Medmerry between Chichester Harbour and Selsey.
- There are stretches of farmed land between developed areas, often with large arable fields defined by low hedges or ditches.
- There are isolated remnants of coastal heath in the west.
- Sand dune grasses and intertidal marsh communities are characteristic of the coastline, while small areas of species-rich meadow remain inland.
- The coastline provides feeding grounds for internationally protected populations of overwintering waders and wildfowl and is also extensively used for recreation.
- Along the exposed, open coastal plain and shoreline, tree cover is limited to isolated wind-sculpted woodlands and shelterbelts.
- The area has significant urban development, with settlements along the coastline dominated by the Portsmouth conurbation, suburban villages and seaside towns including Bognor Regis, Littlehampton and Worthing linked by major road and rail systems.
- Historic fortifications along the coast include the Roman fort at Portchester and 19th-century defences and later naval installations built to protect the Portsmouth naval dockyard."

12.20 For the purposes of this assessment, this national characterisation is too broad and lacks sufficient detail. The assessment for areas of landscape lying outside the SDNP boundary, has therefore been carried out with reference to the ADC assessment which is much more detailed, augmented with some detail from the WSCC study.

West Sussex county character areas

12.21 WSCC has produced the West Sussex Landscape Character Assessment (November 2003). The following are the character types within the study area of WSCC:

- Chichester to Yapton Coastal Plain (SC9)
- Ashling, Halnaker and Fontwell Upper Coastal Plain (SC6,7 and 8)
- Western Downs (SD1)
- Downland Arun Valley (SD2)
- Central Downs (SD3)
- Angmering Park (SD4)
- Angmering Upper Coastal Plain (SC12)

- Littlehampton and Worthing Fringes/Worthing and Adur Fringes (SC11 and SC13)
- Lower Arun Valley (SC10)

12.22 The West Sussex Landscape Character Assessment (November 2003) describes the character of wider areas than compared to the local assessment of the Arun landscape study - Landscape and Visual Amenity Aspects of Development Choices in Arun District 2006-2026 (August 2006). It was primarily produced to guide landscape management and planning decisions, and does not include any evaluation or assessment of the comparative landscape value or sensitivity of each area, preferring to list the landscape characteristics and sensitivities.

12.23 The Arun landscape study - Landscape and Visual Amenity Aspects of Development Choices in Arun District 2006-2026 (August 2006) prepared by Hankinson Duckett Associates (August 2006) for ADC, is the most recent character assessment for the areas lying outside the SDNP. It is based on the WSCC studies, but is more detailed in terms of the grain of assessment. It includes an assessment of landscape value and sensitivity, which helps in assessing the landscape sensitivity of the receptor. This assessment therefore assesses the impacts on the character areas, as the primary landscape receptors, based on the areas defined in the Arun Landscape Study. The WSCC study has also been referred to, to augment and inform this report's assessment of landscape value and susceptibility in addition to the ADC study.

12.24 It is noted that the ADC assessment was prepared to assist selection of new major development areas and also omits areas of significant existing development, which skews its assessment of landscape sensitivity.

12.25 The South Downs Integrated Landscape Character Assessment, December 2005 (updated 2011) produced by Land Use Consultants (LUC), contains character areas for the SDNP. The character areas relevant to the study area include:

- South Downs Upper Coastal Plain (Q1)
- Goodwood to Arundel Wooded Estate Downland (B1)
- Arun Valley Sides (G4)
- Arun and Lower Rother Floodplain (F4)
- Arun to Adur Downs Scarp (H3)
- Arun to Adur Open Downs (A3)
- Angmering and Clapham Wooded Estate Downland (B4)

12.26 The potential effects of the development proposals on these SDNP character areas has been taken into account in the assessment of the SDNP as an overall landscape resource.

12.27 The landscape receptors included in the assessment are; the site, ADC character areas within the study area that will be potentially significantly impacted and SDNP. These are listed below with their assessment sheet reference Ln prefixed:

- L1 – The site
- L2 – North of Yapton Coastal Plain (29)

- L3 – Middle Arun Valley Floor (34)
- L4 – Climping Lower Coastal Plain (31)
- L 5 – Bilsham Coastal Plain (30)
- L6 – Lower Arun Valley Floor (35)
- L7 – Tortington Arun Valley Sides (32)
- L8 – Littlehampton Arun Valley Sides (38)
- L9 – Binsted Upper Coastal Plain (26),remnants of Binsted Park Wood (27) and Withy Rife (28)
- L10 – Lyminster Arun Valley Sides (37)
- L11 – West of Yapton Coastal Plain (21), Ryebank Rife (18) and Flansham/Middleton Fringe Coastal Plain (20)
- L12 – Barnham Yapton Coastal Plain
- L13 – South Downs National Park (SDNP)

12.28 A description of the relevant baseline landscape character areas is provided in the following paragraphs.:

Landscape character

L1: The site

12.29 The site lies within the North of Yapton Coastal Plain (29) character area on the former Ford Aerodrome airfield, between Burndell and Ford. The boundaries of the site follow the boundaries of the existing facility set within the wider airfield.

12.30 The topography of the site is generally very flat and being near the coast, the topography is approximately between 0m AOD and 5m AOD.

12.31 Tree cover on the site is sparse, being an operational waste site, however just beyond the northern boundary there is a dense belt of evergreen trees and on the eastern boundary is scrub vegetation including trees, planted on a low earth mound.

12.32 There are no PROWs within the site.

12.33 There are no landscape, ecological or heritage designations within the site.

12.34 Within the site are three large aircraft hangars, two of which are not currently in use. The Southern Water waste water treatment works lies to the south and large industrial sheds can be seen in Ford Airfield Industrial Estate toward the west.

12.35 The key characteristics and landscape elements identified for this landscape receptor are:

- An industrialised and developed site of large hangars, sheds and ancillary buildings
- Trees and vegetation beyond the northern and eastern boundaries
- No significant vegetation within the site.

- Setting of industrial buildings on Ford Airfield Industrial Estate, the Ford Waterworks and some housing and farmland to the north and east.
- Noise from surrounding industrial land uses.

L2: North of Yapton Coastal Plain (29)

12.36 The site lies within the North of Yapton Coastal Plain character area.

12.37 The topography of the North of Yapton Coastal Plain (29) is generally flat varying between 0m AOD and 10m AOD.

12.38 The site is bounded by busy roads, with Yapton Road to the west, Horsemere Green to the South and Ford road to the east. The railway line forms the northern boundary.

12.39 The site has industrial land uses at its core, at Ford Airfield and along Ford Lane.

12.40 Vegetation includes numerous shelter belts and field boundaries that help provide screening, including trees along Ford Lane that effectively screen the site and tree lines within Ford Airfield. Vegetation is also concentrated on the settlement boundaries of Climping and Burndell.

12.41 There are several PROWs in the character area and some pass close to the site.

12.42 There are a number of cultural heritage designations in the area including conservation areas in the village of Yapton and several listed buildings.

12.43 The Arun Landscape Study (August 2006) assesses the landscape sensitivity of the character area as substantial and landscape value as slight. This appears inconsistent with the experience of the character area and the high level of influence exerted by industrial land use and other development.

12.44 The mixed use allocation including 1500 homes at Ford Airfield (SD8) includes over half of the character area and so when this area is developed, the character will be substantially altered to become a predominantly developed area.

12.45 The sensitive key characteristics and landscape elements identified for this character type are:

- Large area of industrial land use located throughout the character area.
- Scattered areas of residential development of varying scales with no definitive pattern.
- Isolated areas of agricultural field within a mosaic of industrial and residential land uses.
- Disused aerodrome runway near the southern area of the character area.

L3: Middle Arun Valley Floor (34)

12.46 The Middle Arun Valley Floor (34) character area lies south of Arundel and north west of Littlehampton. Central to this area is the River Arun and its flood plain.

12.47 Topography of the Middle Arun Valley Floor (34) is relatively flat ranging between

0m AOD and 10m AOD.

12.48 Land use is predominantly agricultural fields. Tree cover is mainly along field boundaries with small areas of woodland south of Arundel train station and around the junction of the railway line that runs through the character area. Tree cover is also scattered along the railway line.

12.49 PROWs Ford 206-2 to 206-8 run along the western bank of the River Arun. Ford 364/1-1 and 200/5-1 connect Ford to the River Arun. Arundel 207-1 connects the southern development edge of Arundel to the River Arun.

12.50 The Arun Landscape Study (August 2006) assesses its landscape sensitivity as major and landscape value as substantial.

12.51 The ADC assessment omits to take into account the elements that are picked up in the WSCC assessment of area SC10 of which this character area is a part 'suburban and urban fringe development visible over a distance' and 'intrusive surrounding suburban activities'.

L4: Climping Lower Coastal Plain (31)

12.52 The Climping Lower Coastal Plain (31) lies east of the village of Elmer and south of Climping and extends to the coastline and to the north of Middleton on Sea.

12.53 Topography is generally flat being between 0m AOD and 5m AOD.

12.54 Tree cover is mainly on field boundaries and urban settlement boundaries. Vegetation is particularly dense adjacent to Ryebank Rife.

12.55 Landuse is predominantly agricultural fields with some scattered urban settlements. Ryebank Rife flows through the character area east to west and also has some tributaries adjoining throughout its course.

12.56 The A259 runs through the character area west to east and detracts from its landscape character

12.57 There are several PROWs through the area.

12.58 Statutory designations include small clusters of grade II listed buildings along Climping Street and Crookthorn Lane. Scheduled monuments include the medieval earthworks east and south east of St Mary's Church just south of Climping.

12.59 The Arun Landscape Study (August 2006) assesses its overall landscape sensitivity as substantial and landscape value as substantial.

12.60 The ADC assessment omits to take into account the elements that are picked up in the WSCC assessment of area SC10 of which this character area is a part 'suburban and urban fringe development visible over a distance' and 'intrusive surrounding suburban activities'. It also fails to acknowledge the level to which the A259 detracts from the rural character of the landscape.

L5: Bilsham Coastal Plain (30)

12.61 The Bilsham Coastal Plain (30) lies south of Burndell and north of Middleton On Sea.

12.62 Topography is generally flat, ranging between 0m AOD and 10m AOD.

12.63 Tree cover is mainly on agricultural field boundaries and around Bilsham.

12.64 Landuse within the Bilsham Coastal Plain is predominantly agricultural fields. Ryebank Rife flows through the character area in a north south orientation.

12.65 Main transport routes include Bilsham Road which connects Bilsham to Burndell.

12.66 There is a network of PROWs connecting Bilsham to the south eastern edge of Yapton through agricultural fields. In the east of the character is a network of PROWs connecting Burndell to Grevatt's Lane in the south.

12.67 There are no statutory designations within the Bilsham Coastal Plain.

12.68 The Arun Landscape Study (August 2006) assesses the sensitivity of Bilsham Coastal Plain as substantial and landscape value is assessed as slight.

L5: Ryebank Rife (18)

12.69 Ryebank Rife (18) lies to the east of Lidsey and south of Bilsham. The boundaries of the character area are defined by the outer boundaries of fields directly adjacent to the watercourse Ryebank Rife. For the purposes of this study, this character area is combined in assessment with Bilsham Coastal Plain.

12.70 Topography is generally flat ranging between 0m AOD and 10m AOD.

12.71 Tree and vegetation cover within the Ryebank Rife character area is sparse and intermittent along the course of the Ryebank Rife and adjacent field boundaries.

12.72 Landuse is predominantly agricultural land however in the north west of the character area is the Southern Water Lidsey Water Treatment facility.

12.73 The only transport route which passes through the character area is the railway line which connects Bognor Regis to Barnham.

12.74 PROWs Yapton 146-3 and 155-1 cross the Ryebank Rife north of Flansham. There a no further PROWs within the character or crossing through it.

12.75 The character area does not contain any statutory designations.

12.76 The Arun Landscape Study (August 2006) assesses the landscape sensitivity of Ryebank Rife as being substantial and landscape value is assessed as slight.

L6: Lower Arun Valley Floor (35)

12.77 The Lower Arun Valley Floor (35) lies west of Littlehampton and east of Climping.

12.78 Topography of the Lower Arun Valley Floor (35) is generally flat ranging between

0m AOD to 10m AOD.

12.79 Tree cover of the character area is mainly along agricultural field boundaries. Near the south east of the character area is a belt of woodland which runs along some field boundaries. The River Arun also has vegetation along a partial length within the character area.

12.80 Landuse of the Lower Arun Valley Floor (35) is predominantly agricultural fields. In the south east corner of the character area is Littlehampton Golf Club and along the western bank of the River Arun is Littlehampton Marina.

12.81 The main transport route includes the A259 which connects Bognor Regis and Littlehampton.

12.82 A network of PROWs runs along the western bank of the River Arun up to Littlehampton Marina. PROWs also connect to those to the east of Atherington and southward toward the coast.

12.83 Statutory designations of the Lower Arun Valley Floor (35) include a very small part of West Beach local nature reserve in the very south eastern corner of the landscape character area. In the northern part of the character are medieval earthworks east and southeast of St Mary's Church, which are scheduled monuments.

12.84 The Arun Landscape Study (August 2006) assesses the landscape sensitivity of Lower Arun Valley Floor as substantial and landscape value is assessed as moderate.

12.85 The assessment omits to take into account the strong influences of surrounding development.

L7: Tortington Arun Valley Sides (32)

12.86 The Tortington Arun Valley Sides (32) character area lies south of Arundel and east of Binsted, with part of the northern boundary running along the southern development edge of Arundel and the boundary of the SDNP.

12.87 Topography of the Tortingon Arun Valley Sides is predominantly flat ranging between 0m AOD to 10m AOD, but rises to the north to 20m AOD.

12.88 Tree cover of the character area is mainly along agricultural field boundaries and rural roads. A small length of dense vegetation exists to the west of Tortington.

12.89 The main transport route within the Tortington Arun Valley Sides character area is Ford Lane, which runs along the eastern boundary connecting Ford/ Climping to Arundel.

12.90 PROWs include Arundel 361/1-1 which runs through Tortington village. Arundel 361-2 connects Tortington westward. Arundel 3403-1 connects Tortington with Priory Farm. Arundel 3401-1 and 3402-2 connect New Barn to the SDNP.

12.91 Statutory designations include the grade II listed Tortington Priory Barn which lies within the scheduled monument Tortington Augustinian Priory. Other listed buildings include the grade II listed Church of St Mary Magdalene and Manor

Farmhouse.

12.92 The Arun Landscape Study (August 2006) assesses the sensitivity of Tortington Arun Valley Sides as substantial and landscape value is assessed as moderate.

L8: Littlehampton Arun Valley Sides (38)

12.93 The Littlehampton Arun Valley Sides (38) lies to the north west of Littlehampton and east of the River Arun.

12.94 Topography of the character area generally flat ranging between 0m AOD and 10m AOD.

12.95 Tree cover is sparse with intermittent tree planting on the boundary of the entire character area.

12.96 Landuse of the Littlehampton Arun Valley Sides is predominantly residential with informal open space in the north eastern and north western corner. Allotments are also in the north western informal open space.

12.97 Main transport routes include Benjamin Gray Drive which is one of two vehicular access points into the landscape character area and connects to the A259. Courtwick Lane connects the character area to the northern part of Littlehampton.

12.98 There are no PROWs within this landscape character area.

12.99 Statutory designations of the Littlehampton Arun Valley Sides includes the grade II listed Courtwick Park and Stables which are north of Courtwick Lane.

12.100 The Littlehampton Arun Valley Sides character area has recently been developed and therefore the Arun Landscape Study (August 2006) is not relevant.

L9: Binsted Upper Coastal Plain (26) and remaining part of Binsted Park/Wood (27) (most of 27 now in SDNP and is therefore assessed as part of SDNP)

12.101 The Binsted Upper Coastal Plain (26) and remnant part of Binsted Park Wood (27) lies to the east of Walberton and south of the SDNP.

12.102 Topography is generally flat within the majority of the character area ranging from 0m AOD to 10m AOD. Towards the northern boundary the topography starts to rise from 10m AOD to 20m AOD.

12.103 Tree cover is sparse with intermittent vegetation on agricultural field boundaries throughout the character area. Small clusters of dense vegetation exist around farm buildings in the south and north of the character area.

12.104 Landuse is predominantly agricultural fields with two areas of industrial estates; Binsted Nursery in the northern part of the character area and another cluster of industrial looking farm buildings in the south. There is also some residential development spread along Binsted Lane.

12.105 The only transport route through the character is Binsted Lane which connects Walberton to the A27/ Chichester Road through Binsted.

12.106 PROWs include Walberton 350-1 which connects the east of Walberton to Binsted. There is a network of PROWs in the east of the character area which connects the small clusters of settlements with each other as well as to the east toward Tortington and south toward the railway line.

12.107 Statutory designations include a few grade II listed buildings scattered along Binsted Lane including St Mary's Church.

12.108 The Arun Landscape Study (August 2006) assesses the sensitivity of the Binsted Upper Coastal as substantial and the landscape value is assessed as moderate.

L10: Lyminster Arun Valley Sides (37)

12.109 The Lyminster Arun Valley Sides (37) lies to the north of Lyminster and south of the A27.

12.110 Topography is generally flat within the majority of the character area ranging from 0m AOD to 10m AOD. Toward the north eastern boundary the topography starts to rise from 10m AOD to 20m AOD.

12.111 Tree cover of the Lyminster Arun Valley Sides is particularly dense on the eastern boundary in Brookfield estate. To the east of the A284/ Lyminster Road vegetation is dense. Intermittent tree planting and vegetation exists along boundaries of agricultural fields throughout the character area.

12.112 Landuse is predominantly agricultural fields. Along the A284/ Lyminster Road there are clusters of residential and commercial development as well as industrial estates in Broomhurst Farm. Commercial development includes a Comfort Inn hotel, a McDonalds restaurant, and BP filling station.

12.113 The A284/ Lyminster Road is the main transport route through the character area and connects Lyminster to the A27.

12.114 PROWs include the Lyminster and Crossbush 2207-1 which connects Lyminster northward to the A27. Lyminster and Crossbush 2205-1 connects Lyminster Road eastward to the A27.

12.115 Statutory designations are limited to a single grade II listed building called Brook Lawn on Broomhurst Farm. There are no further statutory designations within the character area.

12.116 The Arun Landscape Study (August 2006) assesses the landscape sensitivity of Lyminster Arun Valley Sides (37) as substantial and the landscape value is assessed as moderate.

12.117 The sensitive key characteristics and landscape elements identified for this character type are:

- Dense boundary vegetation in the west of Lyminster Road.
- Close proximity to the SDNP.
- Clusters of commercial/ industrial development.

L11: West of Yapton Coastal Plain (21)

12.118 The West of Yapton Coastal Plain (21) lies to the south of Barnhan and to the west of Yapton.

12.119 Topography of the West of Yapton Coastal Plain (21) is generally flat ranging between 0m AOD and 10m AOD.

12.120 Tree cover within the character area is generally sparse, with intermittent vegetation on field boundaries.

12.121 Landuse within the West of Yapton Coastal Plain (21) is predominantly agricultural fields. Drove Lane Farm and associated buildings lie in the western area of the character area.

12.122 Transport routes within the character are small rural lanes which serve as access to the agricultural fields.

12.123 A network of PROWs runs through the character area connect the north to the south with further PROWs connecting to western Yapton.

12.124 The character area does not contain any statutory designations.

12.125 The Arun Landscape Study (August 2006) assesses the landscape sensitivity of the West of Yapton Coastal Plain as substantial and the overall landscape value is assessed as slight.

L12: Barnham Yapton Coastal Plain (22)

12.126 The Barnham Yapton Coastal Plain (22) lies to the south of Barnham and to the west of Yapton.

12.127 Topography is generally flat ranging between 0m AOD and 10m AOD.

12.128 Tree cover within the character area is generally sparse, with intermittent vegetation in moderate to poor condition on field boundaries.

12.129 Landuse is an indistinct mosaic of broadly speaking agriculture, and paddocks south of the railway and large scale horticulture north.

12.130 Transport routes within the character are the railway line between Chichester and Littlehampton that bisects the character areas, the B2233 Yapton road and rural lanes which serve as access to the agricultural fields.

12.131 A network of PROWs runs through the character area.

12.132 The character area does not contain any statutory designations.

12.133 The Arun Landscape Study (August 2006) assesses the landscape sensitivity of the West of Yapton Coastal Plain as moderate and the overall landscape value is assessed as slight.

L13: SDNP

12.134 This description of the main characteristics of the SDNP focusses on the south facing dip slopes around Arundel and extending to the east and west that would be potentially affected by the proposals. This area equates to parts of the WSCC character area Central Downs (SD3), to the west of Arundel, and parts of the WSCC character area Western Downs (SD1), to the east of Arundel and the WSCC character assessment provide more detail on these areas.

12.135 The chalk escarpment topography is a key characteristic and heights vary greatly with the lower parts of SDNP around Arundel and Binsted at approximately 30m AOD, climbing to a height of approximately 190m at Rackham Hill on the South Downs Way, 144m AOD at Nore Hill and 128m AOD at Halnaker Hill.

12.136 Woodland is a strong characteristic of the southern slopes, with a patchwork of wooded and more open areas and the combination of woodland and topography play a strong role in restricting available views from the SDNP over the coastal plain.

12.137 Particular sensitivities relating to its setting, includes sensitivity to prominent development in views, but the character assessments also describe the high degree of seclusion and enclosure found in the valley landscapes, so that views are mainly restricted to higher ground.

Visual baseline

Views of the site

12.138 Within a 1.5 km radius of the site there will be visibility from local settlements and other houses, from public open spaces and PROWs (some of which cross Ford Airfield close to the site), from local roads and streets, from local workplaces and also some views from the vicinity of heritage features. The majority of the visibility from the wider area between 1.5 and 4.5 km radius of the site, comes from PROWs in the more open sections of the surrounding agricultural land, transport links and the edges of settlements, but includes views from rising ground at Arundel 3.8 km to the north east. Visibility of the site beyond this 4.5 km radius is predominantly from elevated areas of the SDNP and from a section of the A259 that bridges over the railway line near Bognor Regis.

12.139 A computer-generated model of the zone of theoretical visibility (ZTV) in combination with fieldwork has been used to assess the potential visibility of the proposals within the study area. The ZTV, illustrated in figure 12.13, has been used to identify the visual receptors that have the potential to be affected by the proposals. Those visual receptors, which may be potentially affected by the development proposals, are set out in table 12.2 and numbered from VR1 to VR22.

12.140 A number of representative viewpoints have been selected within the study area to illustrate how the site is experienced by the identified visual receptors. The viewpoints chosen provide a representative selection of views from locations where the site is visible and cover a range of receptors from varying directions and distances. The viewpoint locations are illustrated on figures 12.14 and 12.15 (detail for local area) and the photographic viewpoints are illustrated on figures

12.16 to 12.47.

Visual receptor (VR) Location	Identified viewpoint(s)
VR Local residents	
VR1 Residents in the local area to the north, within approximately 1.5 km of the site to the north including: Properties on Ford Lane to the north east and north including Ford Place Farm, New House Farm, Ford Cottages, Atherington House, Southdown House, other properties north of site on Ford Lane.	Viewpoints 11, 26, 27
VR2 Residents in the local area to the east within approximately 1.45 km of the site including: Rodney Crescent to the east, properties on Station Road, near St Andrew's Church and the old canal basin and marina. Properties on Ford Road to the south east including Nelson Row and HMP Ford.	Viewpoint 14 and Rodney Crescent View 36
VR3 Residents in the local area to the south, within approximately 1.5 km of the site including: Residents of the area of Horsemere Green Lane and side-roads, south of the site, residents on / near Ford Road / Church Road to the south east (south of HMP Ford).	Viewpoints 25 and view 34 from Horsemere Green Lane
VR4 Residents in the local area to the west, within approximately 1.5k m of the site to the east including: Residents of the area of Yapton / Burndell east of Burndell Road, west of the site.	Viewpoints 11, 15, 16, 24
VR5 Residents in the local area between approximately 1.5 and 4.5 km from site to north: Ford Station, Tortington and area, Binstead and area, south eastern edge of Walberton and area and Arundel.	Viewpoints 4, 10, 19, 27, 28, 29 and 31
VR6 Residents in the local area between approximately 1.5 and 4.5 km from site to east: Crossbush and area, Lyminster and area, western fringes of Littlehampton / Wick (also Poling, approximately 5 km to east).	Viewpoints 12, 13, 5 and 32
VR7 Residents in the local area between approximately 1.5 and 4.5 km from site to south: Brookpits, parts of Climping, Atherington, north eastern edge of Middleton and Bilsham.	Viewpoints 6, 7, 8, 17 and 33
VR8 Residents in the local area between approximately 1.5 and 4.5 km from site to west: parts of Yapton, Burndell, eastern edge of Barnham south eastern edge of Walberton.	11, 20, 21 and 24
Recreational areas and routes	
VR9: People accessing the SDNP, particularly via PROWs including: South Downs Way (National Trail) PROWs Amberley 2671-3, 2674-1, 2671-1, 2280-3, 3418-1. Parham 2191/1-4 and 2673-1, 2673-2, 2673-5 and Burpham 2191-4, 2245-1. Amberley 2671-3 starts from Mill Lane and runs eastward along the South Downs Way and meets Amberley 2671-2 which continues and meets Amberley 2671-1. Amberley 2671-3 then continues from where 2671-1 ends to meet Parham 2673-1 which continues to follow the South Downs Way east. Parham 2673-2 continues south west from the junction of Amberley 2671-3 and Parham 2673-1. Amberley 2280-3 continues south west from Parham 2673-2 and joins 3418-1. Burpham 2245-1 then continues from the end of Amberley 3418-1 eastward. Burpham 2191-4 runs south east from the junction of Parham 2673-2 and Amberley 2280-3. Amberley 2674-1 runs southward from the junction of Amberley 2671-2 and 2671-3. Parham 2191/1-4 runs southward from the junction of Parham 2191/1-2, Amberley 2671-1 and Amberley 2671-3 and joins Parham 2673-5. PROWs to the north and east of Burpham. PROWs to the north of Burpham include Burpham 2256-2, 2256-3, 2256/1-5, 2247-1, 2242-2, 2241-3, 2241-4 and 2241-5. PROWs north and northwest of Arundel.	Viewpoints 1, 2, 3, 9, 18, 19 and 30

Visual receptor (VR) Location	Identified viewpoint(s)
PROWs include Arundel 3067-1, 415-1, 415-2, 415-3, 415-4, South Stoke 2269-8, 2269-9, 2269-10, 2269-11. Visual effects on PROWs north west of Slindon, near Nore Folly. PROWs include Slindon 2970-7, 2970-9, leading up to Nore Folly. Visual effects on PROWs near Halnaker Windmill. PROWs include Boxgrove 371-2 and 371-3, 372-5 and 372-6.	
VR10 Visual effects on users of PROWs in the locality of the proposals (within 1.5 km of the site). Ford 206-7 runs north south along the western bank of the River Arun. Being on a bank and directly east of the site, views of the proposal will be experienced among intervening residential development and mature vegetation when walking along this public right of way. Visual effects on PROWs north of the site. PROWs include Ford 365-4, 366-1, 366/1-1, 363-3, 200/3-1 and 200/3-2. These PROWs are in close proximity to the site and will therefore have views of the proposed development, with some PROWs experiencing glimpsed views through vegetation. Ford 175-1 and 175-2 run east west through the Ford Airfield site with Ford 175-1 connecting to B2233/ Burndell Road and Ford 175-2 connecting to Church Lane. Views of the proposal will be afforded by Ford 175-1 and a small length of Ford 175-2 from where it continues east from Ford 175-1. The rest of Ford 175-2 will have glimpsed views of the proposals through industrial buildings in Rudfield Industrial Estate. Visual effects of PROWs to the north of Yapton. PROWs include Yapton 359-2, 359-1, 358-1, 357-1 and 356-1. Views looking south east to the proposed development will be experienced due to the open nature of the surrounding landscape and close proximity to the site.	Viewpoints 11, 15, 16, 14, 24, 25, 26 and 27
VR11 Visual effects on users of PROWs in the area north of the proposals (between 1.5 and 4.5 km of the site). Ford Station, Tortington and area, Binstead and area, south eastern edge of Walberton and area and Arundel. Walberton 350-1 connects from the eastern boundary of Walberton to Binsted, from Yapton Lane/ B2132 to Binsted Lane.	Viewpoints 4, 10, 19, 27, 28, 29 and 31
VR12 Visual effects on users of PROWs in the area east of the proposals (between 1.5 and 4.5 km of the site). Crossbush and area, Lyminster and area, western fringes of Littlehampton / Wick (also Poling, approximately 5 km to east). Lyminster and Crossbush 2207-1 runs north south from Station Road in Crossbush to Church Lane in Lyminster. Views from this public right of way are generally open towards the west and views of the upper elements of the proposal will be experienced beyond residential development and the railway line as well as mature vegetation.	Viewpoints 12, 13, 5 and 32
VR13 Visual effects on users of PROWs in the area south of the proposals (between 1.5 and 4.5 km of the site). Brookpits, parts of Climping, Atherington, north eastern edge of Middleton and Bilsham. PROWs along the coast between Littlehampton and Middleton-On-Sea. PROWs inbetween Littlehampton and Middleton-On-Sea along the coast include Climping 829-2, 829-3, 829-4, 829-5, Climping 174-3 and Littlehampton 174-4. PROWs between the A259 and the rights of way mentioned above include Climping 197-1, 197-2, 169-1, 169-2, 172-1, 172-2, 173-1, 173-2, 173-3, 174-1 and 174-2. PROWs north east of Middleton-On-Sea. PROWs to the north east of Middleton-On-Sea, include Middleton-On-Sea 2997-1. Middleton-On-Sea 2997-1 runs northward from Ancton Lane and connects to Grevatt's Lane and Yapton Road. Views of the upper elements of the proposal will be afforded from this public right of way, beyond intervening vegetation and development.	Viewpoints 6, 7, 8, 17 and 33
VR14 Visual effects on use PROWs in the area west of the proposals (between 1.5 and 4.5 km of the site). PROWs in area around Yapton, Burndell, eastern edge of Barnham. PROWs Yapton 166-5, 166-4, 166-2, 166-1, 167-1, Climping 166-3, 144-1 and 144-2. There is a network of PROWs to the south of Barnham / west of Yapton which have similar views when looking eastward. Barnham 146-2 and PROWs that lie to the east of it.	Viewpoints 11, 20, 21, 24 and 33

Visual receptor (VR) Location	Identified viewpoint(s)
VR15 Visual effects on users of PROWs in the area west of the proposals (between 4.5 and approximately 10 km of the site). There is a potential zone of visibility extending to the west and two representative views have been identified to illustrate this. One is from a single public right of way that exists in the north of Oving. Oving 200-3 runs in an east west orientation from the Colworth eastward. It is considered that the magnitude of change experienced in views would be negligible from this distance, low elevation and in the view context and therefore this receptor group is not included in the assessment section.	
Visitors to heritage and tourist assets	
VR16 Visual effects on visitors to Arundel. Arundel is an important tourist destination straddling the southern edge of the SDNP. Arundel Castle is grade I listed and a scheduled ancient monument and The Roman Catholic cathedral and St Nicholas's Church are both Grade 1 listed. ADC Policy LAM DA2 relating to the setting of Arundel gives consideration to views south from Arundel over countryside, particularly within a defined corridor of the River Arun. The proposals lie to the west of that view corridor.	Viewpoints 29 and 31
VR17 Visual effects on visitors to Halnaker Windmill and World War II searchlight emplacements.	Viewpoint 18
VR18 Visual effects on visitors to local listed buildings and other local heritage features where landscape setting is relevant and are open to visitors, within 1.5 km of the site. Includes:Includes: Church of St Mary, Climping Church of St Mary, Yapton Church of St Andrew, Ford Ford Memorial Garden, Yapton	Viewpoints 14, 16, 24, and 25
Users of transport routes	
VR19:Railway users Railway lines between Chichester, Arundel and Littlehampton cross the coastal plain to the north of the site. The length of railway between Barnham, Littlehampton and Arundel may have glimpsed views of the proposal through boundary field vegetation and vegetation on the railway embankment. Views similar to the likely views experienced from the train are provided as representative viewpoints.	Viewpoint 12, 27 and 32
VR20: Travellers on major routes in area including Arundel Bypass / A27 and the A259 Arundel Bypass / A27 is a 40 mph single carriageway which runs east west to the south of Arundel. Bridge Road / A259 is a 40 mph single carriageway which runs east west connecting to Littlehampton. Grevatt's Lane / A259 is a 40 mph single carriageway with a footpath on the northern side, which runs east west, to the south of Burndell. Grevatt's Lane / A259 runs between Yapton Road / B2132 and Yapton Road B2233. Charles Purley Way / A259 is a 50 mph single carriageway with a footpath on the southern side, which runs from the Shripney Road roundabaout eastward to the Stanhorn Grove roundabout. There are potential views of the proposals from the bridge section over the railway and the length of Charles Purley Way / A259 east of the bridge.	Viewpoints 4, 6, 8, 21
VR21: Travellers on local roads With the exception of minor local residential access roads, several local roads would subject road travellers to potential views of the proposals with effects generally reducing with distance. This assessment focuses the assessment of effects on this receptor on the 'worst case' local roads immediately adjacent to the Ford Airfield area. These roads are: Ford Lane: 250 m north of the site, runs east - west from Ford Road to North End Ford Road: 500 m west of the site, runs north - south	Viewpoint 11, 23, 26 & 29

Visual receptor (VR) Location	Identified viewpoint(s)
Horsemere Green Lane: 950 m south of the site runs east - west from Ford Lane to Yapton Road Yapton Road B2233 700 m west of the site, runs north - south	
Places of employment	
VR22: People at workplaces within locality of the site Industrial buildings / estates within the locality of the site include Ford Airfield Industrial Estate, Southern Water waste water treatment works, Ford Lane Industrial Estate and the Palletforce industrial compound. Peregrine House and other smaller businesses on Ford Lane, Rudfield Industrial Estate containing many large industrial buildings and surrounded by mature vegetation and HMP Ford is also counted in this assessment as a place of employment.	Viewpoints 11,15, 25 and 26
Table 12.2 Visual receptors	

Development proposals

Description of the proposals

12.141 In reading this section, reference should be made to Chapter 3 of this ES, which describes the proposed development in detail to provide a clear understanding of the full application against which the assessment is made. The following description covers the specific areas that will affect the landscape and visual resources and the primary mitigation measures.

Primary mitigation

12.142 The potential impacts on the landscape and visual resources were a significant consideration from the outset of the development proposals, which evolved as the EIA progressed. The site itself has very few landscape resources within its boundaries, mainly restricted to native trees and shrubs in the area on the north western side of the main operational site that will not be developed. These trees and shrubs will be retained. Immediately adjacent to the site, existing conifers that provide screening to the existing site provide a screening role. To the east of the site boundary, a ditch and scrub provide some low level screening and biodiversity value and therefore will be retained.

12.143 The large scale of the ERF and WSTF facilities mean that it is not possible to provide screening on site or off, that would effectively screen the mass of the buildings and stack. Instead the design strategy has been to produce a building that will be of high architectural quality, relating to the airfield heritage of the site, so that when viewed in the landscape, it will contribute to the character of the area and be appropriate in the context of the existing predominantly industrial character of Ford Airfield. The design has also taken into account its visibility in the wider landscape context and the design strategy, in response to this, has been to provide a recognisable sculptural landmark feature.

12.144 Key primary mitigation measures incorporated into the detailed plans in chapter 3 and the landscape proposals described therein, aim to minimise the initial predicted impacts of the facilities and include the following:

- Considered location and form of built development, especially the relative arrangement of the ERF and WSTF, to minimise impacts on the immediate surrounding area
- Consideration of massing, height and scale of development to minimise impacts on the surrounding area, balanced against the strategy of providing a distinctive landmark building
- Careful consideration of tree and shrub species to reflect local native vegetation and enhance biodiversity, whilst providing a good level of screening effect of the lower levels of the proposals
- The buildings layout has been designed to occupy the smallest footprint in order to reduce, as far as is practicably possible, the buildings' mass
- The visual impact of sun reflection on the walls and roofs of buildings have been given careful consideration and have informed the colour and material choices
- The buildings north-south alignments will help minimise the outline of the main building when viewed from more sensitive landscapes to the north and also from the coastal area to the south

Predicted sources of landscape and visual effects

12.145 The principal sources of change to landscape resources and visual amenity arise from the introduction of new built forms and landscape elements. The changes that could occur to the landscape can be separated into temporary (that occur during construction) and permanent changes that occur at completion (post construction). Some of these changes may be beneficial, resulting in an improvement in quality or landscape resources, while others may be adverse. Some changes may initially be adverse, but on establishment and maturity may result in a gradual improvement as new landscape resources replace old or supplement the existing. This makes qualitative evaluation more difficult. Experience indicates that the latter is frequently the case, as landscape perception inevitably determines assessment. Sudden change in a known landscape is almost always initially prominent, but its perceived significance reduces over time. The elements that will give rise to landscape and visual effects are summarised in the following paragraphs.

Predicted temporary effects during construction

12.146 The following activities will cause temporary changes to landscape and visual receptors during all phases of the construction period:

- Demolition of existing buildings and structures on the site
- Infrastructure provision – grid connection / connection to services / trenching operations
- The erection of temporary protective and security fencing
- Site compounds and contractors' car parking
- Introduction of cranes and large machinery and their associated movement, both to and from the site and around the site
- Temporary lighting and signage associated with construction works

- Changes to the surrounding roads due to the movement of additional traffic arising from construction related activities including heavy machinery movements and due to road works relating to the grid connection

Predicted effects at completion (post-construction) and permanence

12.147 The following elements will be the primary cause of changes to landscape and visual receptors:

- Replacement of existing WTS buildings with the ERF (including the stack and plume), the WSTF and ancillary buildings and structures
- Introduction of replacement car parking and areas of hard standing and vehicular access within the site
- Introduction of new perimeter bunding and tree and shrub planting
- Replacement of existing lighting with new lighting
- Acoustic and security fencing on site perimeter
- Effects on landscape are theoretically reversible, where the site landscape resources (in this case no significant landscape resources removed) could be restored to its current condition, but for the purposes of this assessment, the proposals are described as permanent
- Effects on visual receptors are classed as effectively permanent due to the 25 year period of operational phase

Connection to the National Grid

12.148 The connection to the national grid is described in chapter 3. The connection will not require any significant tree or hedge removal over its length, nor any roadworks or traffic impacts sufficient to generate any significant landscape or visual effects. For this reason, this element of the proposals is discounted from the assessment of landscape and visual effects.

Predicted potential landscape and visual effects

12.149 The following section predicts the potential effects of the proposed development on the landscape receptors and visual amenity receptors within the site and in the surrounding areas identified in the baseline section. In each case, the predicted significance of the effect is described in relation to the following conditions:

- Effects during construction
- Effects on completion
- Night time effects

12.150 It should be noted that for this particular study, the large scale of the proposals and the proximity of the planting, fencing and walling to the site, in relation to views means that there would be no change in terms of the degree of significance of effect between the Year 0 conditions and Year 15, although in closer views, where the mitigation measures are perceived, they would increasingly enhance the visual appearance of the proposal over time.

Predicted effects on landscape character

12.151 The effects on the landscape / landscape resources identified in the baseline are set out in the form of assessment sheets (L1-L13) on the following pages, for each identified character area within the ZTV that is judged to be potentially affected to a significant degree by the proposals. The assessment has been undertaken with reference to the receptor sensitivity and impact magnitude tables and the degree of effect matrix in figures 12.1 to 12.3.

L1 - Landscape effects on the site

Sensitivity of the landscape receptor	
Value of the landscape receptor: The site is an existing waste processing site and has no features of landscape value or interest within the main compound area. An area of existing vegetation to the north west of the compound, referred to as the 'teardrop' due to its shape, will be retained unchanged. The value of the site as a landscape receptor is considered to be negligible. Susceptibility to change: The site is already an operational waste site with other large scale industrial development in its surrounding context. The ERF building and stack would be substantially larger than existing individual buildings. However, in the context of the significant area of industrial development at Ford and the fact that the proposals are replacing existing large buildings, they can be said to integrate with adjoining land-uses and would not be out of place. They would be in keeping with the aims of the SPD, that the layout and detailed design of new waste facilities is appropriate to its context and reflects the character of the area within which it is located. Given its immediate surroundings of mainly standard shed-like industrial buildings, it would be reasonable to regard the form and appearance of the proposed development as high quality both in terms of materials and design and in its strong references to its cultural setting. For these reasons it is considered that the landscape is able to accommodate a large change related to the replacement facilities. The susceptibility of this landscape receptor to specific change associated with the ERF and WSTF is considered to be low.	
Sensitivity of landscape receptor	The landscape receptor is therefore judged to be of **low** sensitivity.
Landscape effects during construction	
Size/scale: A large degree of activity and disturbance will be evident during construction with the movement of machinery around the site, such as cranes and introduction of construction elements but with no landscape elements within the site, there will be no landscape effects. Geographical extent: The effects during construction will influence the entire site for the entire period of construction but there are no landscape elements to be affected. Duration: The effects during construction will be temporary. Reversibility: No landscape effects during construction so not relevant.	
Magnitude of effect	The magnitude of landscape effects during construction will be **negligible**.
Significance of Landscape effects	The degree of effect will therefore be **negligible and not significant**.
Landscape effects at completion	
Size/scale: The built form will comprise development of a range of heights, with the main building being a maximum of 51.22 m and the stack being 85 m, along with associated hard standing, car parking, and fencing. The proposals will see the inclusion of new native structure planting along the northern, western and eastern boundaries of the site and a small degree of new tree planting within the car park and throughout the site where available and this will have beneficial impacts on the landscape resources. The character of the site will remain industrial, but the scale will be altered through the introduction of taller structures than the existing. However, the quality of the design and materials will improve the character and distinctiveness of the site, which will be beneficial. Geographical extent: The effects of the proposals will influence the entire site. Duration: The landscape effects at completion will be long term and beyond 25 years. Reversibility: The landscape effects at completion will be permanent. Seasonal variation: There will not be any seasonal changes other than seasonal changes in the planting appearance.	
Magnitude of effect	The magnitude of landscape effects at completion will be **medium beneficial.**
Significance of landscape effects	The degree of effect will therefore be **slight beneficial and not significant.**
Night time landscape effects at completion	
The proposals will see the introduction of more lighting than currently exists on the site, however much of the illuminated areas will be screened by bunding and planting and will be seen in the context of surrounding built development and therefore is likely to be a partial impact on key elements and features of the landscape character. The most visible element giving rise to effects will be the aircraft warning light mounted near the top of the stack.	
Magnitude of effect	The magnitude of night time landscape effects at completion will be **small adverse**.
Significance of landscape effects	The degree of effect will therefore be **slight adverse and not significant.**

L2 - Landscape effects on the North of Yapton Coastal Plain (29) character area

Sensitivity of the landscape receptor	
Value of the landscape receptor: The Arun landscape study omits developed areas, so does not appear to sufficiently take into account the strong influence of the several industrial and urban fringe / suburban development elements, including those in the vicinity of the site. That omission skews the ADC assessment, as it relates only to the agricultural elements meaning that their overall assessment cannot be taken as reliable in relation to the area as a whole, which is how the area is experienced. The area has no landscape designations. It is a landscape with limited scenic quality and many detracting features with an overall indistinct sense of place. However, there are pockets of more attractive cohesive rural landscape and cultural heritage features and so the overall value of this landscape receptor is considered to be low - medium. Whilst not factored into this part of the assessment (to follow within the assessment of cumulative effects), other permitted or proposed development in the area would further impact the character of the Climping Lower Coastal Plain. Susceptibility to change: The North of Yapton Coastal Plain character area includes industrial and rural fringe development as an existing characteristic and currently accommodates large scale industrial buildings on the site making the character area potentially of low susceptibility to the nature of the proposals. However, the height and scale, particularly of the ERF is significantly larger than the existing elements, which are generally visually well-enclosed by tree belts and so the character area is susceptible to the scale of the proposals. The susceptibility of this landscape receptor to specific change associated with the ERF and WSTF is therefore considered to be low-medium.	
Sensitivity of landscape receptor	The landscape receptor is therefore judged to be of **low-medium** sensitivity.
Landscape effects during construction	
Size/scale: A large degree of activity will be evident during construction affecting the immediate area around the site, but for most of the character area, the only evident elements of construction will be cranes and the emerging tall ERF and stack. This will be seen from a wider extent of character area than current industrial elements and so will increase the visual influence of industrial features on the surrounding landscape. Geographical extent: Direct effects will be restricted to increased traffic and the works related to the grid connection, but the indirect visual effects of the taller elements during construction would influence much of the character area. Duration: The landscape effects during construction will be short term and temporary, so reducing the significance of the impact. Reversibility: The landscape effects during construction will be reversible.	
Magnitude of effect	The magnitude of landscape effects during construction will be **medium adverse**
Significance of Landscape effects	The degree of effect will therefore be **moderate - significant**
Landscape effects at completion	
Context,size/scale: The proposals will have no direct impact on any of the existing components of the landscape character area. Although the character area is already influenced by industrial development, the size and scale of the proposals will increase the extent of visual influence of industrial elements in the landscape into some areas with currently little or no view of industry and in those areas influenced by existing industry, the scale will be greater than is currently experienced. The design will be of high quality and will be seen as a new landmark. The appreciation of the design will be subjective, but it strongly relates to the history of the site and may be regarded as a feature of interest and focus in a landscape that lacks distinctiveness. Geographical extent: With the exception of the effects of increased traffic, there will be no direct effects on the key characteristics of the character area, but indirect visual effects of the proposals will influence much of the character area. Duration: The landscape effects at completion will be long term and beyond 25 years. Reversibility: The landscape effects at completion will be permanent. Seasonal variation: There will not be any seasonal changes.	
Magnitude of effect	The magnitude of landscape effects at completion will be **medium adverse**
Significance of landscape effects	The degree of effect will therefore be **moderate - significant.**
Night time landscape effects at completion	
The night time effects are not expected to be particularly noticeable due to the current light emanating from both the existing site and other industrial estates in the area. Also, the proposed landscape boundary measures and intervening lines of trees / vegetation will obscure night time effects on the wider character area. The most visible element giving rise to effects will be the aircraft warning light mounted near the top of the stack.	
Magnitude of effect	The magnitude of night time landscape effects at completion will be **small adverse**
Significance of landscape effects	The degree of effect will therefore be **slight and not significant.**

L3 - Landscape effects on the Middle Arun Valley Floor (34) character area

Sensitivity of the landscape receptor	
Value of the landscape receptor: This character area is predominantly a low-lying agricultural floodplain to the River Arun, with very open sections allowing long views. The railway lines connecting Chichester, Arundel and Littlehampton pass through the character area and the regular running of trains, often visible over long distances is a key feature of this landscape. To the north of the character area, the historic Arundel skyline is a dominant feature. To the south east, the gas holder at Littlehampton is a prominent structure. The ADC assessment omits to take into account the elements that are picked up in the WSCC assessment of area SC10 'suburban and urban fringe development visible over a distance' and 'intrusive surrounding suburban activities'. However, as a distinctive landscape with few detracting features and role in providing part of the setting of Arundel, the value of this landscape receptor is considered to be medium-high. Susceptibility to change: The character area, particularly the southern part, is already influenced by the large gasometer at Littlehampton and it is generally a large scale and extensive landscape area and would therefore seem capable of accommodating some further changes to its setting related to the ERF and WSTF, although the scale of the proposals is significantly larger than the scale of other structures influencing the character area. The proposals are distant from the more sensitive and susceptible area to the north and would not be seen in the context of the views towards Arundel. The susceptibility of this landscape receptor to specific change associated with the ERF and WSTF is considered to be medium.	
Sensitivity of landscape receptor	The landscape receptor is therefore judged to be of **medium** sensitivity.
Landscape effects during construction	
Context, size/scale: The site is outside the character area, so that with the exception of traffic, there would be no direct impacts on its key characteristics, just indirect visual effects. Most construction activity will not be evident from the character area due to intervening development and vegetation, but higher elevation construction activity such as cranes will be visible, although not particularly prominent, from parts of the character area. Geographical extent: The indirect effects during construction will be visible from much of the character area and introduce a new skyline element from parts. Duration: The landscape effects during construction will be short term and temporary. Reversibility: The landscape effects during construction will be reversible.	
Magnitude of effect	The magnitude of landscape effects during construction will be **medium-large adverse**.
Significance of Landscape effects	The degree of effect will therefore be **moderate-substantial adverse - significant**
Landscape effects at completion	
Size/scale: The proposals will have no direct impact on any of the existing components of the landscape character area. Impacts will mainly arise from the introduction into the western part of the setting of the character area of the ERF and stack and periodically, the visible plume, appearing as a new distinctive landmark. The indirect impacts will mainly arise from the increased extent of visibility and increased scale of industrial elements in the character area, although other elements such as increased traffic might also contribute to a small extent, to the effects on character. Although subjective, the distinctive design may add interest to the western setting of the character area. Geographical extent: The proposals will affect most of the character area to a greater or lesser extent, with the southern area in greater proximity to the proposals being affected most. Duration: The landscape effects at completion will be long term and beyond 25 years. Reversibility: The landscape effects at completion will be permanent. Seasonal variation: There will not be any significant seasonal changes.	
Magnitude of effect	The magnitude of landscape effects at completion will be **medium-large adverse**.
Significance of landscape effects	The degree of effect will therefore be **moderate-substantial - significant.**
Night time landscape effects at completion	
The night time effects are governed by operational lighting of the development. The most visible element giving rise to effects will be the aircraft warning light mounted near the top of the stack, but the remaining lighting is mostly at a low elevation and therefore will be intercepted by the landscape measures and other intervening vegetation and development and therefore impact on a more limited extent of the character area than the ERF and stack.	
Magnitude of effect	The magnitude of night time landscape effects at completion will be **small adverse**
Significance of landscape effects	The degree of effect will therefore be **slight and not significant.**

L4 - Landscape effects on the Climping Lower Coastal Plain (31) character area

Sensitivity of the landscape receptor	
Value of the landscape receptor: The Climping Lower Coastal Plain consists of predominantly agricultural fields, with few industrial features and urban settlements. The area has no landscape designation. The landscape is relatively commonplace and with the exception of the coastal strip, not distinctive, and the A259 and its busy traffic is a moderately detracting feature. The recent approval for housing (CM/1/17/OUT) would also reduce its landscape value. The character area abuts and is influenced by development at Littlehampton and Ford. The landscape receptor value is considered to be low-medium. Whilst not factored into this part of the assessment, The Landings residential development application, which would lie adjacent to a northern part the character area, has not been granted permission yet but would further impact the character of the Climping Lower Coastal Plain. Susceptibility to change: The character area has no industrial features within it and is partly influenced by industrial buildings adjacent to the character area, and the large gasometer at Littlehampton, which is visible from some parts of the character area. The A259 is a detracting feature. The scale of the proposals is significantly larger than the scale of most other structures influencing the character area. The susceptibility of this landscape receptor to the scale and nature of indirect change associated with the ERF and WSTF is therefore considered to be medium.	
Sensitivity of landscape receptor	The landscape receptor is therefore judged to be of **medium** sensitivity.
Landscape effects during construction	
Size/scale: The site is outside the character area, so that with the exception of traffic, there would be no direct impacts on its key characteristics, just indirect visual effects. Most construction activity will not be evident from the character area due to intervening development and vegetation, but higher elevation construction activity such as cranes will be visible from parts of the character area and there might also be a small relative increase in vehicle movements on the A259. Geographical extent: The indirect effects during construction will be visible from much of the character area and introduce a new skyline element. Duration: The landscape effects during construction will be short term and temporary. Reversibility: The landscape effects during construction will be reversible.	
Magnitude of effect	The magnitude of landscape effects during construction will be **small-medium adverse**
Significance of Landscape effects	The degree of effect will therefore be **slight-moderate – significant**
Landscape effects at completion	
Context, size/scale: The proposals will have no direct impact on any of the existing components of the landscape character area. Impacts on the character area will mainly arise from the introduction of the ERF and stack and periodically, the visible plume, into the setting of the character area appearing as a new landmark structure. The indirect impacts will mainly arise from the increased extent of visibility and increased scale of industrial elements in the character area, although other elements such as increased traffic might also contribute to a small extent, to the effects on character. Although subjective, the distinctive design may add interest to the northern setting of the character area. Geographical extent: The proposals will affect much of the character area to a greater or lesser extent, with the more open area to the north west in closer proximity to the proposals being affected most. Duration: The landscape effects at completion will be long term and beyond 25 years. Reversibility: The landscape effects at completion will be permanent. Seasonal variation: There will not be any significant seasonal changes.	
Magnitude of effect	The magnitude of landscape effects at completion will be **medium adverse**
Significance of landscape effects	The degree of effect will therefore be **moderate - significant.**
Night time landscape effects at completion	
The only visible element giving rise to effects will be the aircraft warning light mounted near the top of the stack. The night time effects are therefore not expected to be readily noticeable due to the context of the character area, the A259 / Grevatt's Lane and industrial estates between the character area and the site.	
Magnitude of effect	The magnitude of night time landscape effects at completion will be **negligible**
Significance of landscape effects	The degree of effect will therefore be **negligible and not significant.**

L5 - Landscape effects on the Bilsham Coastal Plain (30) character area

Sensitivity of the landscape receptor	
Value of the landscape receptor: The Bilsham Coastal Plain is predominantly agricultural land to the south of Burndell / Yapton. There are no statutory landscape designations within the character area. The landscape is relatively commonplace with a lack of distinctive character. Some industrial buildings are visible. The landscape receptor value is considered to be low. Although not taken into account in this assessment, the approved large residential developments (Y/91/17/OUT and Y/92/17/OUT), would have a further negative impact on the landscape value. Susceptibility to change: The changes would involve no direct impact on landscape resources. The character area contains industrial elements and development on its edges is a characteristic and therefore it would seem capable of accommodating some further changes to its setting related to the ERF and WSTF, although the scale of the proposals is significantly larger than the scale of other structures influencing the character area. The susceptibility of this landscape receptor to specific indirect change associated with the ERF and WSTF is considered to be medium.	
Sensitivity of landscape receptor	The landscape receptor is therefore judged to be of **low-medium** sensitivity.
Landscape effects during construction	
Size/scale: The site is beyond the character area, so that with the exception of traffic, there would be no direct impacts on its key characteristics, just indirect visual effects. Most construction activity will not be evident from the character area due to intervening development and vegetation, but higher elevation construction activity such as cranes will be visible from parts of the character area and there might also be a relatively small increase in vehicle movements on the A259. Geographical extent: The indirect effects during construction will be visible from much of the character area and introduce a new skyline element. Duration: The landscape effects during construction will be short term and temporary. Reversibility: The landscape effects during construction will be reversible.	
Magnitude of effect	The magnitude of landscape effects during construction will be **small-medium adverse**.
Significance of Landscape effects	The degree of effect will therefore be **slight-moderate - significant**
Landscape effects at completion	
Size/scale: The proposals will have no direct impact on any of the existing components of the landscape character area. Impacts on the character area will mainly arise from the introduction of the ERF and stack and periodically, the visible plume, into the setting of the character area appearing as a new landmark structure. The indirect impacts will mainly arise from the increased extent of visibility and increased scale of industrial elements in the character area, although other elements such as increased traffic might also contribute to a small extent, to the effects on character. Although subjective, the distinctive design may add interest to the eastern setting of the character area. Geographical extent: The proposals will affect much of the character area to a greater or lesser extent Duration: The landscape effects at completion will be long term and beyond 25 years. Reversibility: The landscape effects at completion will be permanent. Seasonal variation: There will not be any seasonal changes.	
Magnitude of effect	The magnitude of landscape effects at completion will be **medium adverse**.
Significance of landscape effects	The degree of effect will therefore be **slight-moderate and significant**.
Night time landscape effects at completion	
The night time effects would be limited to aircraft warning light on the stack and this is not expected to be readily noticeable within the character area due to the distance.	
Magnitude of effect	The magnitude of night time landscape effects at completion will be **negligible**.
Significance of landscape effects	The degree of effect will therefore be **negligible and not significant.**

L6 - Landscape effects on the Lower Arun Valley Floor (35) character area

Sensitivity of the landscape receptor	
Value of the landscape receptor: The Lower Arun Valley Floor is predominantly agricultural fields with Littlehampton Golf Club in the south eastern part of the character area and Littlehampton Marina on the eastern boundary. The Riverside Industrial Estate and Littlehampton gas holder and A259 are visible features that influence its character. The Lower Arun Valley Floor is a mix of different characteristics in different parts, with no distinct sense of overall landscape character. The landscape receptor value is considered to be low. Susceptibility to change: The changes would involve no direct impact on landscape resources. The character area is influenced by industrial development on its eastern edges and therefore it would seem capable of accommodating some further changes to its setting related to the ERF and WSTF, although the scale of the proposals is significantly larger than the scale of most other structures influencing the character area, the gas holder is a prominent large structure. The susceptibility of this landscape receptor to specific indirect change associated with the ERF and WSTF is considered to be low.	
Sensitivity of landscape receptor	The landscape receptor is therefore judged to be of **low** sensitivity.
Landscape effects during construction	
Size/scale: The site is beyond the character area, so that with the exception of traffic, there would be no direct impacts on its key characteristics, just indirect visual effects. Most construction activity will not be evident from the character area due to intervening development and vegetation, but higher elevation construction activity such as cranes will be visible, although not particularly prominent, from parts of the character area and there might also be a relatively small increase in vehicle movements on the A259. Geographical extent: The indirect effects during construction will be visible from much of the character area and introduce a new skyline element. Duration: The landscape effects during construction will be short term and temporary. Reversibility: The landscape effects during construction will be reversible.	
Magnitude of effect	The magnitude of landscape effects during construction will be **small adverse**
Significance of Landscape effects	The degree of effect will therefore be **slight adverse and not significant**
Landscape effects at completion	
Size/scale: The proposals will have no direct impact on any of the existing components of the landscape character area. Indirect impacts on the character area will mainly arise from the introduction of the ERF and stack and periodically, the visible plume, into the setting of the character area appearing as a new landmark structure. The indirect impacts will mainly arise from the increased extent of visibility of industrial elements in the character area, although other elements such as increased traffic might also contribute to a small extent, to the effects on character. Although subjective, the distinctive design may add interest to the north western setting of the character area. Geographical extent: The proposals will indirectly affect much of the character area to a greater or lesser extent Duration: The landscape effects at completion will be long term and beyond 25 years. Reversibility: The landscape effects at completion will be permanent. Seasonal variation: There will not be any seasonal changes.	
Magnitude of effect	The magnitude of landscape effects at completion will be **small adverse**.
Significance of landscape effects	The degree of effect will therefore be **slight adverse and not significant**.
Night time landscape effects at completion	
The night time effects would be limited to aircraft warning light on the stack and this is not expected to be easily noticeable within the character area due to the distance.	
Magnitude of effect	The magnitude of night time landscape effects at completion will be **negligible**.
Significance of landscape effects	The degree of effect will therefore be **negligible and not significant**.

L7 - Landscape effects on the Tortington Arun Valley Sides (32) character area

Sensitivity of the landscape receptor	
Value of the landscape receptor: The Tortington Arun Valley Sides character area comprises of predominantly agricultural fields, with the settlements of Tortington and Priory Farm located in the eastern part of the character area. The area is immediately south of the SDNP boundary and the landscape is reasonably distinctive with moderate scenic quality and heritage interest, including providing part of the setting of Arundel, the value of the landscape receptor is considered to be medium. Susceptibility to change: The setting of the character area, is slightly influenced by some industrial development at Ford to the south and would therefore would seem capable of accommodating some further limited changes of an industrial nature to its setting related to the ERF and WSTF, given the distance from the receptor. However, the character area would be susceptible to the scale of the proposals, which is significantly larger than the scale of other structures within the setting of the character area. The susceptibility of this landscape receptor to the specific changes associated with the ERF and WSTF is therefore considered to be medium-high.	
Sensitivity of landscape receptor	The landscape receptor is therefore judged to be of **medium-high** sensitivity.
Landscape effects during construction	
Size/scale: The site is beyond the character area, so that with the exception of traffic, there would be no direct impacts on its key characteristics, just indirect visual effects. Most construction activity will not be evident from the character area due to intervening development and vegetation, but higher elevation construction activity such as cranes will be visible on the skyline, from parts of the character area and there might also be a relatively small increase in vehicle movements on local roads. Geographical extent: The indirect effects during construction will be visible from much of the character area and introduce a new temporary skyline element. Duration: The landscape effects during construction will be short term and temporary. Reversibility: The landscape effects during construction will be reversible.	
Magnitude of effect	The magnitude of landscape effects during construction will be **medium adverse**
Significance of Landscape effects	The degree of effect will therefore be **moderate - significant**
Landscape effects at completion	
Size/scale: The proposals will have no direct impact on any of the existing components of the landscape character area. Impacts on the character area will mainly arise from the introduction into the setting of the character area of the ERF and stack and periodically, the visible plume, appearing above the general vegetated skyline as a new landmark in some views from the area, of a scale and industrial nature that will detract from the predominantly rural character. Other elements such as increased traffic might also contribute, to a small extent, to the effects on character. Although subjective, the distinctive design may add interest to the southern setting of the character area. Geographical extent: The proposals will indirectly affect much of the character area to a greater or lesser extent Duration: The landscape effects at completion will be long term and beyond 25 years. Reversibility: The landscape effects at completion will be permanent. Seasonal variation: There will not be any seasonal changes.	
Magnitude of effect	The magnitude of landscape effects at completion will be **medium-large adverse.**
Significance of landscape effects	The degree of effect will therefore be **moderate-substantial - significant**.
Night time landscape effects at completion	
The night time effects would be limited to aircraft warning light on the stack and this is not expected to be easily noticeable within the character area due to the distance.	
Magnitude of effect	The magnitude of night time landscape effects at completion will be **negligible**.
Significance of landscape effects	The degree of effect will therefore be **negligible and not significant**.

L8 - Landscape effects on the Littlehampton Arun Valley Sides (38) character area

Sensitivity of the landscape receptor	
Value of the landscape receptor: The Littlehampton Arun Valley Sides comprises predominantly recent residential development and accompanying informal open space. The landscape is featureless with no characteristics of interest or sense of place therefore the landscape receptor value is considered to be negligible. Susceptibility to change: The remaining undeveloped land of this character area is strongly influenced by adjacent development and its susceptibility to change is therefore low.	
Sensitivity of landscape receptor	The landscape receptor is therefore judged to be of **low** sensitivity.
Landscape effects during construction	
Size/scale: The site is beyond the character area, so there would be no direct impacts on its key characteristics, just indirect visual effects. Most construction activity will not be evident from the character area due to intervening development and vegetation, but higher elevation construction activity such as cranes will be visible, from parts of the character area. Geographical extent: The indirect effects during construction will be visible from parts of this restricted character area. Duration: The landscape effects during construction will be short term and temporary. Reversibility: The landscape effects during construction will be reversible.	
Magnitude of effect	The magnitude of landscape effects during construction will be **small adverse**.
Significance of Landscape effects	The degree of effect will therefore be **slight and not significant**.
Landscape effects at completion	
Size/scale: The proposals will have no direct impact on any of the existing components of the landscape character area. Impacts on the character area will mainly arise from the introduction into the setting of the character area of the ERF and stack and periodically, the visible plume, appearing as a new large scale industrial landmark structure in its wider setting. Although subjective, the distinctive design may add interest to the western setting of the character area. Geographical extent: The proposals will indirectly affect much of this very small character area. Duration: The landscape effects at completion will be long term and beyond 25 years. Reversibility: The landscape effects at completion will be permanent. Seasonal variation: There will not be any seasonal changes.	
Magnitude of effect	The magnitude of landscape effects at completion will be **small-medium adverse**.
Significance of landscape effects	The degree of effect will therefore be **slight and not significant**.
Night time landscape effects at completion	
The night time effects would be limited to aircraft warning light on the stack and this is not expected to be easily noticeable within the character area due to the distance.	
Magnitude of effect	The magnitude of night time landscape effects at completion will be **negligible**
Significance of landscape effects	The degree of effect will therefore be **negligible and not significant**.

L9 - Landscape effects on the Binsted Upper Coastal Plain character area (26), remaining parts of Binsted Park Wood character area (27) remaining outside the SDNP and Withy Rife (28)

Sensitivity of the landscape receptor	
Value of the landscape receptor: The Binsted Upper Coastal Plain and remnant Binsted Park Wood character area is a well-hedged rural landscape comprising mainly agricultural fields, a plant nursery and some large farm buildings. Some residential development is also clustered along Binsted Lane. Withy Rife is a relatively small area of landscape immediately to the south. The landscape has no designation, but is moderately scenic and is adjacent to the SDNP. The landscape receptor value is considered to be medium. Susceptibility to change: The character area is predominantly rural and not perceptibly affected by industrial development. The susceptibility of this landscape receptor to specific change associated with the ERF and WSTF is considered to be high.	
Sensitivity of landscape receptor	The landscape receptor is therefore judged to be of **medium-high** sensitivity.
Landscape effects during construction	
Size/scale: The site is beyond the character area, so there would be no direct impacts on its key characteristics, just indirect visual effects on its setting. Most construction activity will not be evident from the character area due to intervening development and vegetation, but higher elevation construction activity such as cranes will be visible on the skyline from parts of the character area. Geographical extent: The indirect effects during construction will be visible from some parts of this small character area. Duration: The landscape effects during construction will be short term and temporary. Reversibility: The landscape effects during construction will be reversible.	
Magnitude of effect	The magnitude of landscape effects during construction will be **small-medium adverse**.
Significance of Landscape effects	The degree of effect will therefore be **moderate - significant**.
Landscape effects at completion	
Size/scale: The proposals will have no direct impact on any of the existing components of the landscape character area. Impacts on the character area will mainly arise from the introduction into the setting of the character area of the ERF and stack and periodically, the visible plume, appearing above the general vegetated skyline as a new landmark in some views from the area, of a scale and industrial nature that wil detract from the predominantly rural character. Other elements such as increased traffic might also contribute, to a small extent, to the effects on character. Although subjective, the distinctive design may add interest to the southern setting of the character area.Geographical extent: The proposals will indirectly affect much of the character area to a greater or lesser extent Duration: The landscape effects at completion will be long term and beyond 25 years. Reversibility: The landscape effects at completion will be permanent. Seasonal variation: There will not be any seasonal changes.	
Magnitude of effect	The magnitude of landscape effects at completion will be **medium-large adverse**
Significance of landscape effects	The degree of effect will therefore be **moderate-substantial - significant**.
Night time landscape effects at completion	
The night time effects would be limited to aircraft warning light on the stack and this is not expected to be easily noticeable within the character area.	
Magnitude of effect	The magnitude of night time landscape effects at completion will be **negligible.**
Significance of landscape effects	The degree of effect will therefore be **negligible and not significant**.

L10 - Landscape effects on the Lyminster Arun Valley Sides (37) character area

Sensitivity of the landscape receptor	
Value of the landscape receptor: The Lyminster Arun Valley Sides character area comprises mainly agricultural fields and a cluster of residential and commercial development along the A284 / Lyminster Road. Broomhurst Farm also includes a cluster of large sheds / industrial buildings, but these are relatively unobtrusive. The landscape is moderately scenic, with long views to the west over the relatively open Arun floodplain, but does have some detracting features, therefore the landscape receptor value is considered to be medium. Susceptibility to change: The setting of the character area, relates most to the wide open Arun floodplain and to Arundel therefore would seem capable of accommodating some changes to its setting related to the ERF and WSTF, given the distance from the receptor. However, the scale of the proposals is significantly larger than the scale of most other structures visible from the character area. The susceptibility of this landscape receptor to the specific changes associated with the ERF and WSTF is considered to be medium.	
Sensitivity of landscape receptor	The landscape receptor is therefore judged to be of **medium** sensitivity.
Landscape effects during construction	
Size/scale: The site is beyond the character area, so there would be no direct impacts on its key characteristics, just indirect visual effects. Most construction activity will not be evident from the character area due to intervening development and vegetation, but higher elevation construction activity such as cranes will be visible, although not particularly prominent due to the distance, from parts of the character area. Geographical extent: The indirect effects during construction will be visible from some parts of this small character area. Duration: The landscape effects during construction will be short term and temporary. Reversibility: The landscape effects during construction will be reversible.	
Magnitude of effect	The magnitude of landscape effects during construction will be **small-medium adverse.**
Significance of Landscape effects	The degree of effect will therefore be **small-moderate - significant**.
Landscape effects at completion	
Size/scale: The proposals will have no direct impact on any of the existing components of the landscape character area. Impacts on the character area will mainly arise from the introduction of the ERF and stack and periodically, the visible plume, appearing as a new distant landmark structure and introducing an industrial element as a relatively distant but large scale feature on the skyline in a landscape that is predominantly rural. Although subjective, the distinctive design may add a distant landmark of interest to the south western setting of the character area. Geographical extent: The proposals will indirectly affect much of the character area to a greater or lesser extent but will be a very small element in the view. Duration: The landscape effects at completion will be long term and beyond 25 years. Reversibility: The landscape effects at completion will be permanent. Seasonal variation: There will not be any seasonal changes.	
Magnitude of effect	The magnitude of landscape effects at completion will be **medium adverse**.
Significance of landscape effects	The degree of effect will therefore be **moderate** - **significant**.
Night time landscape effects at completion	
The night time effects would be limited to aircraft warning light on the stack and this is not expected to be easily noticeable within the character area due to the distance.	
Magnitude of effect	The magnitude of night time landscape effects at completion will be **negligible**
Significance of landscape effects	The degree of effect will therefore be **negligible and not significant**.

L11 - Landscape effects on the West of Yapton Coastal Plain (21), Ryebank Rife (18) and Flansham / Middleton Fringe Coastal Plain (20) character areas

Sensitivity of the landscape receptor	
Value of the landscape receptor: The West of Yapton Coastal Plain, Ryebank Rife and Flansham / Middleton Fringe Coastal Plain character areas share many characteristics, comprising mainly open agricultural fields with small clusters of buildings on Drove Lane Farm and Fatting Ground Lane. Much of the landscape is of limited scenic value and has a poor sense of place, but there are parts that have a more cohesive rural character. The landscape receptor value is considered to be medium. Although not taken into account in this assessment, the approved large residential developments (Y/91/17/OUT and Y/92/17/OUT), would have a negative impact on landscape value. Susceptibility to change: The area does not have a strong role as a setting for or providing views to settlements or features and is predominantly an agricultural landscape with few industrial influences. The relatively bland and large-scale nature of the character area, would seem capable of accommodating some changes related to the ERF and WSTF, given the distance from the receptor. The susceptibility of this landscape receptor to the specific changes associated with the ERF and WSTF is considered to be medium.	
Sensitivity of landscape receptor	The landscape receptor is therefore judged to be of **medium** sensitivity.
Landscape effects during construction	
Size/scale: The site is beyond the character area, so there would be no direct impacts on its key characteristics, just indirect visual effects. Most construction activity will not be evident from the character area due to intervening development and vegetation, but higher elevation construction activity such as cranes will be visible on the skyline, from parts of the character area. Geographical extent: The indirect effects during construction will be visible from some parts of this character area. Duration: The landscape effects during construction will be short term and temporary. Reversibility: The landscape effects during construction will be reversible.	
Magnitude of effect	The magnitude of landscape effects during construction will be **small adverse**.
Significance of Landscape effects	The degree of effect will therefore be **slight and not significant**.
Landscape effects at completion	
Size/scale: The proposals will have no direct impact on any of the existing components of the landscape character area. Impacts on the character area will mainly arise from the introduction of the ERF and stack and periodically, the visible plume, appearing as a new distant landmark structure above the general skyline and introducing a large scale industrial element into a mainly agricultural landscape as a relatively distant feature. Although subjective, the distinctive design may add a distant landmark of interest to the north eastern setting of the character area. Geographical extent: The proposals will indirectly affect much of the character area to a greater or lesser extent Duration: The landscape effects at completion will be long term and beyond 25 years. Reversibility: The landscape effects at completion will be permanent. Seasonal variation: There will not be any seasonal changes.	
Magnitude of effect	The magnitude of landscape effects at completion will be **medium adverse**.
Significance of landscape effects	The degree of effect will therefore be **moderate - significant**.
Night time landscape effects at completion	
The night time effects would be limited to aircraft warning light on the stack and this is not expected to be easily noticeable within the character area due to the distance.	
Magnitude of effect	The magnitude of night time landscape effects at completion will be **negligible**.
Significance of landscape effects	The degree of effect will therefore be **negligible and not significant**.

L12 - Landscape effects on the Barnham Yapton Coastal Plain (22) character area

Sensitivity of the landscape receptor	
Value of the landscape receptor: The Barnham Yapton Coastal Plain character area comprises agricultural land, low density development and horticultural land use. The landscape has no designation, is in poor to moderate condition with no strong distinctive character and limited scenic qualities. The landscape receptor value is considered to be low. Susceptibility to change: The relatively bland and large scale nature of the character area, would seem capable of accommodating some changes related to the ERF and WSTF, given the distance from the receptor. The area does not have a strong role as a setting or for providing views to settlements or features. However, there are few industrial elements in the landscape. The susceptibility of this landscape receptor to the specific changes associated with the ERF and WSTF is considered to be low-medium.	
Sensitivity of landscape receptor	The landscape receptor is therefore judged to be of **low-medium** sensitivity.
Landscape effects during construction	
Size/scale: The site is beyond the character area, so there would be no direct impacts on its key characteristics, just indirect visual effects. Most construction activity will not be evident from the character area due to intervening development and vegetation, but higher elevation construction activity such as cranes will be visible, although not particularly prominent, from parts of the character area. Geographical extent: The indirect effects during construction will be visible from some parts of this small character area. Duration: The landscape effects during construction will be short term and temporary. Reversibility: The landscape effects during construction will be reversible.	
Magnitude of effect	The magnitude of landscape effects during construction will be **small adverse.**
Significance of Landscape effects	The degree of effect will therefore be **slight and not significant**.
Landscape effects at completion	
Size/scale: The proposals will have no direct impact on any of the existing components of the landscape character area. Impacts on the character area will mainly arise from the introduction of the ERF and stack and periodically, the visible plume, appearing as a new landmark structure and introducing an industrial element as a skyline feature. Although subjective, the distinctive design may add a distant landmark of interest to the south eastern setting of the character area. Geographical extent: The proposals will indirectly affect much of the character area to a greater or lesser extent Duration: The landscape effects at completion will be long term and beyond 25 years. Reversibility: The landscape effects at completion will be permanent. Seasonal variation: There will not be any seasonal changes.	
Magnitude of effect	The magnitude of landscape effects at completion will be **small-medium adverse.**
Significance of landscape effects	The degree of effect will therefore be **slight-moderate - significant**.
Night time landscape effects at completion	
The night time effects would be limited to aircraft warning light on the stack and this is not expected to be easily noticeable within the character area due to the distance.	
Magnitude of effect	The magnitude of night time landscape effects at completion will be **negligible adverse**.
Significance of landscape effects	The degree of effect will therefore be **negligible and not significant**.

L13 - Landscape effects on the South Downs National Park (SDNP)

Sensitivity of the landscape receptor	
Value of the landscape receptor: The SDNP is of national importance and its landscape character and quality is of the highest scenic value. The landscape receptor value is considered to be high. Susceptibility to change: A large scale industrial building is at odds with the characteristics of the SDNP and therefore the susceptibility of the SDNP in itself, to a development of this proposal would be considered to be high and this is obliquely referred to in the WSCC character assessment *'Views from the Downs both north and south are highly sensitive to visually prominent development'*. However, as described below in the discussion on effects, the proposal is remote from the SDNP and lies within a wide and varied undesignated coastal plain area that provides the setting for part of the SDNP. Although the setting area is not designated, it cannot be separated from SDNP for the purposes of assessment as it is an integral part of the experience of those parts of the SDNP landscape that will be affected by the proposals. Much of this area of SDNP setting is farmland, but significant parts are occupied by settlements, some extensive, such as Littlehampton, Middleton on Sea and Bognor Regis, industrial buildings and large scale land uses such as solar farms and glasshouses / polytunnels. In this context, the susceptibility of this area and its setting is medium. Taking into account the existing nature of the receiving SDNP setting area, but also taking into account the large scale of the proposals, the susceptibility of this landscape receptor to the specific changes associated with the ERF and WSTF is considered to be medium-high.	
Sensitivity of landscape receptor	The landscape receptor is judged to be of **high** sensitivity.
Landscape effects during construction	
Size/scale: The site is beyond the SDNP area, so there would be no direct impacts on its key characteristics, just indirect visual effects on its setting. Most construction activity will not be evident from the SDNP area due to local intervening development and vegetation. Geographical extent: Higher elevation construction activity such as tall cranes will be visible, although not particularly prominent, from limited parts of the SDNP area (see 'effects at completion' description below for detail). Duration: The landscape effects during construction will be temporary. Reversibility: The landscape effects during construction will be reversible.	
Magnitude of effect	The magnitude of landscape effects during construction will be **small adverse**
Significance of Landscape effects	The degree of effect will therefore be **slight-moderate - significant**.
Landscape effects at completion	
Size/scale: The proposals lie, at its closest, 2 km from the SDNP boundary, but the areas of the SDNP from which the proposals would be more easily perceived vary according to topography and vegetation, and comprise mainly south facing slopes on the southerly edge of the SDNP. Views include some from Arundel Castle, national PROW routes such as Monarchs Way and South Downs Way. The proposals will have no direct impact on any of the existing components of the landscape of the SDNP area. Impacts will mainly arise from the introduction into its wider setting, of the ERF and stack and periodically, the visible plume, appearing as a new distant landmark structure in a setting that includes significant development, including other distant large scale structures such as high rise buildings at Littlehampton and Bognor Regis and a large gas holder at Littlehampton. It is noted that all of these visible features existed prior to the designation of the area as the SDNP. The building is of a larger scale than most buildings in the landscape and although it will occupy a very small part of the landscape that forms the setting of the SDNP, it will nonetheless be a noticeable feature in the setting of closer parts of the SDNP, for instance from Arundel Castle, reducing to a not readily perceived element in the setting of more distant parts of the SDNP, for instance the South Downs Way or Halnaker Windmill. The stack is slimline and will not be a particularly prominent feature. The plume will be a visible element for the periods stated in the air quality chapter of the ES (see chapter 6). Geographical extent: The proposals will affect a relatively small component of the wider setting of the overall SDNP area. Most parts of the SDNP in which the proposals would be a more part of the setting, are greater than 4 km from the site, with the exception of a small and relatively low-lying and well-wooded part of the SDNP, that extends to within 2 km to the north of the site. The South Downs Way, from which the proposals would be perceptible over limited sections, is over 10 km away. Duration: The landscape effects at completion will be long term and beyond 25 years. Reversibility: The landscape effects at completion will be permanent. Seasonal variation: There will not be any perceptible seasonal changes.	
Magnitude of effect	Whist the majority of the SDNP area will not be affected, the assessment focusses on the effects on the closest parts of the SDNP and finds that the magnitude of landscape effects at completion will be **small-medium adverse**.
Significance of landscape effects	The degree of effect will therefore be **moderate-substantial adverse - significant**.
Night time landscape effects at completion	
The night time effects would be limited to aircraft warning light on the stack and this is not expected to be easily noticeable within the character area due to the distance and the very large number and variety of light sources visible in the wider landscape.	
Magnitude of effect	The magnitude of night time landscape effects at completion will be **negligible**
Significance of landscape effects	The degree of effect will therefore be **negligible and not significant**.

Predicted effects on visual amenity

12.152 The effects on visual amenity are assessed through the use of representative and specific viewpoints. A list of suggested viewpoints was issued to WSCC on the 9th April 2020 and then again following WSCC's request for more detail, on the 22nd April 2020. The viewpoints were discussed in a conference call on 1st May 2020 and additional comments were issued via email and recorded in a table of viewpoint information. Following this, amendments and additions were made to the viewpoints. Figures 12.14 and 12.15 show the representative viewpoint locations. Figures 12.16 to 12.47 show the representative or specific viewpoints. Figures 12.48 to 12.62 show visualisations of the proposals.

12.153 The results of the assessment are set out in the following data sheets (VR1-VR22). The assessment has been undertaken with reference to the receptor sensitivity and impact magnitude tables and the degree of effect matrix in figures 12.4 to 12.6.

12.154 Figure 12.13 shows the zone of theoretical visibility (ZTV) of the proposals. In order to produce the ZTV, the detailed building heights were taken from the architectural models and modelled into the DSM. Selected points were added with varying height values to accord with the proposed building heights.

12.155 The ZTV shows the extent of potential visibility of the facility, but it should be noted that the ZTV does not indicate the degree of perceptibility of the proposals, particularly at distance, or where the pattern of vegetation, development and topography limit the views within an area, so that whilst theoretically visible, the proposals may be difficult to perceive.

VR1 - Visual effects on residents in the local area to the north, within approximately 1.5 km of the site including: Properties on Ford Lane to the north east and north including Ford Place Farm, New House Farm, Ford Cottages, Atherington House, Southdown House, other properties north of site on Ford Lane and Ford Station.

Refer to representative viewpoints 11, 26 & 27 on figures 12.26, 12.41 and 12.42 and visualisation for viewpoint 27 on figure 12.60.

Sensitivity of the visual receptor	
Value attached to the view: These are views from an area with a relatively weak sense of place that has undergone much change including much industrial development, however as residents, they have a strong proprietary interest in their views and there is a significant degree of rural character and some cultural heritage factors. The receptor value is therefore assessed as medium. Susceptibility to change: Residents are aware of the use of the site and wider Ford airfield as a hub for waste related industries and other industrial land use, and are also aware of the proposals for a large residential development in the allocation surrounding the site (The Landings). However, the scale of the proposals is substantially larger than that of the established industry. The susceptibility of the visual receptors to the specific change associated with the proposal is therefore assessed as medium.	
Sensitivity of visual receptor	The visual receptors are therefore judged to be of **medium** sensitivity.
Visual effects during construction	
Size/scale: During construction there is the potential for much of the construction activity to be highly visible in these views due to the proximity of the site. Other off-site construction activity such as the movement of construction related vehicles may also be visible. The construction of the proposed stack will be particularly visible. Construction activity will be in the context of an existing busy industrial location. Geographical extent: The visual effects during construction will occupy a moderate angle of view. Duration: The visual effects during construction will be temporary. Reversibility: The visual effects during construction will be partially reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **medium**.
Significance of visual effects	The degree of effect will therefore be **moderate and significant**
Visual effects at completion	
Context/size/scale: The main buildings and the stack will be visible to varying degrees in views experienced by this receptor group. During certain weather conditions, a plume may also be visible. Existing industrial development is already experienced in views experienced by local residents including the site itself and the proposals will be in keeping with this industrial character of the area, but the proposed development is of a significantly larger scale and it is this aspect that would mainly give rise to the effects on views. The design will be of high quality and will be seen as a new landmark. The appreciation of the design will be subjective, but it strongly relates to the history of the site and may be regarded by some as a feature of interest and focus in a landscape that lacks distinctiveness. Geographical extent: The visual effects at completion will be wide in relation to the receptor group. Duration: The visual effects at completion will be long term, beyond 25 years. Reversibility: The visual effects at completion will be permanent. Seasonal variation: The degree of visual effects due to seasonal change will be negligible, as the stack and upper building elements mainly giving rise to impacts, will be seen in many instances above intervening development or vegetation.	
Magnitude of effect	The magnitude of visual effects at completion will be **medium-large adverse**.
Significance of visual effects	The degree of effect will therefore be **moderate-substantial and significant**
Night time visual effects at completion	
The proposals will see the introduction of more lighting than currently exists on the site, however much of the illuminated areas will be screened by bunding and planting and will be seen in the context of surrounding built development and its lighting and therefore it is likely to be perceived as a small increase in the amount of illumination, but will not result in a 'step change' in the degree of light experienced in the context of the views. The most visible element giving rise to effects will be the aircraft warning light mounted near the top of the stack.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible**
Significance of visual effects	The degree of effect will therefore be **negligible and not significant**.

VR2 - Visual effects on residents in the local area to the east, within approximately 1.5 km of the site including: Rodney Crescent to the east, properties on Station Road, near St Andrew's Church and the old canal basin and marina and properties on Ford Road to the south east including Nelson Row and HMP Ford,

Refer to representative viewpoints 14 and 36, on figures 12.29 and 12.47 and visualisation for viewpoint 14 on figure 12.55.

Sensitivity of the visual receptor	
Value attached to the view: These are views from an area with a relatively weak sense of place that has undergone much change including much industrial development, however, although there are some strong cultural associations including the airfield and links with the River Arun corridor, the old canal and St Andrew's church. As residents, they have a strong proprietary interest in their views. The receptor value is therefore assessed as medium. Susceptibility to change: Residents are aware of the use of the site and wider Ford airfield as a hub for waste related industries and other industrial land use, and are also aware of the proposals for a large residential development in the allocation surrounding the site (The Landings). However, the scale of the proposals is substantially larger than that of the established industry. The susceptibility of the visual receptors to the specific change associated with the proposal is therefore assessed as medium.	
Sensitivity of visual receptor	The visual receptors are therefore judged to be of **medium** sensitivity.
Visual effects during construction	
Size/scale: During construction there is the potential for much of the construction activity to be highly visible in some of these views, most particularly in the Rodney Crescent area due to the proximity of the site and less intervening vegetation and much less so, at Nelson Row and the area around St Andrews, Station Road and the old canal where intervening trees partially screen the site. Other off-site construction activity such as the movement of construction related vehicles may also be visible. The construction of the proposed stack will be particularly visible. Construction activity will be in the context of an existing busy industrial location. Geographical extent: The visual effects during construction will occupy a moderate angle of view. Duration: The visual effects during construction will be short term and temporary. Reversibility: The visual effects during construction will be reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **medium**.
Significance of visual effects	The degree of effect will therefore be **moderate and significant**
Visual effects at completion	
Context/size/scale: The main buildings and the stack will be visible to varying degrees in views experienced by this receptor group as described under construction effects. During certain weather conditions, a plume may also be visible. Existing industrial development is already experienced in views experienced by local residents including the site itself and the proposals will be in keeping with this industrial character of the area, but the proposed development is of a significantly larger scale and it is this aspect that would mainly give rise to the effects on views. The design will be of high quality and will be seen as a new landmark. The appreciation of the design will be subjective, but it strongly relates to the history of the site and may be regarded as a feature of interest in a landscape that lacks distinctiveness. Geographical extent: The visual effects at completion will be wide in relation to the receptor group. Duration: The visual effects at completion will be long term, beyond 25 years. Reversibility: The visual effects at completion will be permanent. Seasonal variation: The degree of visual effects due to seasonal change will be negligible, as the stack and upper building elements mainly giving rise to impacts, will be seen in many instances above intervening development or vegetation.	
Magnitude of effect	The magnitude of visual effects at completion will be **medium-large adverse**.
Significance of visual effects	The degree of effect will therefore be **moderate-substantial and significant**
Night time visual effects at completion	
The proposals will see the introduction of more lighting than currently exists on the site, however much of the illuminated areas will be screened by bunding and planting and will be seen in the context of surrounding built development and its lighting and therefore it is likely to be perceived as a small increase in the amount of illumination, but will not result in a 'step change' in the degree of light experienced in the context of the views. The most visible element giving rise to effects will be the aircraft warning light mounted near the top of the stack.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible**
Significance of visual effects	The degree of effect will therefore be **negligible and not significant**.

VR3 - Visual effects on residents in the local area to the south, within approximately 1.5 km of the site including: Residents of the area of Horsemere Green Lane and side-roads south of the site, residents on / near Ford Road / Church Road to the south east (south of HMP Ford).

Refer to representative viewpoint 25 figure 12.40 and viewpint 34*. (*viewpoint not illustrated)

Sensitivity of the visual receptor	
Value attached to the view: These are views from an area with a moderate sense of place that has undergone change including much industrial development, however, although there are some strong cultural associations including the airfield and links with the River Arun corridor and St Mary's Climping church. As residents, they have a strong proprietary interest in their views. The receptor value is therefore assessed as medium. Susceptibility to change: Residents are aware of the use of the site and wider Ford airfield as a hub for waste related industries and other industrial land use, and are also aware of the proposals for a large residential development in the allocation surrounding the site (The Landings). However, the scale of the proposals is substantially larger than that of the established industry. The susceptibility of the visual receptors to the specific change associated with the proposal is therefore assessed as medium.	
Sensitivity of visual receptor	The visual receptors are therefore judged to be of **medium** sensitivity.
Visual effects during construction	
Size/scale: During construction there is the potential for some of the construction activity to be visible in some of these views, most particularly in the area towards the western end of Horsemere Green, where the more open airfield allows views towards the site. Intervening development at Rudford Industrial Estate, the Viridor MRF and HMP Ford prevent clear views of the site and therefore only the construction of the upper parts of the ERF and the stack would be visible. Construction activity will be in the context of an existing busy industrial location. Geographical extent: The visual effects during construction will occupy a moderate angle of view. Duration: The visual effects during construction will be short term and temporary. Reversibility: The visual effects during construction will be reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **small**.
Significance of visual effects	The degree of effect will therefore be **slight and not significant**
Visual effects at completion	
Context/size/scale: Existing industrial development is already experienced in views experienced by local residents including the site itself and the proposals will be in keeping with this industrial character of the area, but the proposed development is of a significantly larger scale and it is this aspect that would mainly give rise to the effects on views. The upper part of the ERF and the stack will be visible in some of these views, most particularly in the area towards the western end of Horsemere Green, where the more open airfield allows views towards the site. Intervening development at Rudford Industrial Estate, the Viridor MRF and HMP Ford prevent clear views of the site and therefore only the very upper parts of the ERF and the stack would be glimpsed, but not be a prominent feature in views. The design will be of high quality and will be seen as a new landmark. The appreciation of the design is subjective, but it strongly relates to the history of the site and may be regarded as a feature of interest in a landscape that lacks distinctiveness. Geographical extent: The visual effects will be wide in relation to the receptor group. Duration: The visual effects at completion will be long term, beyond 25 years. Reversibility: The visual effects at completion will be permanent. Seasonal variation: The degree of visual effects due to seasonal change will be negligible, as the stack and upper building elements mainly giving rise to impacts, will be seen in many instances above intervening development or vegetation.	
Magnitude of effect	The magnitude of visual effects at completion will be **medium adverse**.
Significance of visual effects	The degree of effect will therefore be **moderate and significant**
Night time visual effects at completion	
The proposals will see the introduction of more lighting than currently exists on the site, however much of the illuminated areas will be screened by bunding and planting and will be seen in the context of surrounding built development and its lighting and therefore it is likely to be perceived as a small increase in the amount of illumination, but will not result in a 'step change' in the degree of light experienced in the context of the views. The most visible element giving rise to effects will be the aircraft warning light mounted near the top of the stack.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible**
Significance of visual effects	The degree of effect will therefore be **negligible and not significant**.

VR4 - Visual effects on residents in the local area to the west, within approximately 1.5 km of the site including: Residents of the area of Yapton / Burndell, east of Burndell Road.

Refer to representative viewpoints 11, 15, 16, 24, 33* and 35, figures 12.26, 12.30, 12.31, 12.39, and 12.46 and visualisations for viewpoints 15 and 24 on figures 12.56 and 12.59 *viewpoint not illustrated

Sensitivity of the visual receptor	
Value attached to the view: These are views from an area with a strong sense of place within the conservation area at Yapton, but indistinct development in the remaining areas. The area has undergone change including much industrial development, including the Ford Airfield Industrial Estate that intervenes in some views between Yapton and the site, as well as several other industrial developments in the general area, including the site. However, as residents, they have a strong proprietary interest in their views and there is a significant degree of rural character and some cultural heritage factors for many residents. The receptor value is therefore assessed as medium. Susceptibility to change: Residents are aware of the use of the site and wider Ford airfield as a hub for waste related industries and other industrial land use, and are also aware of the proposals for a large residential development in the allocation surrounding the site (The Landings). However, the scale of the proposals is substantially larger than that of the established industry. The susceptibility of the visual receptors to the specific change associated with the proposal is therefore assessed as medium.	
Sensitivity of visual receptor	The visual receptors are therefore judged to be of **medium** sensitivity.
Visual effects during construction	
Size/scale: During construction there is the potential for much of the construction activity to be visible in some of these views dependent on the openness of the view. Intervening development and vegetation including Ford Airfield Industrial Estate, prevent clear views of the site for most of this receptor group and therefore for much of this receptor group, only the construction of the upper parts of the ERF and the stack would be visible. Construction activity will be in the context of an existing busy industrial location. Geographical extent: The visual effects during construction will occupy a moderate angle of view. Duration: The visual effects during construction will be short term and temporary. Reversibility: The visual effects during construction will be reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **medium**.
Significance of visual effects	The degree of effect will therefore be **moderate - significant**
Visual effects at completion	
Context/size/scale: Existing industrial development is already experienced in views experienced by local residents including the site itself and the proposals will be in keeping with this industrial character of the area, but the proposed development is of a significantly larger scale and it is this aspect that would mainly give rise to the effects on views. The upper part of the ERF and the stack will be visible in many of the views experienced by this receptor group, and this will be a prominent feature in views, some of which only currently have limited iindustrial elements visible. The design will be of high quality and will be seen as a new landmark. The appreciation of the design is subjective, but it strongly relates to the history of the site and may be regarded as a feature of interest in a landscape that lacks distinctiveness. Geographical extent: The visual effects will be seen only in a relatively small angle of view. Duration: The visual effects at completion will be long term, beyond 25 years. Reversibility: The visual effects at completion will be permanent. Seasonal variation: The degree of visual effects due to seasonal change will be negligible, as the stack and upper building elements mainly giving rise to impacts, will be seen in many instances above intervening development or vegetation.	
Magnitude of effect	The magnitude of visual effects at completion will be **medium-large adverse**.
Significance of visual effects	The degree of effect will therefore be **moderate-substantial** and **significant**
Night time visual effects at completion	
The proposals will see the introduction of more lighting than currently exists on the site, however much of the illuminated areas will be screened by bunding and planting and will be seen in the context of surrounding built development and its lighting and therefore it is likely to be perceived as a small increase in the amount of illumination, but will not result in a 'step change' in the degree of light experienced in the context of the views. The most visible element giving rise to effects will be the aircraft warning light mounted near the top of the stack.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible**
Significance of visual effects	The degree of effect will therefore be **negligible and not significant**

VR5 Residents in the local area between approximately 1.5 and 4.5 km from site to north: Tortington and area, Binstead and area, south eastern edge of Walberton and area and Arundel.

Refer to representative viewpoints 4, 10, 19, 27, 28, 29 and 31*, Figures 12.19, 12.25, 12.34, 12.42, 12.43 and 12.44 and visualisations for views 4, 10, 27, 28 and 29 on figures 12.50, 12.53, 12.60, 12.61 and 12.62
*viewpoint not illustrated

Sensitivity of the visual receptor	
Value attached to the view: These are views from an area with a strong sense of place and with some strong cultural associations particularly at Arundel. Several of the receptors are either within the SDNP or near the edges. As residents, they have a strong proprietary interest in their views. The receptor value is therefore assessed as high. Susceptibility to change: Residents in the area are relatively remote from the industrial land uses at Ford and are likely to have an expectation that the relatively rural nature of the areas around the receptors will not be influenced by large scale industrial land use. Several of these receptors will have views of some of the larger industrial features in the distance, such as the Littlehampton gas holder, but these are relatively minor elements of the existing views. There will also be an expectation that the A27 bypass will be constructed within the landscape south of Arundel. The susceptibility of the visual receptors to the specific change associated with the proposal is therefore assessed as high.	
Sensitivity of visual receptor	The visual receptors are therefore judged to be of **high** sensitivity.
Visual effects during construction	
Size/scale: During construction most of the activity will be imperceptible, but there is the potential for some of the higher elements of construction activity such as cranes constructing the taller elements such as the ERF and stack to be visible. Geographical extent: The visual effects during construction will occupy a very small extent of the view. Duration: The visual effects during construction will be short term and temporary. Reversibility: The visual effects during construction will be reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **small-medium**.
Significance of visual effects	The degree of effect will therefore be **moderate - significant**
Visual effects at completion	
Context/size/scale: Impacts will mainly arise from the introduction into some views, of the ERF and stack and periodically, the visible plume, appearing as a new distant landmark structure. These views will in some cases, particularly from the higher parts of this area at Arundel and north of Arundel, include other distant large scale structures such as high rise buildings at Littlehampton and Bognor Regis and a large gas holder at Littlehampton. The building is of a larger scale than most buildings in the landscape and although it will occupy a small part of the view, it will nonetheless be a noticeable feature in views. The stack will be slimline and will not be a particularly prominent element. The plume will be a visible element for the periods stated in air quality chapter (chapter 6). The overall effect will be that the composition of the views will remain largely rural as currently experienced, but with a new industrial feature visible which will partly alter the nature of the view. The design will be of high quality and will be seen as a new distant landmark. The appreciation of the design is subjective, but it strongly relates to the history of the Ford site and may be regarded as a feature of interest in the landscape. Geographical extent: The visual effects will occupy a small part of the overall field of view. Duration: The visual effects at completion will be long term, beyond 25 years. Reversibility: The visual effects at completion will be permanent. Seasonal variation: The degree of visual effects due to seasonal change will be negligible, as the elements mainly giving rise to impacts, the upper parts of the buildings and the stack, will be seen above the intervening vegetation.	
Magnitude of effect	The magnitude of visual effects at completion will be **medium adverse**.
Significance of visual effects	The degree of effect will therefore be **moderate-substantial - significant**
Night time visual effects at completion	
The proposals will see the introduction of more lighting than currently exists on the site, however at the distances involved for this receptor group and in the context of several other light sources in the area, the only perceptible change will be the aircraft warning light mounted near the top of the stack seen at distance.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible**
Significance of visual effects	The degree of effect will therefore be **negligible and not significant**

VR6 Residents in the local area between approximately 1.5 and 4.5 km from site to east: Crossbush and area, Lyminster and area, western fringes of Littlehampton/Wick (also Poling, approximately 5 km to east).

Refer to representative viewpoints 5,12,13 and 32*, figures 12.20, 12.27 and 12.28 and visualisation for viewpoint 12 on figure 12.54 *viewpoint not illustrated

Sensitivity of the visual receptor	
Value attached to the view: These are views from an area with a strong sense of place at Lyminster, which also has cultural associations, and a weak sense of place at Crossbush and the western edges of Littlehampton / Wick. As residents, they have a strong proprietary interest in their views. The value is therefore assessed as medium-high. Susceptibility to change: Residents in the area are relatively remote from the industrial land uses at Ford and are likely to have an expectation that the relatively rural nature of the views experienced by the receptors will not be influenced by large scale industrial development. Several of these receptors will have views of some of the larger industrial features in the distance, such as the Littlehampton gas holder, but these are relatively minor elements in the view. Other receptors will have a more rural view. The susceptibility of the visual receptors to the specific change associated with the proposal is therefore assessed as medium-high.	
Sensitivity of visual receptor	The visual receptors are therefore judged to be of **medium-high** sensitivity.
Visual effects during construction	
Size/scale: During construction most of the activity will be imperceptible, but there is the potential for some of the higher elements of construction activity such as cranes constructing the taller elements such as the ERF and stack to be visible in the distance. Geographical extent: The visual effects during construction will occupy a very small extent of the view. Duration: The visual effects during construction will be short term and temporary. Reversibility: The visual effects during construction will be reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **small**.
Significance of visual effects	The degree of effect will therefore be **slight-moderate - significant.**
Visual effects at completion	
Context/size/scale: Impacts will mainly arise from the introduction into some views of the ERF and stack, and periodically, the visible plume, appearing as a new distant landmark structure. Some views experienced by this group will include other distant large scale structures such as high rise buildings at Littlehampton and Bognor Regis, and a large gas holder at Littlehampton. Other views have no other large scale buildings and so this assessment is based on the latter scenario. The building is of a larger scale than other buildings in the landscape and although it will occupy a small part of the view, it will nonetheless be a noticeable feature. The stack will be slimline and will not be a particularly prominent feature. The plume will be a visible element for the periods stated in the air quality chapter (chapter 6). The overall effect will be that the composition and nature of the closer and middle distance elements of the views will remain largely as currently experienced, but the character of the skyline will alter with the introduction of an industrial element. The design will be of high quality and will be seen as a new distant landmark. The appreciation of the design is subjective, but it strongly relates to the history of the Ford site and may be regarded as a feature of interest in the landscape. Geographical extent: The visual effects will occupy a small part of the overall field of view. Duration: The visual effects at completion will be long term, beyond 25 years. Reversibility: The visual effects at completion will be permanent. Seasonal variation: The degree of visual effects due to seasonal change will be negligible, as the elements mainly giving rise to impacts, the upper parts of the buildings and the stack, will be seen above the intervening vegetation.	
Magnitude of effect	The magnitude of visual effects at completion will be **medium adverse**.
Significance of visual effects	The degree of effect will therefore be **moderate and significant**
Night time visual effects at completion	
The proposals will see the introduction of more lighting than currently exists on the site, however at the distances involved for this receptor group and in the context of several other light sources in the area, the only perceptible change will be the aircraft warning light mounted near the top of the stack seen at distance.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible**
Significance of visual effects	The degree of effect will therefore be **negligible and not significant**.

VR7 Residents in the local area between approximately 1.5 and 4.5 km from site to south: Brookpits, parts of Climping, Atherington, north eastern edge of Middleton (Ancton / Elmer) and Bilsham.

Refer to representative viewpoints 6, 7, 8 and 17 figures 12.21, 12.22, 12.23 and 12.32 and visualisations for views 7 and 8 on figures 12.51 and 12.52

Sensitivity of the visual receptor	
Value attached to the view: These are views from an undesignated landscape with a mixed character and a moderate sense of place. As residents, they have a strong proprietary interest in their views. The receptor value is therefore assessed as medium. Susceptibility to change: Residents in the area are relatively remote from the industrial land uses at Ford and are likely to have an expectation that the relatively rural or suburban settlement nature of the views experienced by the receptors will not be influenced by large scale industrial development. Several of these receptors will have views of some of the larger industrial features in the distance, such as the Littlehampton gas holder, but these are relatively minor elements in the view. The susceptibility of the visual receptors to the specific change associated with the proposal is therefore assessed as medium-high.	
Sensitivity of visual receptor	The visual receptors are therefore judged to be of **medium** sensitivity.
Visual effects during construction	
Size/scale: During construction most of the activity will be imperceptible, but there is the potential for some of the higher elements of construction activity such as cranes constructing the taller elements such as the ERF and stack to be visible in the distance. Geographical extent: The visual effects during construction will occupy a very small extent of the view. Duration: The visual effects during construction will be short term and temporary. Reversibility: The visual effects during construction will be reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **small**.
Significance of visual effects	The degree of effect will therefore be **slight and not significant**
Visual effects at completion	
Context/size/scale: Impacts will mainly arise from the introduction into some views, of the ERF and stack and periodically, the visible plume, appearing as a new distant landmark structure. These views will in some cases, include other distant large scale structures such as high rise buildings at Littlehampton and Bognor Regis and a large gas holder at Littlehampton. The building is of a larger scale than most buildings in the landscape and although it will occupy a very small part of the view, it will nonetheless be a noticeable feature in views and in a view direction that currently includes no large industrial elements. The stack will be slimline and will not be a particularly prominent feature. The plume will be a visible element for the periods stated in the air quality chapter. The overall effect will be that the composition and nature of the views will remain largely as currently experienced, but with a new industriial feature visible. The design will be of high quality and will be seen as a new distant landmark. The appreciation of the design is subjective, but it strongly relates to the history of the Ford site and may be regarded as a feature of interest in the landscape. Geographical extent: The visual effects will occupy a small part of the overall field of view. Duration: The visual effects at completion will be long term, beyond 25 years. Reversibility: The visual effects at completion will be permanent. Seasonal variation: The degree of visual effects due to seasonal change will be negligible, as the elements mainly giving rise to impacts, the upper parts of the buildings and the stack, will be seen above the intervening vegetation.	
Magnitude of effect	The magnitude of visual effects at completion will be **medium adverse**.
Significance of visual effects	The degree of effect will therefore be **moderate - significant**
Night time visual effects at completion	
The proposals will see the introduction of more lighting than currently exists on the site, however at the distances involved for this receptor group and in the context of several other light sources in the area, the only perceptible change will be the aircraft warning light mounted near the top of the stack seen at distance.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible**
Significance of visual effects	The degree of effect will therefore be **negligible and not significant**.

VR8 Residents in the local area between approximately 1.5 and 4.5 km from site to west: western parts of Yapton, Burndell, eastern edge of Barnham and south eastern edge of Walberton.

Refer to representative viewpoints 20, 21, and 33*, figures 12.35 and 12.36 and visualisation for viewpoint 20 on figure 12.58 *viewpoint not illustrated

Sensitivity of the visual receptor	
Value attached to the view: These are views from an undesignated landscape with a mixed character and a mixed sense of place with pockets of more distinctive landscape around the western conservation area at Yapton and the conservation area at Barnham but mainly with areas of indistinct landscape and residential development. As residents, they have a strong proprietary interest in their views. The receptor value is therefore assessed as medium. Susceptibility to change: Residents in the area would be familiar with the industrial land uses at Ford and are likely to have an expectation of further similar development in that area. However, the receptors are sufficiently distant from the site so that development of a similar scale would not be visible. Several of these receptors closer to the proposals will have limited views of industrial development in the Ford area, but these are relatively minor elements in the view. A large scale industrial development such as the proposals, would introduce a further industrial element into views that currently have limited or no view of industrial buildings. The susceptibility of the visual receptors to the specific change associated with the proposal is therefore assessed as medium-high.	
Sensitivity of visual receptor	The visual receptors are therefore judged to be of **medium** sensitivity.
Visual effects during construction	
Size/scale: During construction most of the activity will be imperceptible, but there is the potential for some of the higher elements of construction activity such as cranes constructing the taller elements such as the ERF and stack to be visible in the distance, particularly from closer receptors. Geographical extent: The visual effects during construction will occupy a very small extent of the view. Duration: The visual effects during construction will be short term and temporary. Reversibility: The visual effects during construction will be reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **small-medium adverse**.
Significance of visual effects	The degree of effect will therefore be **moderate** - **significant**
Visual effects at completion	
Context/size/scale: Impacts will mainly arise from the introduction into some views, of the ERF and stack and periodically, the visible plume, appearing as a new distant landmark structure. These views will in some cases, include other industrial elements but at a smaller scale. The building is of a larger scale than other buildings in the landscape and although it will occupy a small part of the available views, it will nonetheless be a noticeable feature. The stack will be slimline and will not be a particularly prominent feature. The plume will be a visible element for the periods stated in the air quality chapter. The overall effect will be that the composition and nature of the views will remain largely as currently experienced, but with a new industrial feature visible. The design will be of high quality and will be seen as a new distant landmark. The appreciation of the design is subjective, but it strongly relates to the history of the Ford site and may be regarded as a feature of interest in the landscape. Geographical extent: The visual effects will occupy a small part of the overall field of view. Duration: The visual effects at completion will be long term, beyond 25 years. Reversibility: The visual effects at completion will be permanent. Seasonal variation: The degree of visual effects due to seasonal change will be negligible, as the elements mainly giving rise to impacts, the upper parts of the buildings and the stack, will be seen above the intervening vegetation.	
Magnitude of effect	The magnitude of visual effects at completion will be **medium adverse**.
Significance of visual effects	The degree of effect will therefore be **moderate and significant**
Night time visual effects at completion	
The proposals will see the introduction of more lighting than currently exists on the site, however at the distances involved for this receptor group and in the context of several other light sources in the area, the only perceptible change will be the aircraft warning light mounted near the top of the stack seen at distance.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible**
Significance of visual effects	The degree of effect will therefore be **negligible and not significant**.

VR9 People accessing the SDNP, particularly via PROWs.

Refer to representative viewpoints 1, 2, 3, 9, 18, 19, 29, 30 and 31* on figures 12.16, 12.17, 12.18, 12.33, 12.34, 12.44 and 12.45 and visualisations for views 1, 3, 18 and 29 on figures 12.48, 12.49, 12.57, and 12.62 *viewpoint not illustrated

Sensitivity of the visual receptor	
Value attached to the view: These are views from an area of the highest landscape value and sensitivity, so the receptor value is therefore assessed as high. Susceptibility to change: Persons accessing the SDNP whether using paths or visiting heritage assets are likely to be strongly focused on the landscape and views that are associated with the experience. Receptors will currently experience views of some of the larger industrial features in the distance, such as the Littlehampton gas holder, but these are relatively minor elements of the existing views. The offshore wind farm is also visible on clear days. The susceptibility of the visual receptors to the specific change associated with the proposal is therefore assessed as high.	
Sensitivity of visual receptor	The visual receptors are therefore judged to be of **high** sensitivity.
Visual effects during construction	
Size/scale: During construction most of the activity will be imperceptible, but there is the potential for some of the higher elements of construction activity such as cranes constructing the taller elements such as the ERF and stack to be visible. Geographical extent: The visual effects during construction will occupy a very small extent of the view. Duration: The visual effects during construction will be short term and temporary. Reversibility: The visual effects during construction will be reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **small-medium**.
Significance of visual effects	The degree of effect will therefore be **moderate - significant**
Visual effects at completion	
Context/size/scale: Impacts will mainly arise from the introduction into some views, of the ERF and stack and periodically, the visible plume, appearing as a new distant landmark structure. These views will in some cases, particularly from the higher parts of this area at Arundel and north of Arundel, include other distant large scale structures such as high rise buildings at Littlehampton and Bognor Regis and a large gas holder at Littlehampton. The building is of a larger scale than most buildings in the landscape and although it will occupy a very small part of the view, it will nonetheless be a noticeable feature in closer views, reducing to a perceptible, but not prominent feature in the more distant views. The stack will be slimline and will not be a particularly prominent feature. The plume will be a visible element for the periods stated in the air quality chapter. The overall effect will be that the composition and nature of the views will remain largely as currently experienced, i.e. a mainly rural view but with significant developed areas and large features visible, but with a new distant large-scale feature. The design will be of high quality and will be seen as a new distant landmark. The appreciation of the design is subjective, but it may be regarded as a distant but distinct form of interest in the landscape. Geographical extent: The visual effects at completion will occupy a small part of the overall field of view. Duration: The visual effects at completion will be long term, beyond 25 years. Reversibility: The visual effects at completion will be permanent. Seasonal variation: The degree of visual effects due to seasonal change will be negligible, as the elements mainly giving rise to impacts, the upper parts of the buildings and the stack, will be seen above the intervening vegetation.	
Magnitude of effect	The magnitude of visual effects at completion will be **medium adverse**.
Significance of visual effects	The degree of effect will therefore be **moderate-substantial - significant**
Night time visual effects at completion	
The proposals will see the introduction of more lighting than currently exists on the site, however at the distances involved for this receptor group and in the context of several other light sources in the area, the only perceptible change will be the aircraft warning light mounted near the top of the stack seen at distance.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible**
Significance of visual effects	The degree of effect will therefore be **negligible and not significant**.

VR10 - Visual effects on users of PROWs in the area within approximately 1.5 km of the site including: Ford: 206-7 (Along River Arun), 365-4,366-1,366/1-1,363-3,200/3-1 and 200/3-2 (all northwards of site and in close proximity) Ford :175-1 and 175-2 east/west to the south of the site. Yapton 359-2, 359-1, 358-1, 357-1 and 356-1.

Refer to representative viewpoints 11, 14, 15, 16, 24, 25, 26, 27, 34* and 36 on figures 12.26, 12.29, 12.30, 12.31, 12.39, 12.40, 12.41, 12.42 and 12.47 and visualisations for views 14, 15 , 24 and 27 on figures 12.55, 12.56, 12.59 and 12.60

Sensitivity of the visual receptor	
Value attached to the view: This receptor grouping assumes that many PROW users will use various combinations of the local footpath network and therefore the assessment of value and sensitivity is based on this premise. These are views from an area with a varied sense of place that has undergone much change, including much industrial development that is apparent and often in close proximity to several sections of the routes. However some routes have a stronger sense of place, such as along the river Arun corridor or more rural parts of area and as recreational users, they have some proprietary interest in their views. The receptor value is therefore assessed as medium. Susceptibility to change: The majority of path users are most likely to be local as the area is not a tourist destination and so most users will be aware of the use of the site and wider Ford airfield as a hub for waste related industries and other industrial land use and are also aware of the proposals for a large residential development in the allocation surrounding the site (The Landings). However, some of the paths have much less industrial influence than others and a generally rural outlook. The susceptibility of the visual receptors to the specific change associated with the proposal is therefore assessed as medium.	
Sensitivity of visual receptor	The visual receptors are therefore judged to be of **medium** sensitivity.
Visual effects during construction	
Size/scale: During construction there is the potential for much of the construction activity to be highly visible in these views from these paths due to the proximity of the site. Other off-site construction activity such as the movement of construction related vehicles may also be visible. The construction of the proposed stack will be particularly visible. Construction activity will be in the context of an existing busy industrial location. Geographical extent: The visual effects during construction will be wide in relation to the receptor group. Duration: The visual effects during construction will be short term and temporary. Reversibility: The visual effects during construction will be partially reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **medium adverse**.
Significance of visual effects	The degree of effect will therefore be **moderate - significant**
Visual effects at completion	
Context/size/scale: The main buildings and the stack will be visible to varying degrees in views experienced by this receptor group. During certain weather conditions, a plume may also be visible. Existing industrial development, including the site itself, is already experienced in views from some the paths, and the proposals will be in keeping with this industrial character of this part of the area, but the proposed development is of a significantly larger scale and it is this aspect that would mainly give rise to the effects on those views. In other views from paths that have less industrial influence in the views, for instance along the river Arun or north of Yapton, the large scale of the building will introduce a much stronger industrial influence into those views. The appreciation of the design will be subjective, but it strongly relates to the history of the site and may be regarded as a feature of interest and quality in a landscape that lacks distinctiveness. Geographical extent: The visual effects will be wide in relation to the receptor group. Duration: The visual effects at completion will be long term, beyond 25 years. Reversibility: The visual effects at completion will be permanent. Seasonal variation: The degree of visual effects due to seasonal change will be negligible, as the elements mainly giving rise to impacts, the upper parts of the buildings and the stack, will be seen above the intervening vegetation.	
Magnitude of effect	The magnitude of visual effects at completion will be **medium-large adverse**
Significance of visual effects	The degree of effect will therefore be **moderate to substantial - significant**
Night time visual effects at completion	
The proposals will see the introduction of more lighting than currently exists on the site, however much of the illuminated areas will be screened by bunding and planting and will be seen in the context of surrounding built development and its lighting and therefore it is likely to be perceived as a small increase in the amount of illumination, but will not result in a 'step change' in the degree of light experienced in the context of the views. The most visible element giving rise to effects will be the aircraft warning light mounted near the top of the stack.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible**
Significance of visual effects	The degree of effect will therefore be **negligible and not significant**.

VR11 Users of PROWs in the area north of the proposals in the local area between approximately 1.5 and 4.5 km from site: Tortington and area, Binstead and area, south eastern edge of Walberton and area and the Arundel area.

Refer to representative viewpoints 4, 10, 19, 27, 28, 29 and 31*, Figures 12.19, 12.25, 12.34, 12.42, 12.43 and 12.44 and visualisations for views 4, 10, 27, 28 and 29 on figures 12.50, 12.53, 12.60, 12.61 and 12.62
*viewpoint not illustrated

Sensitivity of the visual receptor	
Value attached to the view: These are views from an area with a strong sense of place and with some strong cultural associations particularly at Arundel. Several of the PROWs are either within the SDNP or near the edges. As recreational users in a relatively sensitive landscape, they have a strong proprietary interest in their views. The receptor value is therefore assessed as medium-high. Susceptibility to change: PROW users in the area are relatively remote from the industrial land uses at Ford and are likely to have an expectation that the relatively rural nature of the areas around the receptors will not be affected by industrial land use. Several of these receptors may have glimpses of industrial elements in the distance, such as the Littlehampton gas holder, but these are relatively minor elements of the existing views. The susceptibility of the visual receptors to the specific change associated with the proposal is therefore assessed as medium-high.	
Sensitivity of visual receptor	The visual receptors are therefore judged to be of **medium-high** sensitivity.
Visual effects during construction	
Size/scale: During construction most of the activity will be imperceptible, but there is the potential for some of the higher elements of construction activity such as cranes constructing the taller elements such as the ERF and stack to be visible. Geographical extent: The visual effects during construction will occupy a very small extent of the view. Duration: The visual effects during construction will be short term and temporary. Reversibility: The visual effects during construction will be reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **small-medium**.
Significance of visual effects	The degree of effect will therefore be **moderate and significant**
Visual effects at completion	
Context/size/scale: Impacts will mainly arise from the introduction into some views, of the ERF and stack and periodically, the visible plume, appearing as a new distant landmark structure. These views will in some cases, particularly from the higher parts of this area at Arundel and north of Arundel, include other distant large scale structures such as high rise buildings at Littlehampton and Bognor Regis and a large gas holder at Littlehampton. The building is of a larger scale than most buildings in the landscape and although it will occupy a small part of the view, it will nonetheless be a noticeable feature in views. The stack will be slimline and will not be a particularly prominent element. The plume will be a visible element for the periods stated in air quality chapter (chapter 6). The overall effect will be that the composition of the views will remain largely rural as currently experienced, but with a new industrial feature visible which will partly alter the nature of the view. The design will be of high quality and will be seen as a new distant landmark. The appreciation of the design is subjective, but it strongly relates to the history of the Ford site and may be regarded as a feature of interest in the landscape. Geographical extent: The visual effects will occupy a small part of the overall field of view. Duration: The visual effects at completion will be long term, beyond 25 years. Reversibility: The visual effects at completion will be permanent. Seasonal variation: The degree of visual effects due to seasonal change will be negligible, as the elements mainly giving rise to impacts, the upper parts of the buildings and the stack, will be seen above the intervening vegetation.	
Magnitude of effect	The magnitude of visual effects at completion will be **medium adverse**.
Significance of visual effects	The degree of effect will therefore be **moderate to substantial - significant**
Night time visual effects at completion	
The proposals will see the introduction of more lighting than currently exists on the site, however at the distances involved for this receptor group and in the context of several other light sources in the area, the only perceptible change will be the aircraft warning light mounted near the top of the stack seen at distance.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible**
Significance of visual effects	The degree of effect will therefore be **negligible and not significant**.

VR12 Users of PROWs in the local area between approximately 1.5 and 4.5 km from site to east: Crossbush and Lyminster area.

Refer to representative viewpoints 5,12,13 and 32*, figures 12.20, 12.27 and 12.28 and visualisation for viewpoint 12 on figure 12.54 *viewpoint not illustrated

Sensitivity of the visual receptor	
Value attached to the view: These are views from an area with a varying sense of place that varies with a strong sense of place at Lyminster, which also has cultural associations and a weak sense of place at Crossbush which is more influenced by mixed development and the A27 junction. As recreational users, they have a proprietary interest in their views. The receptor value is based on the more valued views in this receptor group and is therefore assessed as medium-high. Susceptibility to change: PROW users are relatively remote from the industrial land uses at Ford and are likely to have an expectation that the mainly rural nature of the views experienced by the receptors will not be influenced by industrial development. Receptors may have glimpses of some of the larger industrial features in the distance, such as the Littlehampton gas holder, but these are relatively minor elements in the view. However, some footpath users are affected by the A27 and development at Crossbush. The susceptibility of the visual receptors to the specific change associated with the proposal is based on the more susceptible part of this receptor group and is therefore assessed as medium-high.	
Sensitivity of visual receptor	The visual receptors are therefore judged to be of **medium-high** sensitivity.
Visual effects during construction	
Size/scale: During construction most of the activity will be imperceptible, but there is the potential for some of the higher elements of construction activity such as cranes constructing the taller elements such as the ERF and stack to be visible in the distance. Geographical extent: The visual effects during construction will occupy a very small extent of the view. Duration: The visual effects during construction will be short term and temporary. Reversibility: The visual effects during construction will be reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **small**.
Significance of visual effects	The degree of effect will therefore be **slight-moderate - significant**
Visual effects at completion	
Context/size/scale: Impacts will mainly arise from the introduction into some views, of the ERF and stack and periodically, the visible plume, appearing as a new distant landmark structure. Some views experienced by this group will include other distant large scale structures such as high rise buildings at Littlehampton and Bognor Regis and a large gas holder at Littlehampton. Other views have no other large scale buildings and so this assessment is based on the latter scenario. The building is of a larger scale than other buildings in the landscape and although it will occupy a small part of the view, it will nonetheless be a noticeable feature. The stack will be slimline and will not be a particularly prominent feature. The plume will be a visible element for the periods stated in the air quality chapter. The overall effect will be that the composition and nature of the closer and middle distance elements of the views will remain largely as currently experienced, but the character of the skyline will alter with the introduction of an industrial element. The design will be of high quality and will be seen as a new distant landmark. The appreciation of the design is subjective, but it may be regarded as a feature of interest in the landscape. Geographical extent: The visual effects will occupy a very small part of the overall field of view. Duration: The visual effects at completion will be long term, beyond 25 years. Reversibility: The visual effects at completion will be permanent. Seasonal variation: The degree of visual effects due to seasonal change will be negligible, as the elements mainly giving rise to impacts, the upper parts of the buildings and the stack, will be seen above the intervening vegetation.	
Magnitude of effect	The magnitude of visual effects at completion will be **medium adverse**
Significance of visual effects	The degree of effect will therefore be **moderate** - **significant**
Night time visual effects at completion	
The proposals will see the introduction of more lighting than currently exists on the site, however at the distances involved for this receptor group and in the context of several other light sources in the area, the only perceptible change will be the aircraft warning light mounted near the top of the stack seen at distance.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible**
Significance of visual effects	The degree of effect will therefore be **negligible and not significant**

VR13 Users of PROWs in the area south of the proposals, approximately 1.5 to 4.5 km: PROWs in the area of Brookpits, parts of Climping, Atherington, north eastern edge of Middleton (Ancton / Elmer) and Bilsham and on coastline between Littlehampton and Middleton-On-Sea.

Refer to representative viewpoints 6, 7, 8 and 17 figures 12.21, 12.22, 12.23 and 12.32 and visualisations for views 7 and 8 on figures 12.51 and 12.52

Sensitivity of the visual receptor	
Value attached to the view: These are views from an undesignated landscape with a mixed character and a sense of place that varies from strong on the coastline to medium / weak on inland routes. As recreational users, they have a proprietary interest in their views. The coastal footpaths are likely to be used most for recreation by larger numbers of users, including visitors to the area, but the focus on these routes will be towards the coastline rather than inland. Inland footpaths are more likely to be used by local people. The value attached to the view is therefore assessed as medium. Susceptibility to change: PROW users are at some distance from the industrial land uses at Ford and are likely to have an expectation that the relatively rural or suburban settlement nature of the views experienced by the receptors will not be influenced by large scale industrial development. Several of these receptors will have views of some of the larger industrial features in the distance, such as the Littlehampton gas holder, but whilst these are more prominent from closer routes such as Atherington, for more distant views, they are relatively minor elements in the view. The susceptibility of the visual receptors to the specific change associated with the proposal is therefore assessed as medium.	
Sensitivity of visual receptor	The visual receptors are therefore judged to be of **medium** sensitivity.
Visual effects during construction	
Size/scale: During construction most of the activity will be imperceptible, but there is the potential for some of the higher elements of construction activity such as cranes constructing the taller elements such as the ERF and stack to be visible in the distance. Geographical extent: The visual effects during construction will occupy a very small extent of the view. Duration: The visual effects during construction will be short term and temporary. Reversibility: The visual effects during construction will be reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **small-medium**.
Significance of visual effects	The degree of effect will therefore be **slight and not significant**
Visual effects at completion	
Context/size/scale: Impacts will mainly arise from the introduction into some views, of the ERF and stack and periodically, the visible plume, appearing as a new distant landmark structure. These views will in some cases, include other distant large scale structures such as high rise buildings at Littlehampton and Bognor Regis and a large gas holder at Littlehampton. The building is of a larger scale than most buildings in the landscape and although it will occupy a very small part of the view, it will nonetheless be a noticeable feature in views. The stack will be slimline and will not be a particularly prominent feature. The plume will be a visible element for the periods stated in the air quality chapter. The overall effect will be that the composition and nature of the views will remain largely as currently experienced, but with a new distant feature visible. The design will be of high quality and will be seen as a new distant landmark. The appreciation of the design is subjective, but it may be regarded as a distant but distinct form of interest in the landscape. Geographical extent: The visual effects will occupy a small part of the overall field of view. Duration: The visual effects at completion will be long term, beyond 25 years. Reversibility: The visual effects at completion will be permanent. Seasonal variation: The degree of visual effects due to seasonal change will be negligible, as the elements mainly giving rise to impacts, the upper parts of the buildings and the stack, will be seen above the intervening vegetation.	
Magnitude of effect	The magnitude of visual effects at completion will be **medium adverse**
Significance of visual effects	The degree of effect will therefore be **moderate - significant**
Night time visual effects at completion	
The proposals will see the introduction of more lighting than currently exists on the site, however at the distances involved for this receptor group and in the context of several other light sources in the area, the only perceptible change will be the aircraft warning light mounted near the top of the stack seen at distance.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible**
Significance of visual effects	The degree of effect will therefore be **negligible and not significant**

VR14 Visual effects on users of PROWs area between approximately 1.5 and 4.5 km from site to west: PROWs in western parts of Yapton, Burndell and eastern edge of Barnham.

Refer to representative viewpoints 20, 21, and 33*, figures 12.35 and 12.36 and visualisation for viewpoint 20 on figure 12.58 *viewpoint not illustrated

Sensitivity of the visual receptor	
Value attached to the view: These are views from an undesignated landscape with a mixed character and a mixed sense of place with pockets of more distinctive landscape around the western conservation area at Yapton and the conservation area at Barnham but mainly with areas of indistinct landscape and most with residential development intervening in views towards the site. As recreational users of PROWs, they will have a strong proprietary interest in their views. The receptor value is therefore assessed as medium. Susceptibility to change: PROW users in the area would be familiar with the industrial land uses at Ford and are likely to have an expectation of further similar development in that area. However, the receptors are sufficiently distant from the site so that development of a similar scale would not be visible. Several of these receptors closer to the proposals will have limited views of industrial development in the Ford area or some of the larger industrial features in the distance, such as the Littlehampton gas holder, but these are relatively minor elements in the view. A large scale industrial development such as the proposals would introduce a further industrial element on the skyline of views that currently have limited or no view of industrial buildings. The susceptibility of the visual receptors to the specific change associated with the proposal is therefore assessed as medium-high.	
Sensitivity of visual receptor	The visual receptors are therefore judged to be of **medium** sensitivity.
Visual effects during construction	
Size/scale: During construction most of the activity will be imperceptible, but there is the potential for some of the higher elements of construction activity such as cranes constructing the taller elements such as the ERF and stack to be visible in the distance, particularly from closer receptors. Geographical extent: The visual effects during construction will occupy a very small extent of the view. Duration: The visual effects during construction will be short term and temporary. Reversibility: The visual effects during construction will be reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **small-medium adverse**.
Significance of visual effects	The degree of effect will therefore be **slight to moderate - significant**
Visual effects at completion	
Context/size/scale: Impacts will mainly arise from the introduction into some views, of the ERF and stack and periodically, the visible plume, appearing as a new distant landmark structure. These views will in some cases, include other industrial elements but at a smaller scale. The building is of a larger scale than other buildings in the landscape and although it will occupy a small part of the available views, it will nonetheless be a noticeable feature. The stack will be slimline and will not be a particularly prominent feature. The plume will be a visible element for the periods stated in the air quality chapter. The overall effect will be that the composition and nature of the views will remain largely as currently experienced, but with a new industrial feature visible. The design will be of high quality and will be seen as a new distant landmark. The appreciation of the design is subjective, but it may be regarded as a distant but distinct form of interest in the landscape. Geographical extent: The visual effects will occupy a small part of the overall field of view. Duration: The visual effects at completion will be long term, beyond 25 years. Reversibility: The visual effects at completion will be permanent. Seasonal variation: The degree of visual effects due to seasonal change will be negligible, as the elements mainly giving rise to impacts, the upper parts of the buildings and the stack, will be seen above the intervening vegetation.	
Magnitude of effect	The magnitude of visual effects at completion will be **medium adverse**.
Significance of visual effects	The degree of effect will therefore be **moderate - significant**
Night time visual effects at completion	
The proposals will see the introduction of more lighting than currently exists on the site, however at the distances involved for this receptor group and in the context of several other light sources in the area, the only perceptible change will be the aircraft warning light mounted near the top of the stack seen at distance.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible**
Significance of visual effects	The degree of effect will therefore be **negligible and not significant**.

VR16 Visitors to heritage and tourist assets at Arundel.

Refer to representative viewpoints 4, 29, 30 and 31*, Figures 12.19, 12.44 and 12.45 and visualisations for views 4 and 29 on figures 12.50 and 12.62 *Viewpoint not illustrated

Sensitivity of the visual receptor	
Value attached to the view: These are views from a conservation area and partly within the SDNP, an area of the highest landscape value and sensitivity, so the receptor value is therefore assessed as high. Susceptibility to change: Persons visiting heritage assets at Arundel are likely to be strongly focused on the landscape and views that are associated with the assets, where these are part of the experience of visiting them. Receptors will currently experience views of some of the larger industrial features in the distance, such as the Littlehampton gas holder, which is the distant feature in views from some of the steeper north / south facing streets such as King Street, Parson's Hill and Kings Arms Hill, but to place these views in overall context of the visitor experience of Arundel, for the most part, views within the streets of Arundel are enclosed, so that the visitor will experience those wider views only occasionally or when visiting the castle keep, which has the most expansive view available. Nonetheless, the susceptibility of the visual receptors to the specific change associated with the proposal is assessed as high.	
Sensitivity of visual receptor	The visual receptors are therefore judged to be of **high** sensitivity.
Visual effects during construction	
Size/scale: During construction most of the activity will be imperceptible, but there is the potential for some of the higher elements of construction activity such as cranes constructing the taller elements such as the ERF and stack to be visible. Geographical extent: The visual effects during construction will occupy a very small extent of a minority of available views. Duration: The visual effects during construction will be short term and temporary. Reversibility: The visual effects during construction will be reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **small-medium**.
Significance of visual effects	The degree of effect will therefore be **moderate** - **significant**
Visual effects at completion	
Context/size/scale: Impacts will mainly arise from the introduction into some views, of the ERF and stack and periodically, the visible plume, appearing as a new distant landmark structure. These views will in some cases, particularly from the higher viewpoints at Arundel, include other distant large scale structures such as high rise buildings at Littlehampton and Bognor Regis and a large gas holder at Littlehampton. The building is of a larger scale than most buildings in the landscape and although it will occupy a small part of the view, it will nonetheless be closer than the aforementioned existing features and a noticeable feature in views, although it is noted that it will lie outside the landscape setting corridor defined in Arun's local plan. The stack will be slimline and will not be a particularly prominent feature. The plume will be a visible element for the periods stated in the air quality chapter. The overall effect will be that the composition and nature of the views will remain largely as currently experienced, but with a new industrial feature visible. The design will be of high quality and will be seen as a new distant landmark. The appreciation of the design is subjective, but it strongly relates to the history of the Ford site and may be regarded as a feature of interest in the landscape. Geographical extent: The visual effects will occupy a small part of the overall field of view. Duration: The visual effects at completion will be long term, beyond 25 years. Reversibility: The visual effects at completion will be permanent. Seasonal variation: The degree of visual effects due to seasonal change will be negligible, as the elements mainly giving rise to impacts, the upper parts of the buildings and the stack, will be seen above the intervening vegetation.	
Magnitude of effect	The magnitude of visual effects at completion will be **medium adverse**
Significance of visual effects	The degree of effect will therefore be **moderate to substantial – significant**
Night time visual effects at completion	
The proposals will see the introduction of more lighting than currently exists on the site, however at the distances involved for this receptor group and in the context of several other light sources in the area, the only perceptible change will be the aircraft warning light mounted near the top of the stack seen at distance.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible**
Significance of visual effects	The degree of effect will therefore be **negligible and not significant**.

VR17 Visitors to heritage and tourist assets at Halnaker Windmill and World War II searchlight emplacements.

Refer to representative viewpoint 18, Figure 12.33. and visualisation for view 18 on figure 12.57

Sensitivity of the visual receptor	
Value attached to the view: These visitors will view from within SDNP, an area of the highest landscape value and sensitivity, so the receptor value is therefore assessed as high. Susceptibility to change: Persons visiting these heritage assets are likely to be strongly focused on the landscape and views that are associated with the experience. Receptors will currently experience views of some of the larger features in the distance, such as tall buildings in Bognor Regis and the Littlehampton gas holder and large expanses of reflective glasshouses and polytunnels, but these are a relatively small element of the existing views. The susceptibility of the visual receptors to the specific change associated with the proposal is therefore assessed as high.	
Sensitivity of visual receptor	The visual receptors are therefore judged to be of **high** sensitivity.
Visual effects during construction	
Size/scale: During construction most of the activity will be imperceptible, but there is the potential for some of the higher elements of construction activity such as cranes constructing the taller elements such as the ERF and stack to be visible, but not prominent. Geographical extent: The visual effects during construction will occupy a very small extent of the view. Duration: The visual effects during construction will be short term and temporary. Reversibility: The visual effects during construction will be reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **negligible**.
Significance of visual effects	The degree of effect will therefore be **negligible and not significant**
Visual effects at completion	
Context/size/scale: Impacts will mainly arise from the introduction into some views, of the ERF and stack and periodically, the visible plume, appearing as a new distant landmark structure. The views will in some cases, particularly from the higher parts of this area at Arundel and north of Arundel, include other distant large scale structures such as high rise buildings at Littlehampton and Bognor Regis and a large gas holder at Littlehampton. The building is of a larger scale than most buildings in the landscape and although it will occupy a very small part of the view, it will nonetheless be a perceptible feature in views, but not prominent due to the distance. The stack will be slimline and will not be a particularly noticeable feature. The plume will be a visible element for the periods stated in the air quality chapter. The overall effect will be that the composition and nature of the views will remain largely as currently experienced, but with a new distant feature visible. The design will be of high quality and will be seen as a new distant landmark. The appreciation of the design is subjective, but it may be regarded as a feature of interest in the landscape. Geographical extent: The visual effects will occupy a small part of the overall field of view. Duration: The visual effects at completion will be long term, beyond 25 years. Reversibility: The visual effects at completion will be permanent. Seasonal variation: The degree of visual effects due to seasonal change will be negligible, as the elements mainly giving rise to impacts, the upper parts of the buildings and the stack, will be seen above the intervening vegetation.	
Magnitude of effect	The magnitude of visual effects at completion will be **small to negligible adverse**.
Significance of visual effects	The degree of effect will therefore be **slight and not significant**
Night time visual effects at completion	
The proposals will see the introduction of more lighting than currently exists on the site, however at the distances involved for this receptor group and in the context of several other light sources in the area, the only change will be the aircraft warning light mounted near the top of the stack and this will be barely perceptible seen at this distance.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible**
Significance of visual effects	The degree of effect will therefore be **negligible and not significant**

VR18 Visitors to local listed buildings and other local heritage features where landscape setting is relevant and are open to visitors, within 1.5 km of the site Including the Church of St Mary at Climping; Church of St Mary at Yapton; Church of St Andrew at Ford and Ford Memorial Garden, Yapton.

Refer to representative viewpoints 14,16, 25, and 35, on figures 12.29, 12.31, 12.40 and 12.46 and visualisations for viewpoint 14 on figure 12.55.

Sensitivity of the visual receptor	
Value attached to the view: The immediate visual context varies with each asset. St Mary Climping and the memorial garden are both in areas with mixed development and busy roads that detract from the setting and so the value placed on the views from those assets is likely to be low, compared with views from St Mary, Yapton and St Andrew's Ford, where there is a more open and / or rural context in the immediate area. The wider context however, for all assets includes the concentration of industrial development at Ford. The receptor value is therefore assessed as medium. Susceptibility to change: Visitors to these features are likely to place a moderate degree of importance on the setting of the visited asset as they are not noted or cited for their settings and visitors would be aware of their context. The susceptibility of the visual receptors to the specific change associated with the proposal is therefore assessed as medium.	
Sensitivity of visual receptor	The visual receptors are therefore judged to be of **medium** sensitivity.
Visual effects during construction	
Size/scale: During construction intervening development and vegetation in views means that with the exception of slight increase in traffic on local roads, only the construction of the upper parts of the ERF and the stack would be visible. Construction activity will be in the context of an existing busy industrial location. Geographical extent: The visual effects during construction will be wide in relation to the receptor group. Duration: The visual effects during construction will be short term and temporary. Reversibility: The visual effects during construction will be reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **small**.
Significance of visual effects	The degree of effect will therefore be **slight and not significant**
Visual effects at completion	
Context/size/scale: Existing industrial development is already experienced in views experienced by local residents including the site itself and the proposals will be in keeping with this industrial character of the area, but the proposed development is of a significantly larger scale and it is this aspect that would mainly give rise to the effects on views. The upper part of the ERF, the stack and the plume will be visible in many of the views experienced by this receptor group, and this will be a prominent feature in views. The appreciation of the design will be subjective, but it strongly relates to the history of the site and may be regarded as an additional feature of cultural interest in a landscape that lacks distinctiveness. Geographical extent: The visual effects will be seen only in a relatively small angle of view. Duration: The visual effects at completion will be long term, beyond 25 years. Reversibility: The visual effects at completion will be permanent. Seasonal variation: The degree of visual effects due to seasonal change will be negligible, as the elements mainly giving rise to impacts, the upper parts of the buildings and the stack, will be seen in many instances above the intervening development or vegetation.	
Magnitude of effect	The magnitude of visual effects at completion will be **medium adverse**.
Significance of visual effects	The degree of effect will therefore be **moderate - significant**
Night time visual effects at completion	
The proposals will see the introduction of more lighting than currently exists on the site, however much of the illuminated areas will be screened by bunding and planting and will be seen in the context of surrounding built development and its lighting and therefore it is likely to be perceived as a small increase in the amount of illumination, but will not result in a 'step change' in the degree of light experienced in the context of the views. The most visible element giving rise to effects will be the aircraft warning light mounted near the top of the stack.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible**
Significance of visual effects	The degree of effect will therefore be **negligible and not significant**.

VR19 - Visual effects on railway users on lines between Chichester, Arundel and Littlehampton

Refer to representative viewpoints 12, 27 & 32* on figures 12.27 and 12.42 and visualisations for views 12 and 27 on figures 12.54 and 12.60 *viewpoint not illustrated

Sensitivity of the visual receptor	
Value attached to the view: Views from the railway lines towards the site are varied but include views south from the line closest to the site 900 m to the north and more distant views from sections further to the north east and east, in the Arun floodplain where the landscape is relatively open, enabling extensive views. The landscape in the area through which the network passes closest to the site, is a mix of agriculture, horticulture, residential development and industry and it is generally of low scenic value, although not without interest. Where visual interest exists, it will be focused more on views towards Arundel seen from more open sections of the line in the Arun floodplain, in the opposite direction to views towards the site. The receptor value is therefore assessed as low. Susceptibility to change: It is probable that most railway users will not have a strong proprietary interest in the views towards the site. The susceptibility of the visual receptors to the specific change associated with the proposal is therefore assessed as low.	
Sensitivity of visual receptor	The visual receptors are therefore judged to be of **low** sensitivity.
Visual effects during construction	
Size/scale: During construction most construction activity will be screened by existing vegetation and development and it is only the construction of the upper parts of the buildings and stack that will be seen. Construction activity will be in the context of an existing busy industrial location. Geographical extent: The visual effects during construction will be wide in relation to the receptor group. Duration: The visual effects during construction will be short term and temporary. Reversibility: The visual effects during construction will be partially reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **medium**
Significance of visual effects	The degree of effect will therefore be **slight to moderate - significant**
Visual effects at completion	
Context/size/scale: The main buildings and the stack will be visible to varying degrees in views experienced by this receptor group. During certain weather conditions, a plume may also be visible. Existing industrial development in views is already experienced by rail users, including the site itself and the proposals will be in keeping with this industrial character of the area, but the proposed development is of a significantly larger scale and it is this aspect that would mainly give rise to the effects on views. The appreciation of the design will be subjective, but it may be regarded by travelers as a feature of interest on the journey in a part of the landscape that lacks distinctive features. Geographical extent: The visual effects will be wide in relation to the receptor group. Duration: The visual effects at completion will be long term, beyond 25 years. Reversibility: The visual effects at completion will be permanent. Seasonal variation: The degree of visual effects due to seasonal change will be negligible, as the elements mainly giving rise to impacts, the upper parts of the buildings and the stack, will be seen in many instances above the intervening development or vegetation.	
Magnitude of effect	The magnitude of visual effects at completion will be **medium adverse**
Significance of visual effects	The degree of effect will therefore be **slight to moderate - significant**
Night time visual effects at completion	
The proposals will see the introduction of more lighting than currently exists on the site, however much of the illuminated areas will be screened by bunding and planting and will be seen in the context of surrounding built development and its lighting and therefore it is likely to be perceived as a small increase in the amount of illumination, but will not result in a 'step change' in the degree of light experienced in the context of the views. The most visible element giving rise to effects will be the aircraft warning light mounted near the top of the stack.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible**
Significance of visual effects	The degree of effect will therefore be **negligible and not significant**

VR20 Travellers on major routes in area including Arundel Bypass / A27 and the A259.

Refer to representative viewpoints 4, 6, 8 & 21, figures 12.19, 12.21, 12.23 and 12.36 and visualisations for views 4, and 8 on figures 12.50 and 12.52

Sensitivity of the visual receptor	
Value attached to the view: These are views from roads through undesignated landscape (although the section of A27 with views is on the edge of the SDNP). The road corridors have a mixed character and generally low to moderate scenic value, although occasional sections, such as the A27 at Arundel, have striking views towards the town of Arundel and other sections also have views towards the south facing slopes of SDNP. Generally, views to the south are not extensive due to the relatively low elevation of the roads with the exception of the elevated section of A259 overbridge at Shripney, which allows a brief view towards the site. With a general lack of clear views towards the site and with those views being of low scenic value, the receptor value is assessed as low. Susceptibility to change: Road users would have different levels of interest in the landscape, with visitors / tourists in the area probably having the greatest focus, but it is likely that the majority of road users would have at most a passing interest in the views; would be more focussed on the most attractive and available views towards the SDNP and have a low proprietary interest in views towards the site. For these reasons, the susceptibility of the visual receptors to the specific change associated with the proposal is assessed as low.	
Sensitivity of visual receptor	The visual receptors are therefore judged to be of **low** sensitivity.
Visual effects during construction	
Size/scale: During construction most of the activity will be imperceptible, but there is the potential for some of the higher elements of construction activity such as cranes constructing the taller elements such as the ERF and stack to be visible in the distance, particularly from closer sections of road. Geographical extent: The visual effects during construction will occupy a very small extent of the view. Duration: The visual effects during construction will be short term and temporary and with travel speeds, the duration of view would be short. Reversibility: The visual effects during construction will be reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **small adverse**.
Significance of visual effects	The degree of effect will therefore be **slight and not significant**
Visual effects at completion	
Context/size/scale: Impacts will mainly arise from the introduction into some views, of the ERF and stack and periodically, the visible plume, appearing as a new distant landmark structure. These views will in some cases, include other existing industrial elements but at a smaller scale. The building is of a larger scale than other buildings in the landscape and although it will occupy a small part of the available views, it will nonetheless be a noticeable feature. The stack will be slimline and will not be a particularly prominent feature. The plume will be a visible element for the periods stated in the air quality chapter. The overall effect will be that the composition and nature of the views will remain largely as currently experienced, but with a new industrial feature visible. The appreciation of the design will be subjective, but it may be regarded by travelers as a feature of interest on the journey in a part of the landscape that lacks distinctive features. Geographical extent: The visual effects will occupy a small part of the overall field of view. Duration: The visual effects at completion will be long term, beyond 25 years. Reversibility: The visual effects at completion will be permanent. Seasonal variation: The degree of visual effects due to seasonal change will be negligible, as the elements mainly giving rise to impacts, the upper parts of the buildings and the stack, will be seen above the intervening vegetation.	
Magnitude of effect	The magnitude of visual effects at completion will be **medium adverse**
Significance of visual effects	The degree of effect will therefore be **slight to moderate - significant**
Night time visual effects at completion	
The proposals will see the introduction of more lighting than currently exists on the site, however at the distances involved for this receptor group and in the context of several other light sources in the area, the only perceptible change will be the aircraft warning light mounted near the top of the stack seen at distance.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible**
Significance of visual effects	The degree of effect will therefore be **negligible and not significant**.

VR21 Travellers on local roads adjacent to Ford Airfield, Ford Lane, Ford Road, Horsemere Green Lane and Yapton Road .

Refer to representative viewpoints 11,16, 25, 26 & 34*, on figures 12.26, 12.31, 12.40 and 12.41.
*viewpoint not illustrated

Sensitivity of the visual receptor	
Value attached to the view: These are views from roads through undesignated landscape of low scenic value with existing views of industrial development at and around Ford Airfield. The receptor value is therefore assessed as low. Susceptibility to change: Road users would have different levels of interest in the landscape, with visitors / tourists in the area probably having the greatest focus, but it is likely that the majority of local road users would have a low proprietary interest in views towards the site. For these reasons, the susceptibility of the visual receptors to the specific change associated with the proposal is assessed as low.	
Sensitivity of visual receptor	The visual receptors are therefore judged to be of **low** sensitivity.
Visual effects during construction	
Size/scale: During construction most of the on-site construction activity will not be visible, except from limited sections of Ford Lane where there is a clearer view of the site, but there is the potential for some of the higher elements of construction activity such as cranes constructing the taller elements such as the ERF and stack to be visible above intervening vegetation and development. Construction activities will slightly increase traffic, but this element of construction will have no significant landscape impact. Geographical extent: The visual effects during construction will occupy a very small extent of the view. Duration: The visual effects during construction will be short term and temporary. Reversibility: The visual effects during construction will be reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **small adverse**.
Significance of visual effects	The degree of effect will therefore be **slight and not significant**
Visual effects at completion	
Context/size/scale: Impacts will mainly arise from the introduction into views, of the ERF and stack and periodically, the visible plume, appearing as a new landmark structure. These views will include other industrial elements but at a smaller scale. The building is of a larger scale than other buildings in the landscape, it will occupy a small portion of the available view, but it will nonetheless be a very noticeable feature. The stack will be slimline, reducing its prominence as the tallest feature. The plume will be a visible element for the periods stated in the air quality chapter. The overall effect will be that the composition and nature of the views will remain largely as currently experienced, but with a new large scale industrial feature visible. The appreciation of the design will be subjective, but it may be regarded by travelers as a feature of interest on the journey in a part of the landscape that lacks distinctive features. Geographical extent: The visual effects will occupy a small part of the overall field of view. Duration: The visual effects at completion will be long term, beyond 25 years. Reversibility: The visual effects at completion will be permanent. Seasonal variation: The degree of visual effects due to seasonal change will be negligible, as the elements mainly giving rise to impacts, the upper parts of the buildings and the stack, will be seen above the intervening vegetation.	
Magnitude of effect	The magnitude of visual effects at completion will be **medium adverse**
Significance of visual effects	The degree of effect will therefore be **slight to moderate - significant**
Night time visual effects at completion	
The proposals will see the introduction of more lighting than currently exists on the site, however at the distances involved for this receptor group and in the context of several other light sources in the area, the only perceptible change will be the aircraft warning light mounted near the top of the stack seen at distance.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible**
Significance of visual effects	The degree of effect will therefore be **negligible and not significant**

VR22 People at workplaces within locality of the site including Ford Airfield Industrial Estate, Ford Market, Southern Water waste water treatment works, Ford Lane Industrial Estate, Peregrine House, the Palletforce compound and other businesses on Ford Lane, Rudfield Industrial Estate and HMP Ford.

Refer to representative viewpoints 11,16, 25, 26 & 34*, on figures 12.26, 12.31, 12.40 and 12.41.
*viewpoint not illustrated

Sensitivity of the visual receptor	
Value attached to the view: These are views from mainly industrial workplaces in undesignated landscape of low scenic value, with existing views of industrial development at and around Ford Airfield. The receptor group includes Ford Market (sellers and buyers). The receptor value is therefore assessed as low. Susceptibility to change: Persons at workplaces or at the market would have different levels of interest in the landscape, but it is likely that the majority would have a low proprietary interest in views towards the site. For these reasons, the susceptibility of the visual receptors to the specific change associated with the proposal is assessed as low.	
Sensitivity of visual receptor	The visual receptors are therefore judged to be of **low** sensitivity.
Visual effects during construction	
Size/scale: During construction most of the on-site construction activity will not be visible, except from limited sections of Ford Lane where there is a clearer view of the site, but there is the potential for some of the higher elements of construction activity such as cranes constructing the taller elements such as the ERF and stack to be visible above intervening vegetation and development. Construction activities will slightly increase traffic, but this element of construction will have no significant landscape impact. Geographical extent: The visual effects during construction will occupy a very small extent of the view. Duration: The visual effects during construction will be short term and temporary. Reversibility: The visual effects during construction will be reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **small adverse**.
Significance of visual effects	The degree of effect will therefore be **slight and not significant**
Visual effects at completion	
Context/size/scale: Impacts will mainly arise from the introduction into views, of the ERF and stack and periodically, the visible plume, appearing as a new landmark structure. These views will include other industrial elements but at a smaller scale. The building is of a larger scale than other buildings in the landscape, it will occupy a small portion of the available view, but it will nonetheless be a very noticeable feature. The stack will be slimline, reducing its prominence as the tallest feature. The plume will be a visible element for the periods stated in the air quality chapter. The overall effect will be that the composition and nature of the views will remain largely as currently experienced, but with a new large scale industrial feature visible. The appreciation of the design will be subjective, but it may be regarded by persons at workplaces as a feature of interest in a landscape that lacks high quality distinctive features. Geographical extent: The visual effects will occupy a small part of the overall field of view. Duration: The visual effects at completion will be long term, beyond 25 years. Reversibility: The visual effects at completion will be permanent. Seasonal variation: The degree of visual effects due to seasonal change will be negligible, as the elements mainly giving rise to impacts, the upper parts of the buildings and the stack, will be seen above the intervening vegetation.	
Magnitude of effect	The magnitude of visual effects at completion will be **medium adverse**.
Significance of visual effects	The degree of effect will therefore be **slight to moderate - significant**
Night time visual effects at completion	
The proposals will see the introduction of more lighting than currently exists on the site, however at the distances involved for this receptor group and in the context of several other light sources in the area, the only perceptible change will be the aircraft warning light mounted near the top of the stack seen at distance.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible**
Significance of visual effects	The degree of effect will therefore be **negligible and not significant**.

Summary of landscape and visual impacts and residual effects

12.156 Table 12.3 provides a summary of the predicted significant residual landscape and visual effects, predicted during operation (i.e. post-construction), taking into account the primary mitigation as identified in the detailed proposals and the design and access statement (DAS).

12.157 The preceding assessment sheets describe the nature of effects following completion of the final construction phase (completion and commissioning phase) and therefore represent the visual and landscape / landscape change anticipated at year 0. Consideration of the operational effects 15 years after completion / commissioning phase has also been undertaken. The only variable between 0 and 15 years is planting growth. Taking into account the scale of the buildings and limited degree to which any planting could provide screening to the higher elements, which invariably for all receptors are the elements that are generating the effects, it is concluded that there would be no change in the degree of impact significance.

Secondary mitigation

12.158 At all stages of the iterative design, the objective was to avoid or reduce potential adverse effects through primary mitigation (see chapter 4). These primary mitigation measures are described in detail within chapter 4 of the ES. This information formed the basis of the above assessment of effects.

12.159 Secondary mitigation measures are those that have not been designed into the proposals that form part of an outline application. With an outline application detailed design matters are dealt with through reserved matter applications. Taking account of these secondary mitigation measure can reduce the landscape and visual impacts. However, this application is detailed and therefore all information such as architectural design, hard and soft landscaping, the choice of materials and lighting have already been provided and taken account of in the assessment of landscape and visual impacts.

Significant residual effect	Receptor sensitivity	Impact magnitude	Nature	Duration	Significance of effect	Level of certainty
Landscape effects						
L1 The site	Low	Medium	Beneficial	Permanent	Slight – Not significant	Reasonable
L2 North of Yapton Coastal Plain (29) character area	Low-medium	Medium	Adverse	Permanent	Moderate	Reasonable
L3 Middle Arun Valley Floor (34) character area	Medium	Medium-large	Adverse	Permanent	Moderate-substantial	Reasonable
L4 Climping Lower Coastal Plain (31) character area	Medium	Medium	Adverse	Permanent	Moderate	Reasonable
L5 Bilsham Coastal Plain (30) character area	Low-medium	Medium	Adverse	Permanent	Slight-Moderate	Reasonable
L6 Lower Arun Valley Floor (35) character area	Low	Small	Adverse	Permanent	Slight, not significant	Reasonable

Significant residual effect	Receptor sensitivity	Impact magnitude	Nature	Duration	Significance of effect	Level of certainty
L7 Tortington Arun Valley Sides (32) character area	Medium-High	Medium-large	Adverse	Permanent	Moderate-substantial	Reasonable
L8 Littlehampton Arun Valley Sides (38) character area	Low	Small-medium	Adverse	Permanent	Slight not significant	Reasonable
L9 Binsted Upper Coastal Plain character area (26) remaining parts of Binsted Park/Wood character area (27) remaining outside the SDNP and Withy Rife (28)	Medium-High	Medium-large	Adverse	Permanent	Moderate-substantial	Reasonable
L10 Lyminster Arun Valley Sides (37) character area	Medium	Medium	Adverse	Permanent	Moderate	Reasonable
L11 West of Yapton Coastal Plain (21), Ryebank Rife (18) and Flansham/Middleton Fringe Coastal Plain (20) character areas	Medium	Medium	Adverse	Permanent	Moderate	Reasonable
L12 Barnham Yapton Coastal Plain (22)	Low-medium	Small-medium	Adverse	Permanent	Slight-moderate	Reasonable
L13 South Downs National Park	High	Small-medium	Adverse	Permanent	Moderate-substantial	Reasonable
Visual effects						
VR1 Residents in local area north within 1.5km	Medium	Medium-large	Adverse	Permanent	Moderate-substantial	Reasonable
VR2 Residents in local area east within 1.5km	Medium	Medium-large	Adverse	Permanent	Moderate-substantial	Reasonable
VR3 Residents in local area south within 1.5km	Medium	Medium	Adverse	Permanent	Moderate	Reasonable
VR4 Residents in local area west within 1.5km	Medium	Medium-large	Adverse	Permanent	Moderate-substantial	Reasonable
VR5 Residents in local area north 1.5-4.5km	High	Medium	Adverse	Permanent	Moderate-substantial	Reasonable
VR6 Residents in local area east 1.5-4.5km	Medium-High	Medium	Adverse	Permanent	Moderate	Reasonable
VR7 Residents in local area south 1.5-4.5km	Medium	Medium	Adverse	Permanent	Moderate	Reasonable
VR8 Residents in local area west 1.5-4.5km	Medium	Medium	Adverse	Permanent	Moderate	Reasonable
VR9 People accessing the SDNP	High	Medium	Adverse	Permanent	Moderate-substantial	Reasonable
VR10 PROWs In area within 1.5km	Medium	Medium-large	Adverse	Permanent	Moderate-substantial	Reasonable
VR11 PROWs In area north 1.5-4.5 km	Medium-High	Medium	Adverse	Permanent	Moderate-substantial	Reasonable
VR12 PROWs In area east 1.5-4.5 km	Medium-High	Medium	Adverse	Permanent	Moderate	Reasonable
VR13 PROWs	Medium	Medium	Adverse	Permanent	Moderate	Reasonable

Significant residual effect	Receptor sensitivity	Impact magnitude	Nature	Duration	Significance of effect	Level of certainty
In area south 1.5-4.5 km						
VR14 PROWs In area south 1.5-4.5 km	Medium	Medium	Adverse	Permanent	Moderate	Reasonable
VR16 Arundel heritage visitors	High	Medium	Adverse	Permanent	Moderate-substantial	Reasonable
VR17 Halnaker heritage visitors	High	Small-Negligible	Adverse	Permanent	Slight, not significant	Reasonable
VR18 Local area heritage visitors	Medium	Medium	Adverse	Permanent	Moderate	Reasonable
V19 Transport-railway users	Low	Medium	Adverse	Permanent	Slight-Moderate	Reasonable
V20 Transport users-A27 & A259	Low	Medium	Adverse	Permanent	Slight-Moderate,	Reasonable
V21 Transport users-local roads	Low	Medium	Adverse	Permanent	Slight-Moderate,	Reasonable
V22 Workplaces, local	Low	Medium	Adverse	Permanent	Slight-Moderate,	Reasonable

Table 12.3: Significant residual Landscape and visual effects

Cumulative effects

12.160 The cumulative effects section of this chapter assesses the effects of the proposals on the assessed receptors, in combination with other schemes in the vicinity, that are to be constructed or are consented. Schemes for cumulative assessment were identified in consultation with WSCC as part of the scoping process. Full details of all the cumulative schemes that are included in the assessment of cumulative effects for all environmental impacts are in chapter 5, table 5.3 and figure 5.2.

12.161 The following table 12.4 takes each of these identified schemes and assesses whether they are relevant to the landscape and visual impact assessment and if so, assesses the degree of potential cumulative effects on receptors.

Application reference	Date of approval	LVIA cumulative effects
F/4/20/OUT Land at Ford Airfield, Ford (Site 2 on figure 5.2) 1500 dwellings, and other uses. Current / undecided	N/A	This proposal is adjacent to the proposed site, wrapping around to the north and west / south west of the site and so there would be some potential cumulative impacts. The predominantly residential nature and low elevation development of the application means that in terms of cumulative landscape impacts, these would be restricted to the ADC character area, North of Yapton Coastal Plain (29), see assessment sheet L2, and for visual effect, these would be restricted to local receptors (see visual receptor sheets relating to receptors within local area VR1, VR2, VR3, VR4, VR11, VR17, VR18, VR19, VR21 and VR22). The additional effects arising from this proposal extend over a wider part of the Ford Airfield site area. Although they would be at a relatively low elevation that would not be significantly more widely visible than existing development on site, they do result in areas of open field being replaced with development and so on balance, would result in a change in the assessment of significance. The cumulative effect with the proposed site is therefore predicted to change to **moderate-substantial adverse landscape** effect and **substantial adverse visual effects**. It should be noted however, that for some visual receptors, it is possible, subject to design details of the proposed residential scheme, that thersidential proposals would fully or partially intervene in some predicted views of the proposed site from local residential streets, paths and workplaces, therefore

Application reference	Date of approval	LVIA cumulative effects
		eliminating or reducing the visual impact of the proposed development site.
Remaining part of the Ford strategic housing allocation (Site 2 on figure 5.2) – local plan allocation only	N/A	This proposal is adjacent to the proposed site, wrapping around to the north and west / south west of the site and so there would be some potential cumulative impacts. The predominantly residential nature and low elevation development of the application means that in terms of cumulative landscape impacts, these would be restricted to the ADC character area, North of Yapton Coastal Plain (29), see assessment sheet L2, and for visual effect, these would be restricted to local receptors (see visual receptor sheets relating to receptors within local area VR1, VR2, VR3, VR4, VR11, VR17, VR18, VR19, VR21 and VR22). The additional effects arising from this proposal extend over a wider part of the Ford Airfield site area. Although they would be at a relatively low elevation that would not be significantly more widely visible than existing development on site, they do result in areas of open field being replaced with development and so on balance, would result in a change in the assessment of significance. The cumulative effect with the proposed site is therefore predicted to change to **moderate-substantial adverse landscape** effect and **substantial adverse visual effects**. It should be noted however, that for some visual receptors, it is possible, subject to design details of the proposed residential scheme, that thersidential proposals would fully or partially intervene in some predicted views of the proposed site from local residential streets, paths and workplaces, therefore eliminating or reducing the visual impact of the proposed development site.
F/5/20/PL Reconfiguration of Ford Market, (Site 3 on figure 5.2) Current application / undecided		This proposal is adjacent to the proposed site and so there would be some cumulative impacts. The nature of the application and the fact that it is a reconfiguration of an existing and well established market means that in terms of cumulative landscape impacts, these would be restricted to the local landscape character area (ADC character area, North of Yapton Coastal Plain (29), see assessment sheet L2), and for visual effect, these would be restricted to local receptors (see visual receptor sheets relating to receptors within local area VR1, VR10, VR17, VR19, VR21 and VR22). As the reconfiguration makes no material difference to either landscape or visual effects compared to the existing configuration, the conclusion is that there would be **no cumulative landscape or visual effects.**
CM/1/17/OUT Land West of Church Lane and South of Horsemere Green Lane, Climping (Site 4 on figure 5.2) Outline application for the erection of up to 300 dwellings and ancillary development Allowed, September 2018		This proposal is about 1 km south of the proposed site. The predominantly residential nature of the proposals means that in terms of cumulative landscape impacts, these would be restricted to the ADC character area 31, Climping Lower Coastal Plain and for visual effect, these would be restricted to local receptors. The proposed site is predicted to result in landscape effects of moderate significance, the additional effects arising from any proposal would not result in a change in the assessment of significance. The significance of effects on receptor groups VR7 and VR13 would likewise not change. For a small number of visual receptors, for instance receptor group VR20, travellers on the A259, viewing from the immediate south of this proposal, it is possible, subject to design details, that those proposals would fully or partially intervene in some views of the proposed site therefore eliminating or reducing the visual impact. The conclusion is that there would be **no cumulative landscape or visual effects.**
Y/91/17/OUT Land at Bilsham Road, Yapton (Site 5 on figure 5.2) OA for up to		This proposal is about 1.7 km west of the proposed site. The residential nature of the proposals means that in terms of cumulative landscape impacts, these would be restricted to the ADC landscape character areas 21, West of Yapton Coastal Plain and 30, Bilsham Coastal Plain and 18, Ryebank Rife. The proposed site is predicted to

Application reference	Date of approval	LVIA cumulative effects
250 residential dwellings Approved, April 2019		result in **landscape effects of slight to moderate significance**, the additional effects arising from any proposal would not result in a change in the assessment of significance for those landscape receptors. Visual effects would be restricted to receptor groups VR8 and VR14 to the west of the development. Whilst for some of the closer elements of those receptor groups, the additional development would increase the magnitude of change, the significance of **visual effects would remain moderate**.
Y/92/17/OUT Land east of Drove Lane Yapton (Site 6 on figure 5.2) OA for up to 300 residential dwellings Approved, May 2019		This proposal is about 1.8 km west of the proposed site. The residential nature of the proposals means that in terms of cumulative landscape impacts, these would be restricted to the ADC landscape character areas 21, West of Yapton Coastal Plain and 30, Bilsham Coastal Plain and 18, Ryebank Rife. The proposedproposal is predicted to result in landscape effects of **slight to moderate significance**, the additional effects arising from any proposal would not result in a change in the assessment of significance for those landscape receptors. Visual effects would be restricted to receptor groups VR8 and VR14 to the west of the development. Whilst for some of the closer elements of those receptor groups, the additional development would increase the magnitude of change, the **significance of visual effects would remain moderate**.
Option / Site F (Site 7 on figure 5.2) preferred option for 10 FE secondary school	N/A – preferred site only	This possible allocation has no detail, but it would be likely to have landscape effects restricted to the ADC character area, North of Yapton Coastal Plain (29), see assessment sheet L2, and for visual effect, these would be restricted to some local receptors to the east of the site. (see visual receptor sheets relating to receptors within local area VR1, VR2, VR10, VR18, VR19, VR21 and VR22,). The additional effects arising from this proposal extend over a wider site area but are at a low elevation and so on balance, would not result in a change in the assessment of significance. The cumulative effect with the proposed site is therefore predicted to remain as **moderate adverse landscape effect** and **moderate adverse visual effect.**
WSCC/037/19 (Site 8 on figure 5.2) Proposed Inert Waste Recycling Facility	Application pending a decision*	This will be an additional 12 m high industrial shed adjacent to a similar shed. It is within ADC character area 30 Bilsham Coastal Plain (see landscape resource sheet L5). Although this would have a minor detrimental effect on the character area it is located in, the additional effects, would not result in a change in the assessment of landscape effects of the proposal. Equally, for the visual receptors VR2, VR6, VR10, VR12, VR21 and VR22 any minor additional effects would not result in a change in the assessment of visual impacts of the proposal. The cumulative effect with the proposed site is therefore predicted to remain as **slight-moderate adverse landscape effect** and **moderate-substantial adverse visual effect.**
WSCC/049/18/LY (Site 9 on figure 5.2) Highway scheme between east of Lyminster and Toddington	Approved May 2019	This highway proposal passes through landscape character areas which would not be significantly affected by the development proposals, therefore there would be no cumulative landscape effects on local landscapes. It is probable that the highways scheme would be visible from parts of the SDNP that also have views of the development proposals. However, the developments occupy different parts of the SDNP setting. In terms of visual impact, the highway proposal is in a different view direction in relation to local views. It is therefore judged that there would be no change in the degree of landscape effects on the SDNP (**moderate-substantial**) and no significant change in the degree of effects on views (**moderate-substantial**).
A/122/19/OUT (Site 10 on figure 5.2) Angmering,	Approved March 2020	This small residential development lies in landscape character areas which would not be significantly affected by the development proposals, therefore there would be no cumulative landscape effects on local landscapes. It is probable that the housing would be visible from limited parts of the SDNP that also have views of the

Application reference	Date of approval	LVIA cumulative effects
OA for 160 dwellings		development proposals. However, the developments occupy different parts of the SDNP setting and so it is judged that there would be no change in the degree of landscape effects on the SDNP. In terms of visual impact, the highway proposal is in a different view direction in relation to local views and is relatively small scale. it is therefore judged that there would be no change in the degree of landscape effects on the SDNP (**moderate-substantial**) and no significant change in the degree of effects on views (**moderate-substantial**).
F/30/18/PL (Site 11 on figure 5.2 Wicks Farm Ford Lane Ford) 2 large multispan polytunnels / greenhouses 2.5 ha	Approved September 2019	This polytunnel / greenhouse development will be low level so that in terms of cumulative landscape impacts, these would be restricted to the ADC character area, North of Yapton Coastal Plain (29), see assessment sheet L2, and for local visual receptors, it is probable that there would be no additional effect. It is probable that this proposal would be visible from parts of the SDNP that also have views of the proposals. However, the relatively low level development and context of surrounding vegetation would have at worst a negligible effect on views and so it is judged that there would be no change in the degree of landscape effects on the SDNP (**moderate-substantial**). In terms of visual impact, the proposal is in a different view direction in relation to local views and therefore there would be no significant change in the degree of effects on views (**moderate-substantial**).
WA/44/17/OUT (Site 12 on figure 5.2) OA for 175 No. dwellings Land east of Tye Lane Walberton	Approved February 2018	This development will be relatively low level so that in terms of landscape impacts, these would be restricted to the ADC character area, Avisford Park (25), which would not be significantly affected by the FCTP proposals. It is probable that this proposal would be visible from parts of the SDNP that also have views of the proposals. However, the developments occupy different parts of the SDNP setting and so it is judged that there would be no change in the degree of landscape effects on the SDNP (**moderate-substantial**). In terms of visual impact, the proposal is in a different view direction in relation to local views and therefore there would be no significant change in the degree of effects on views (**moderate-substantial**).
LU/47/11/ LU/121/17/RES (Site 13 on figure 5.2) North of Littlehampton 1460 dwelling mixed development and new highway	Outline approved January 2013 Reserved matters approved December 2017	This proposal lies within landscape character areas which would not be significantly affected by the development proposals, therefore there would be **no cumulative landscape effects** on local landscapes. It is probable that this proposal would be visible from parts of the SDNP that also have views of the proposals. However, the developments occupy different parts of the SDNP setting and so it is judged that there would be no change in the degree of landscape effects on the SDNP (**moderate-substantial**). In terms of visual impact, the proposal is in a different view direction in relation to local views and therefore there would be no significant change in the degree of effects on views (**moderate-substantial**).
BN/122/19/EIS (Site 14 on figure 5.2) Eastergate 500 homes	Scoping opinion requested December 2019*	This proposal lies within landscape character areas which would not be significantly affected by the proposed site, therefore there would be **no cumulative landscape effects on local landscapes**. It is probable that this proposal would be visible from parts of the SDNP that also have views of the proposed site. However, the developments occupy different parts of the SDNP setting and so it is judged that there would be no change in the degree of landscape effects on the SDNP (**moderate-substantial**). In terms of visual impact, the proposal is in a different view direction in relation to local views and therefore there would be no significant change in the degree of effects on views (**moderate-substantial**).

Table 12.4: Projects considered in the cumulative effects assessment

12.162 All of the proposals assessed for cumulative effects are relatively low level in terms of height and are extensions of the existing landscape pattern, spread over a wide

area. In terms of landscape effects on ADC character areas, each development is likely to have some localised adverse effects on the character area within which it lies. However, with the exception of 'The Landings' proposal and allocation, these effects, taken cumulatively with the proposed ERF and WSTF development would not be sufficient to change the judgement of landscape effects of the proposed site for each character area.

12.163 Looking specifically at effects on landscape character of the SDNP, whilst there are several developments that might potentially impact on the setting of the SDNP, none of them lie within it, so there would be no direct effects and they are all spread over a very wide area. Most also assimilate well with the local landscape pattern providing the setting of the SDNP and so it is concluded that taken cumulatively with the proposed site, the assessment of harm to landscape character of the SDNP would remain as moderate-substantial.

12.164 For the visual receptors of the proposed site within the relatively low lying areas south of the SDNP, the relatively low elevations of the proposals assessed for cumulative effects and their specific locations, mean that they would generate no identified significant additional effects that would lead to a change in judgement of the degree of visual effects.

12.165 For visual receptors of the proposed site within the SDNP, the higher viewing elevation provides potential for several of the cumulative assessment proposals to be viewed in conjunction with the proposed site. However, they are all spread over a very wide area and most also assimilate well with the local landscape pattern providing the setting of the SDNP, and so it is concluded that taken cumulatively with the proposed site, the assessment of harm to landscape receptors within the SDNP would remain as moderate-substantial.

Fall-back position

12.166 In 2015, Grundon Waste Management Ltd secured planning permission for an energy from waste facility and a materials recovery facility, at the Ford Circular Technology Park (application reference: WSCC/096/13/F). The application was subject to EIA and was accompanied by an ES (October 2013) and ES Addendum (November 2013). While the approved facilities have not been built, the permission has been implemented and the site currently operates as a WTS that handles about 20-25,000 tonnes per annum (tpa).

12.167 The 2015 proposal was for a smaller development with a new building 22 m high, so similar in scale to the existing site buildings, and a 50 m high dual stack. The resultant limited extent of visibility of the proposals is reflected in the limited 2.5 km study area. The landscape and visual impact assesment (chapter 6 of the 2013 ES) concluded that the effects on the surrounding landscape character would be slight adverse and effects on visual receptors moderate adverse.

12.168 Although there are differences in the approach and methodology of the assessment, the chief reason for the difference in assessment results is the scale of the development. The extant permission is for an additional facility on the site which is very similar to the existing building scale and heights, with the exception of the stack and therefore would assimilate very easily within the existing landscape and would be unobtrusive in views.

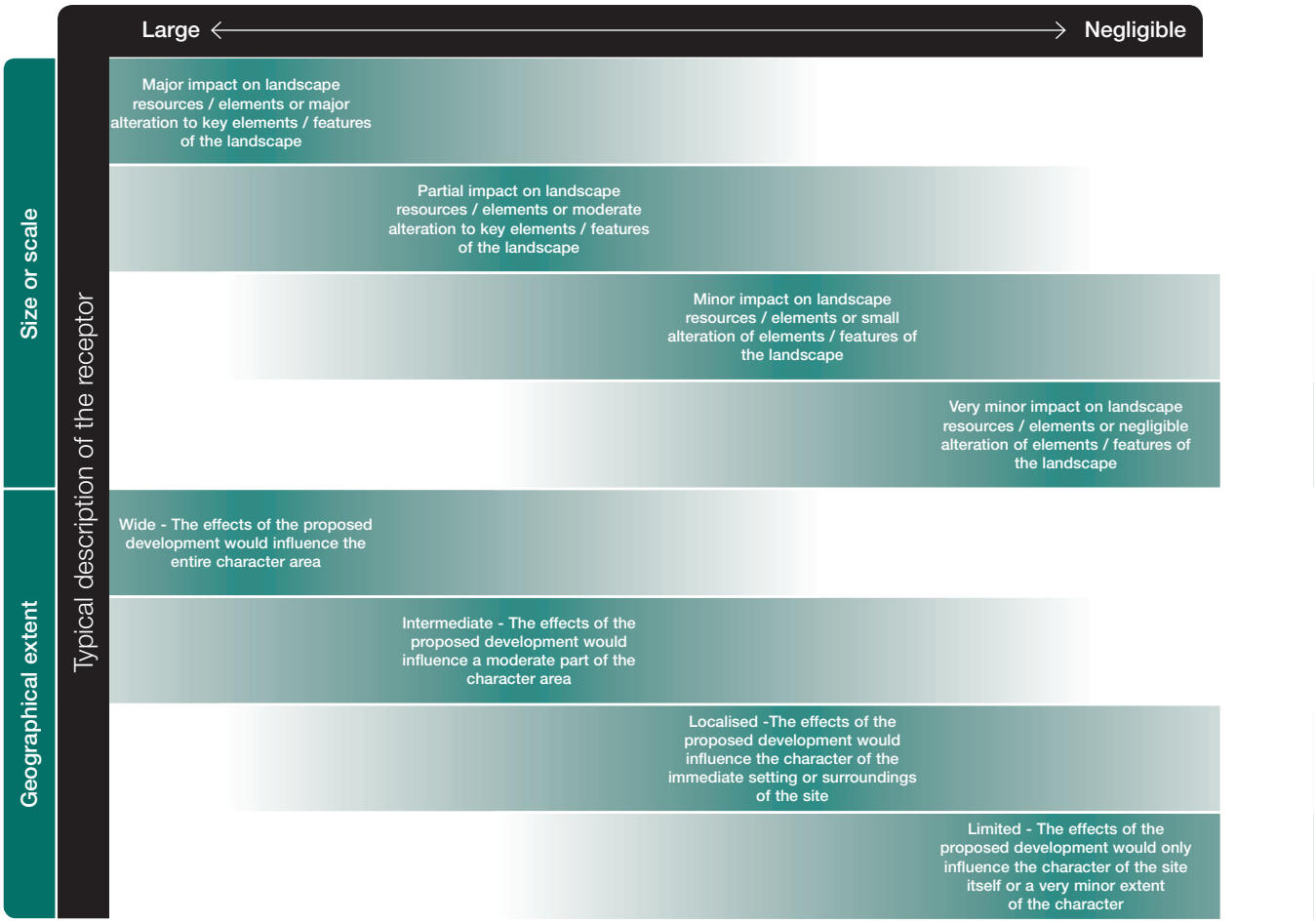
Sensitivity of the receptor - Landscape

	Value	Susceptibility
High	Internationally/nationally designated landscape / townscape e.g world heritage sites, areas of outstanding natural beauty and national parks / national scenic areas (Scotland) A very distinctive landscape / townscape with strong, widespread and defining characteristics. High quality with no detracting features. Contains features that could be described as unique or are nationally scarce. Considerable conservation and / or recreational / heritage	Landscape / Townscape can not accommodate any change related to the proposed development without undue consequences arising on the condition or quality of its defining characteristics
	Locally designated e.g public open space Reasonably distinctive landscape / townscape or with some strong contributing characteristics. Average quality with features that are locally commonplace which may exhibit some detracting features. Intermediate conservation and/or recreational / heritage interest. A strong sense of place.	Landscape / Townscape is able to accommodate a small change related to the proposed development without undue consequences arising on the condition or quality of its defining characteristics
	Not designated. Relatively bland or commonplace landscape / townscape or with limited positive characteristics. Features that make little contribution to local distinctiveness. Some detracting features. Limited conservation and/or recreational / heritage interest. Poor sense of place.	Landscape / Townscape is able to accommodate a medium change related to the proposed development without undue consequences arising on the condition or quality of its defining characteristics.
Negligible	Not designated. A degraded or featureless landscape with little or no characteristics of quality or interest. No sense of place.	Landscape is able to accommodate a large change related to the proposed development without undue consequences arising on the condition or quality of its defining characteristics

Value \ Susceptibility	High	Medium	Low	Negligible
High	High	High / Medium	Medium	Medium / Low
Medium	High / Medium	Medium	Medium / Low	Low
Low	Medium	Medium / Low	Low	Low / Negligible
Negligible	Medium / Low	Low	Low / Negligible	Negligible

Figure 12.1 Receptor sensitivity (landscape)

Magnitude of landscape effects



Magnitude of landscape effects

The magnitude of effects is assessed by combining the judgments on the size or scale and the geographical extent of the landscape effect resulting from the proposals. The table provides an overall profile of these criteria for each factor. In determining the magnitude of effects during the construction phase and at completion, further consideration is also given to the duration and reversibility of the landscape effect.

Duration
Duration is a material consideration when determining the magnitude of effect and, where relevant, will be qualified in the data sheets contained within this report.

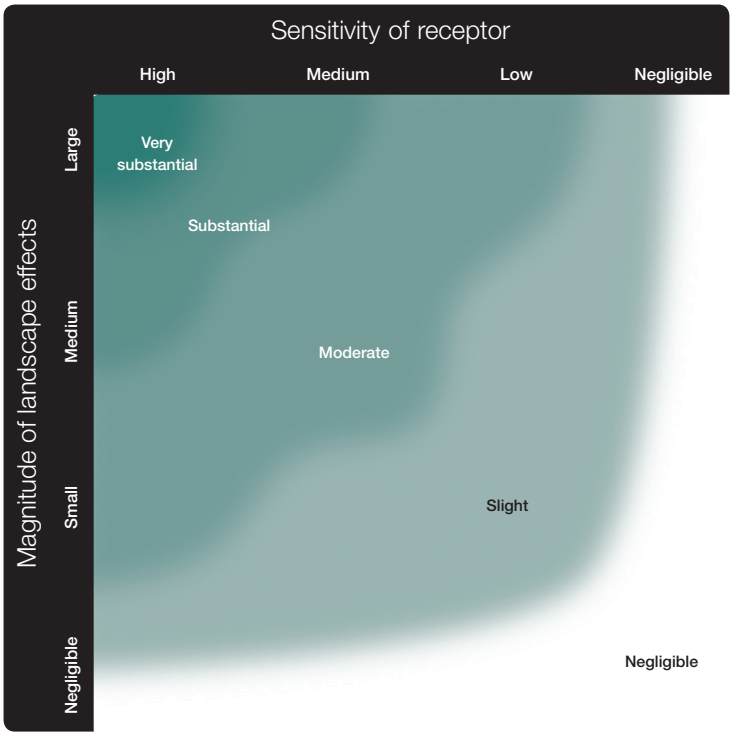
Where the construction or life of the project is proposed to be in excess of 25 years it is, although temporary, considered to be a substantial length of time and so is assigned a magnitude of effect equivalent to a permanent development.

Where the construction or operational phase is less than 25 years, the period over which the effects will be experienced is judged as short (less than 5 years), medium (5-10 years) or long (10-25 years) term.

Reversibility
The reversibility of an effect defines the prospects or practicality of the effect being reversed. Reversibility is judged as fully, partially or unable to reinstate/restore the original baseline situation

Figure 12.2 Impact magnitude (landscape)

Determination of significance matrix – Landscape



In some cases, the judgement of sensitivity or magnitude of change may fall somewhere between two descriptions, for instance a magnitude of change may be considered to be greater than small but less than medium and in these cases it is acceptable to describe these instances as lying between the two, in this instance, small-medium. It is also acceptable to describe effects in the same way, if it is considered that the effect lies between two effect descriptions.

Degrees of effect

Very substantial:
Large change to a landscape of high sensitivity.

Substantial:
Medium-large change to a landscape of medium-high sensitivity, medium change to a landscape of high sensitivity or large change to a landscape of medium sensitivity.

Moderate:
Medium change to a landscape of medium sensitivity, large change to a landscape of low sensitivity or small change to a landscape of high sensitivity.

Slight:
Medium or small change to a landscape of low sensitivity or small change to a landscape of medium sensitivity.

Negligible: Negligible, small, medium or large change to a landscape of negligible sensitivity or negligible change to a landscape of low, medium or high sensitivity.

Significance

If the degree of effect is moderate or above, then the effect is considered to be significant.

Figure 12.3 Degree of effect matrix (landscape)

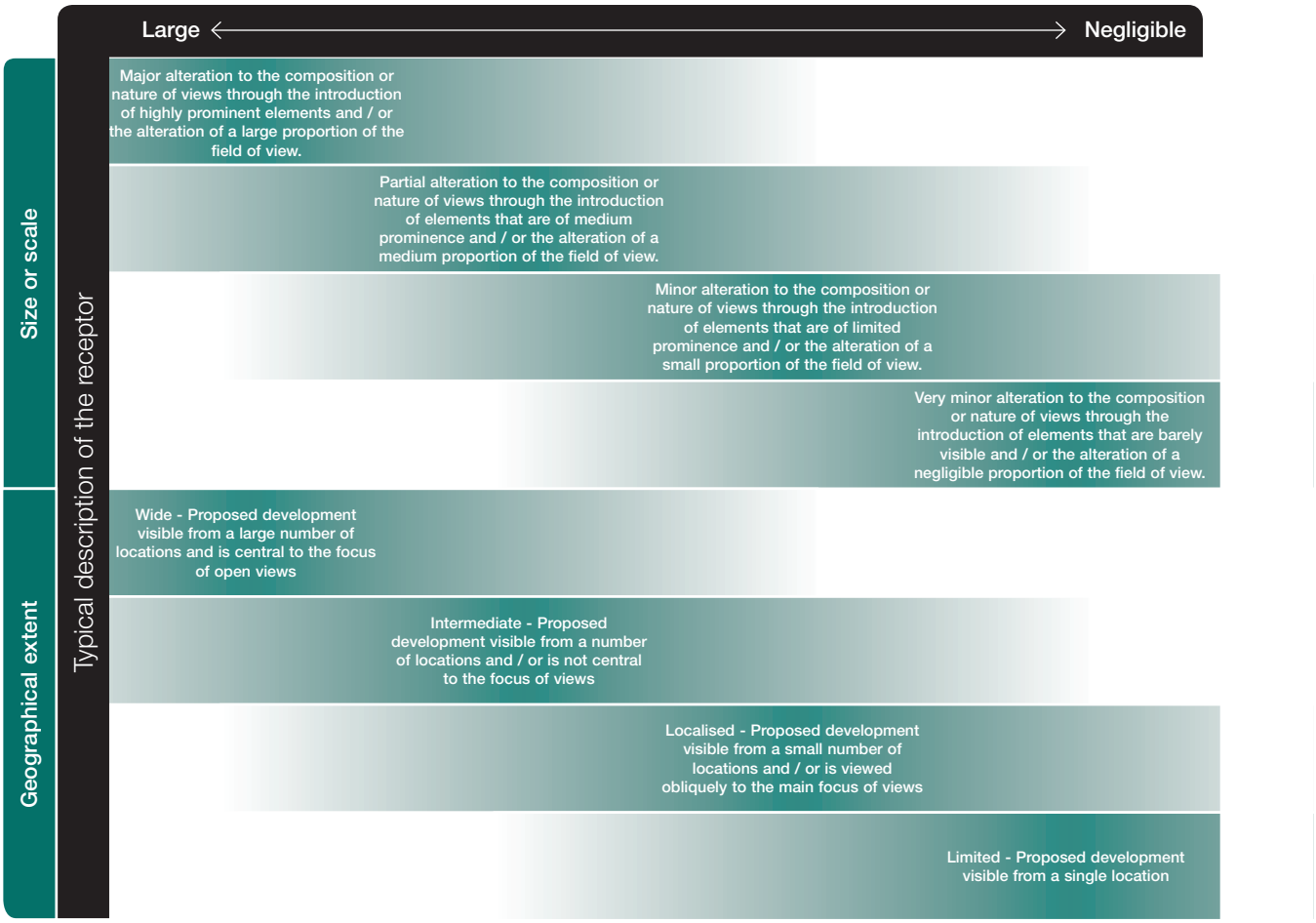
Sensitivity of the receptor - Visual

	Value	Susceptibility
High	Views from internationally / nationally designated landscapes / townscapes or landscapes recognised nationally as the best in the UK e.g areas of outstanding natural beauty, national parks/ national scenic areas (Scotland) national trails, registered parks and gardens or world heritage sites Internationally / Nationally recognised views with a strong cultural association or well known references or promoted views in literature / art / guide books / viewpoints marked	Users of residential street / areas or users of long distance recreation routes / National Trail whose primary focus is on the landscape / townscape Visitors to heritage assets or other attractions where the landscape setting is an important contributor to the experience
	Views from local planning designations e.g country parks, Local Nature Reserves and conservation areas. Views from landscapes and townscapes well used by local residents who have a strong proprietary interest in the view or from landscapes with recognisable features that promote a strong sense of place	Views from public rights of way, rural roads, tourist routes or railway users with secondary focus on the landscape / townscape
	Views from undesignated landscapes or townscapes Views from commonplace landscapes / townscapes with a weak sense of place, limited cultural associations and / or where receptors have limited proprietary interest in the view.	Users of urban roads, railways and footways whose attention is unlikely to be on the landscape / townscape People engaged in outdoor sporting activities which does not depend upon appreciation of views
Negligible	Views from degraded landscapes or townscapes with very limited value to local residents or from landscapes / townscapes that require significant restoration	People at places of work, educational or social venues who have very limited focus on the landscape / townscape. People driving along motorways.

Value \ Susceptibility	High	Medium	Low	Negligible
High	High	High / Medium	Medium	Medium / Low
Medium	High / Medium	Medium	Medium / Low	Low
Low	Medium	Medium / Low	Low	Low / Negligible
Negligible	Medium / Low	Low	Low / Negligible	Negligible

Figure 12.4 Receptor sensitivity (visual)

Magnitude of change – Visual



Magnitude of visual effects

The magnitude of effects is assessed by combining the judgments on the size or scale and the geographical extent of the visual effect resulting from the proposals. The table provides an overall profile of these criteria for each factor. In determining the magnitude of effects during the construction phase and at completion, further consideration is also given to the duration and reversibility of the visual effect.

Duration
Duration is a material consideration when determining the magnitude of effect and, where relevant, will be qualified in the data sheets contained within this report.

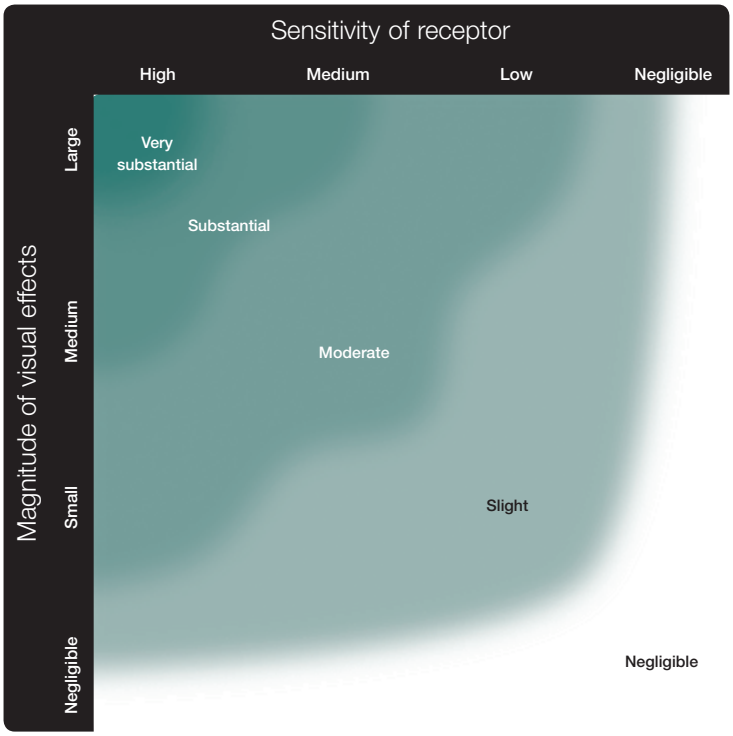
Where the construction or life of the project is proposed to be in excess of 25 years it is, although temporary, considered to be a substantial length of time and so is assigned a magnitude of effect equivalent to a permanent development.

Where the construction or operational phase is less than 25 years, the period over which the effects will be experienced is judged as short (less than 5 years), medium (5-10 years) or long (10-25 years) term.

Reversibility
The reversibility of an effect defines the prospects or practicality of the effect being reversed. Reversibility is judged as fully, partially or unable to reinstate/restore the original baseline situation

Figure 12.5 Impact magnitude (visual)

Determination of significance matrix – Visual



In some cases, the judgement of sensitivity or magnitude of change may fall somewhere between two descriptions, for instance a magnitude of change may be considered to be greater than small but less than medium and in these cases it is acceptable to describe these instances as lying between the two, in this instance, small-medium. It is also acceptable to describe effects in the same way, if it is considered that the effect lies between two effect descriptions.

Degrees of effect

Very substantial:
Large change to a landscape of high sensitivity.

Substantial:
Medium-large change to a landscape of medium-high sensitivity, medium change to a landscape of high sensitivity or large change to a landscape of medium sensitivity.

Moderate:
Medium change to a landscape of medium sensitivity, large change to a landscape of low sensitivity or small change to a landscape of high sensitivity.

Slight:
Medium or small change to a landscape of low sensitivity or small change to a landscape of medium sensitivity.

Negligible: Negligible, small, medium or large change to a landscape of negligible sensitivity or negligible change to a landscape of low, medium or high sensitivity.

Significance

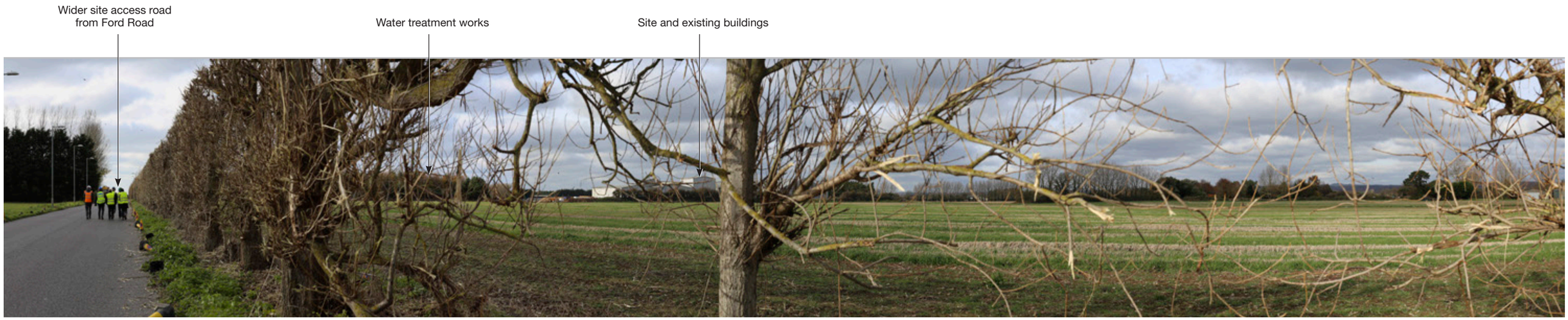
If the degree of effect is moderate or above, then the effect is considered to be significant.

Figure 12.6 Degree of effect matrix (visual)

S1 View of site from south eastern part of site

S2 View from north west corner of site looking north towards Ford Lane

S3 View from north east exit road looking west



S4 View from site access road at Ford Road junction looking north west

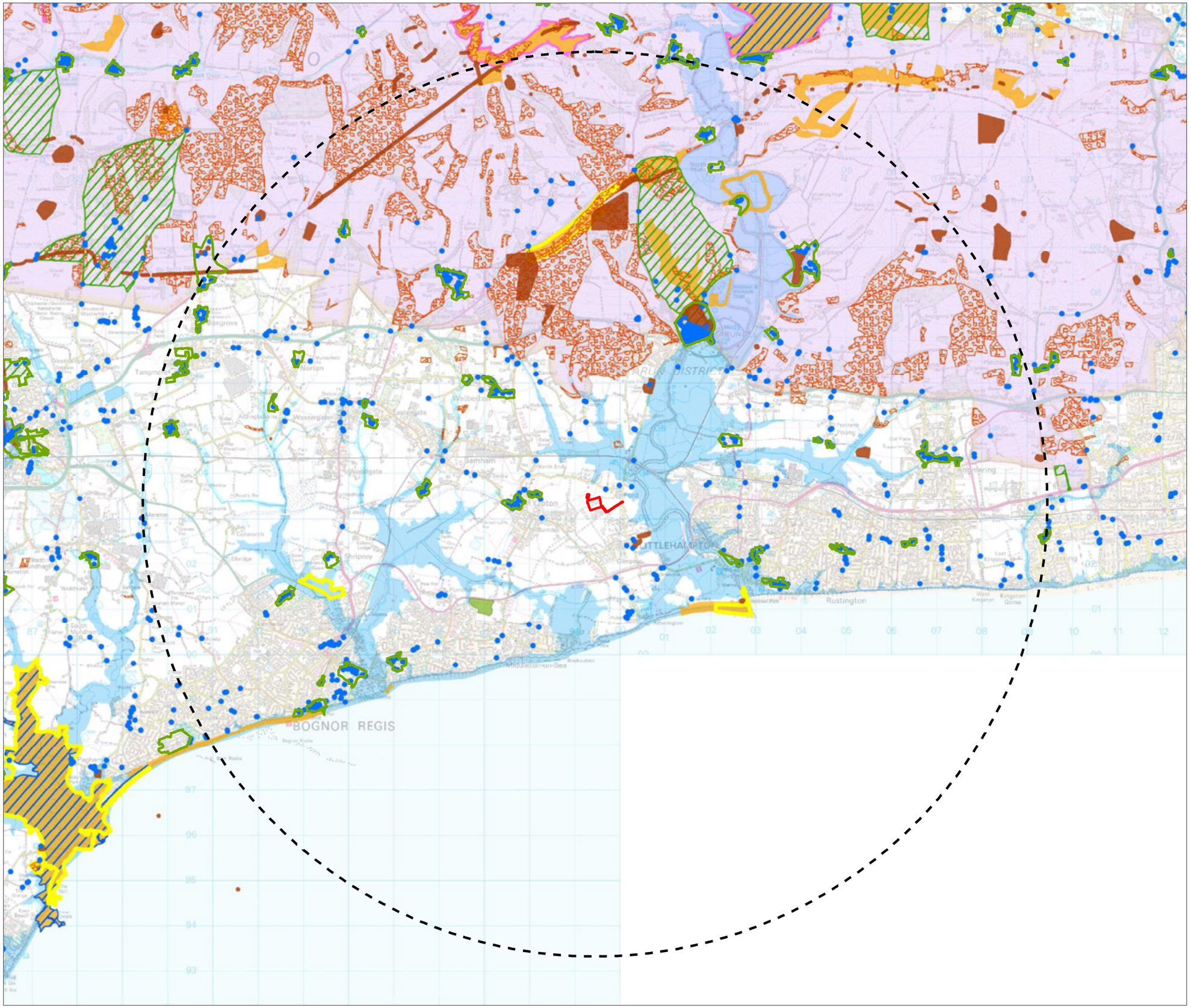


Figure 12.9
Landscape context and constraints

Site Boundary

10km study area

0 1,900 m

N

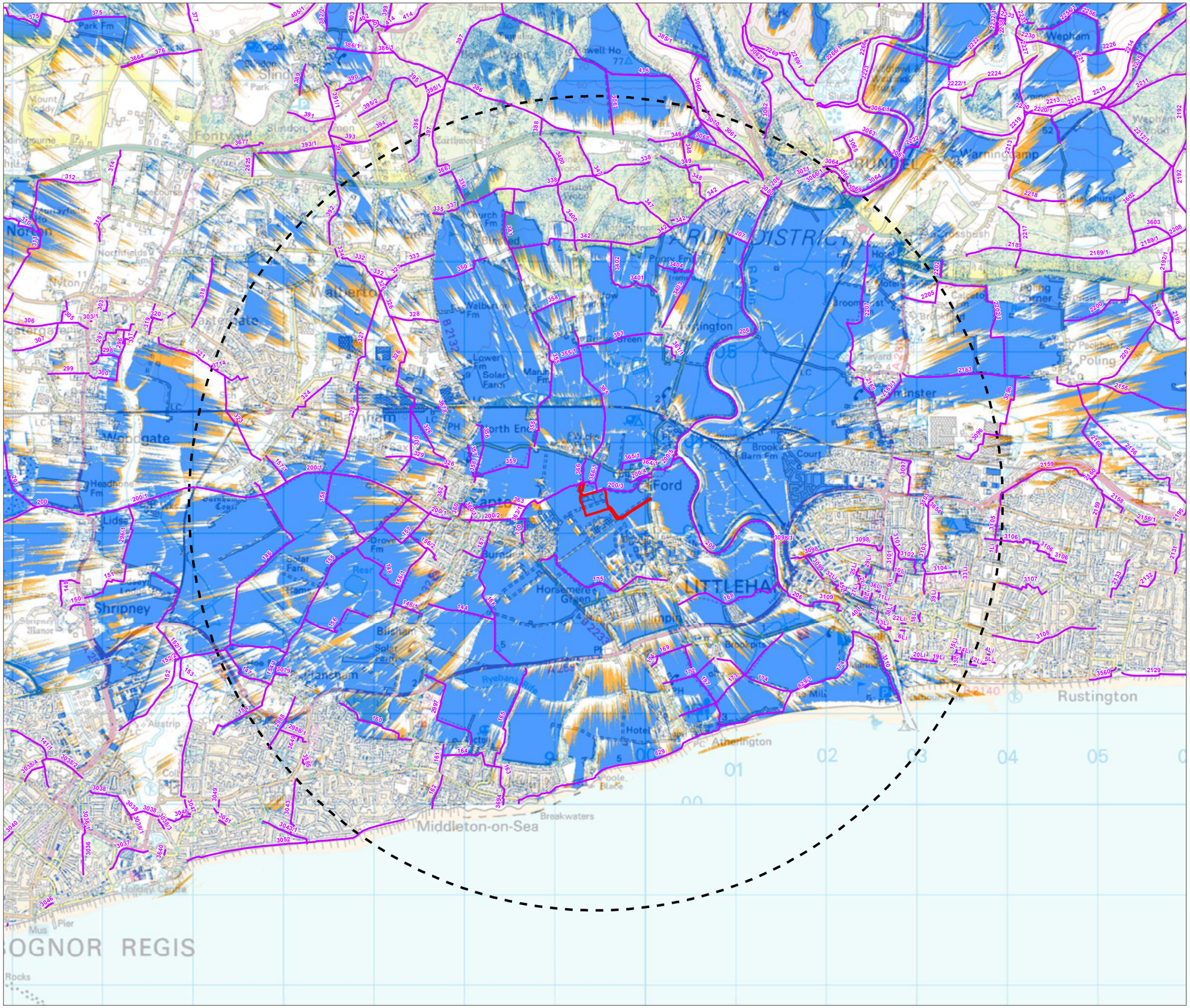


Figure 12.11
Public rights of way

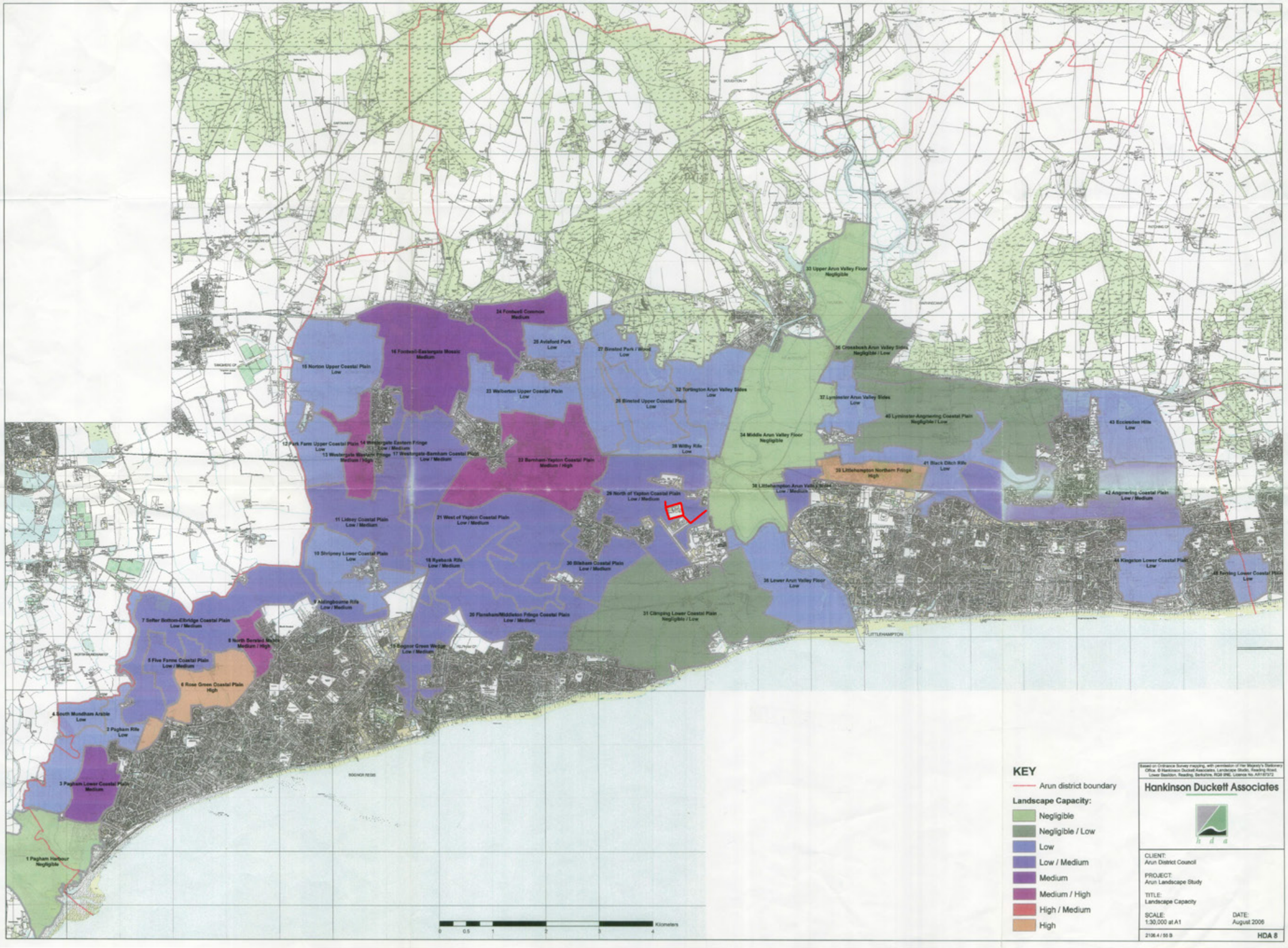


Figure 12.12
Arun District Council character areas

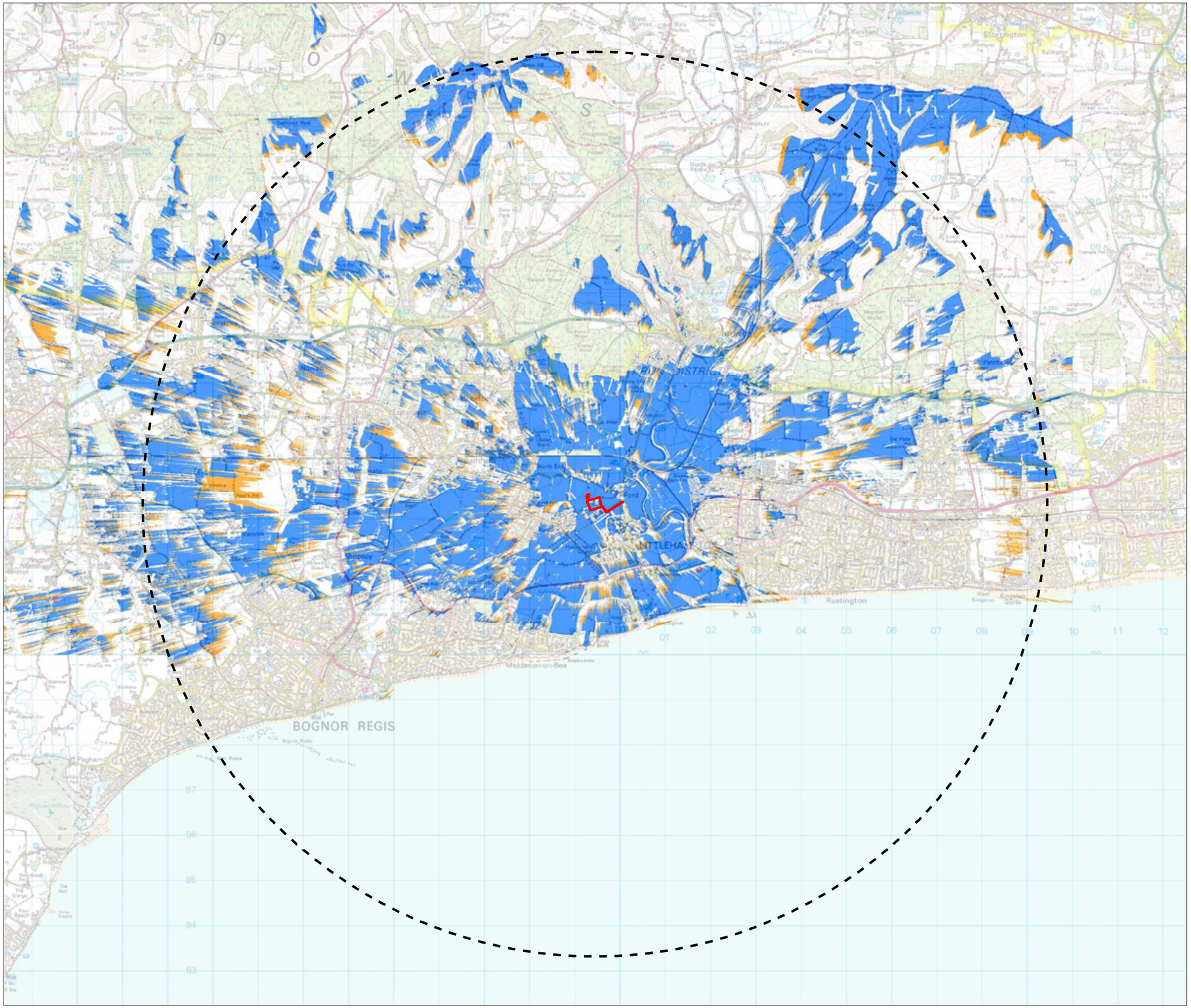


Figure 12.13
Zone of Theoretical Visibility

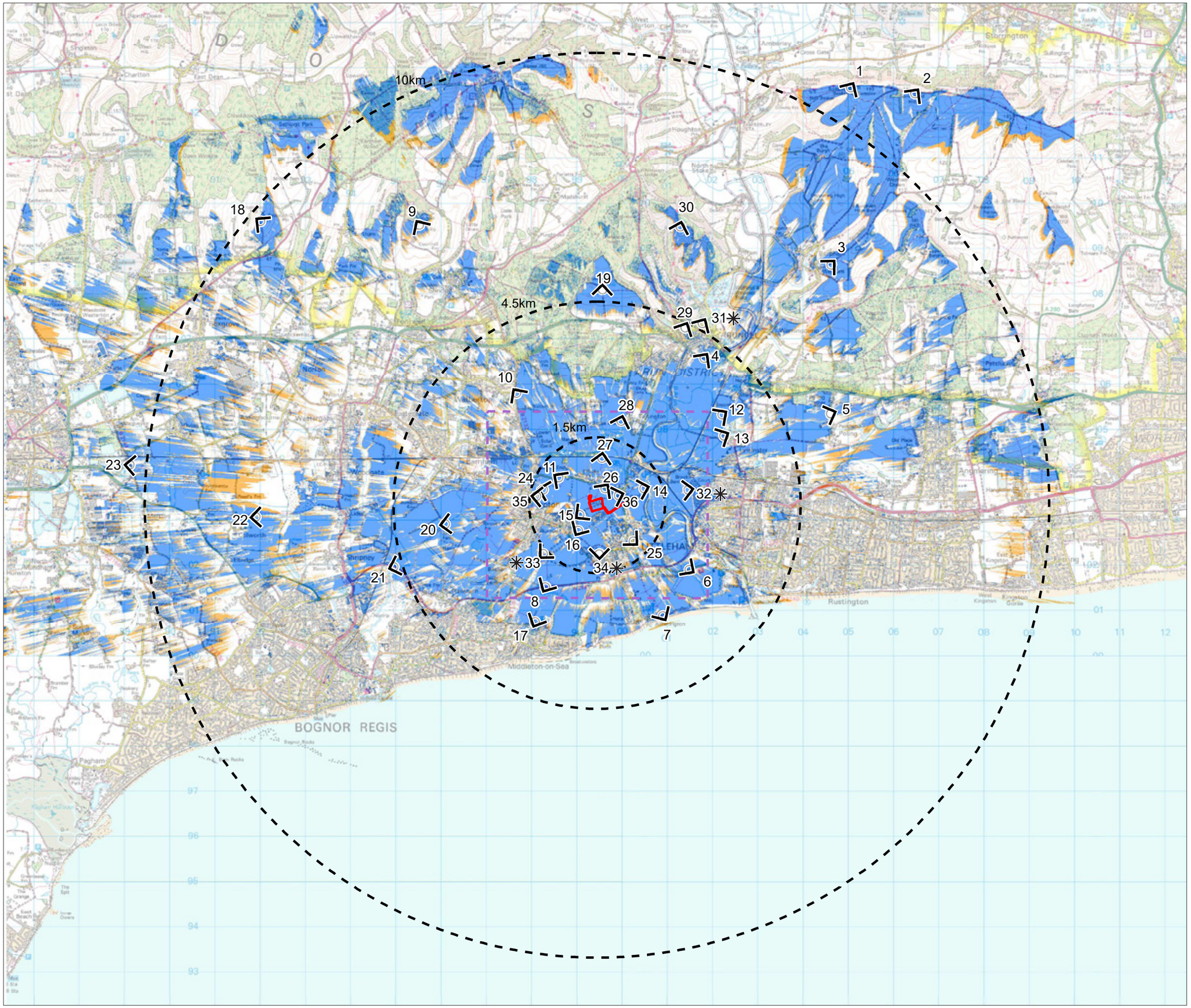


Figure 12.14
Representative viewpoints locations

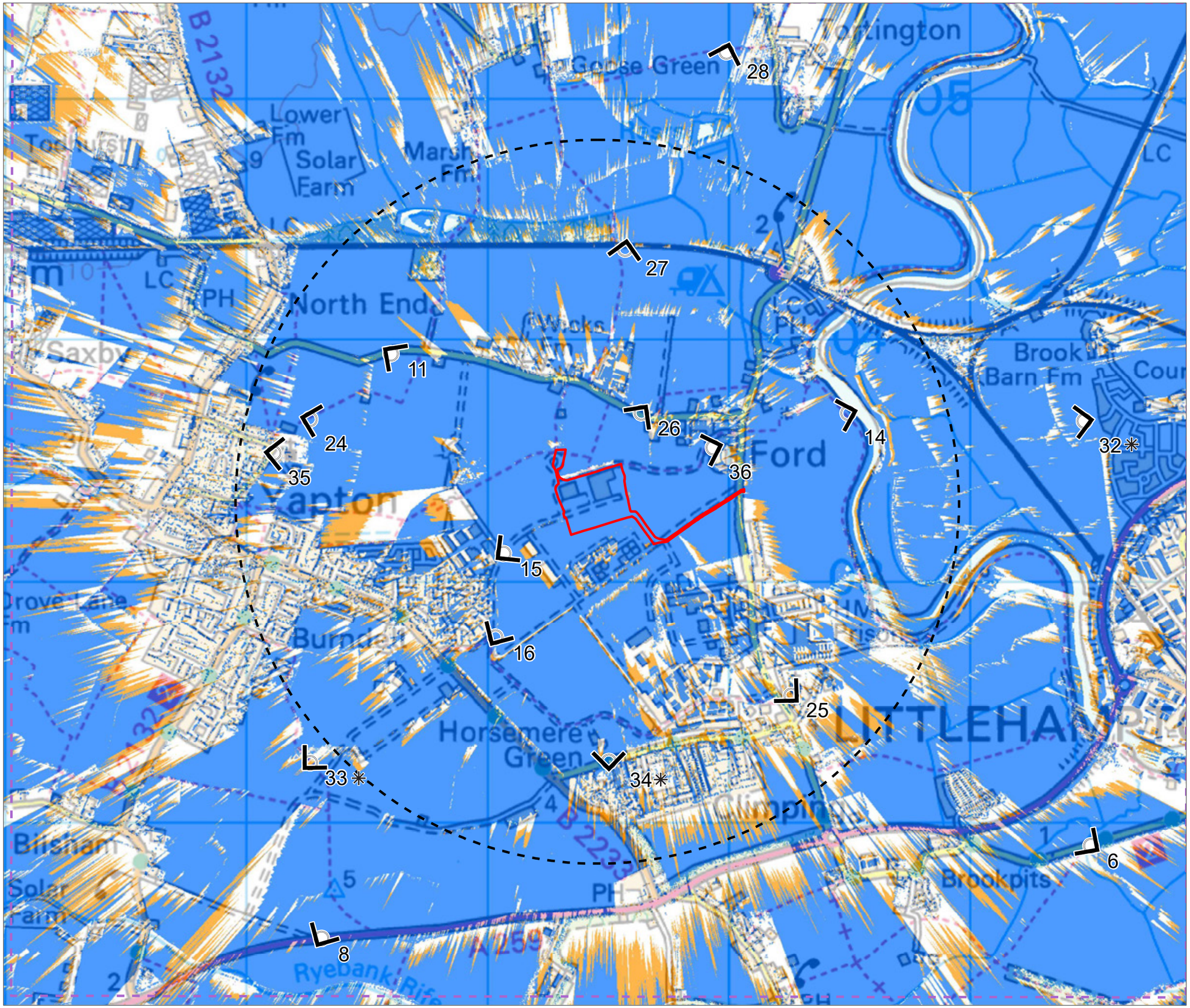


Figure 12.15 Representative viewpoints, location: local area detail