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

Viridor GRUNDON

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.

Arun Landscape Study Landscape and Visual Amenity Aspects of Development Choices in Arun District 2006-2026 (August 2006)
Arun Local Plan 2011 – 2033 adopted July 2018
Institute and Institute of Environmental Management and Assessment, 2013, Guidelines for Landscape and Visual Assessment (3rd edition)
MMO (2014) Seascape Assessment for the South Marine Plan Areas. A report produced for the Marine Management Organisation, pp 88. MMO Project No: 1037. ISBN: 978-1-909452-25-1. June 2014
National Planning Policy Framework (NPPF) adopted February 2019
National Planning Policy Guidance (NPPG)
Natural England Character Areas Profile 126 Southern Coastal Plain, http://publications.naturalengland.org.uk/
Natural England, 2014, An Approach to Landscape Character Assessment
Pan Sussex Historic Landscape Characterisation August 2010 (WSCC, ESCC, B&HUA & English Heritage
SDNPA Viewshed Study ('SDNP: View Characterisation and Analysis' (2015))
South Downs Local Plan adopted July 2019
The South Downs Landscape Character Assessment October 2020 produced by LUC, contains character areas for the SDNP.
West Sussex Landscape Character Assessment West Sussex County Council (November 2003).
West Sussex Waste Local Plan adopted in April 2014
WSCC Land Management Guidelines

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
- It is not practical for all potential viewpoints to be included in the LVIA and this is not required for the purposes of the EIA. Instead, professional judgement is used to select views that are representative of receptors or are from particular key locations.
- 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, using representative or specific viewpoints from adjacent areas, such as local PROWs, open spaces or streets used by local residents enables residents to be included as a receptor group in the LVIA.

- WSCC requested photomontage visualisations for most of the representative views in discussions with the applicants. Over a series of meetings with WSCC in late 2020, the applicants agreed to provide visualisations for 27 of the viewpoints. During the preparation of the visualisations, for two of the 27 requested visualisations it was found that the proposals would not be visible and therefore a wireframe image has been superimposed to demonstrate this.

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 12.14.

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, the national characterisation provides a broad overview, but the assessment of effects on landscape are based on the more recent and more detailed ADC and SDNP studies, augmented with some detail from the WSCC study and including seascape character areas from the South Marine Plan.

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)
- South Coast Shoreline (SC1)

12.22 The West Sussex Landscape Character Assessment (November 2003) describes the character of wider areas than compared to the local assessments of the Arun and SDNP landscape studies discussed in the following paragraphs. The WSCC study appears to have been produced primarily 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. As the WSCC study covers the same areas as the Arun and SDNP areas, to avoid 'double counting' of effects on the same land areas, its character areas are not included separately within the assessment. However, the descriptive text has been consulted and referenced, particularly WSCC area SC9 which includes the site.

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 Landscape Character Assessment (SDLCA), October 2020 produced by Land Use Consultants (LUC), defines and describes character areas for the SDNP. The SDLCA supercedes previous SDNP landscape character studies and is available as an online 'Storymap' on the SDNP website. The landscape character areas (LCA) relevant to the study area are:

- Arun to Adur Open Downs (LCA A3)
- Goodwood to Arundel Wooded Estate Downland (LCA B1)
- Angmering and Clapham Wooded Estate Downland (LCA B4)
- Arun Major Chalk River Floodplain (LCA F4)
- Arun Major Chalk Valley Sides (LCA G4)
- South Downs Upper Coastal Plain (LCA R1)

12.26 The potential effects of the development proposals on each of these SDNP character areas has been taken into account in the assessment sheets.

Marine Character Areas

12.27 The Seascape Assessment for the South Marine Plan Areas technical report and accompanying seascape assessment for the South Marine Plan areas forms part of the evidence base to support the marine planning process.

12.28 The Marine Policy Statement (MPS) states that references to seascape should be taken as meaning landscapes with views of the coast or seas, and coasts and the adjacent marine environment with cultural, historical and archaeological links with each other. Seascape can therefore be considered an umbrella term that covers both the visual resource and marine character.

12.29 The Marine Character Area (MCA) 7 is the only area relevant to this study and has been taken into account in the assessment sheets.

12.30 The landscape receptors included in the assessment are; the site, ADC character areas within the study area that will be potentially significantly impacted, SDNP character areas and the Marine Character Area MCA7. 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)
- L5 – 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) Arun to Adur Open Downs (LCA A3)
- L14 – South Downs National Park (SDNP) Goodwood to Arundel Wooded Estate Downland (LCA B1) and Angmering and Clapham Wooded Estate Downland (LCA B4)
- L15 – South Downs National Park (SDNP) Arun Major Chalk River Floodplain (LCA F4)
- L16 – South Downs National Park (SDNP) Arun Major Chalk Valley Sides (LCA G4)
- L17 – South Downs National Park (SDNP) South Downs Upper Coastal Plain (LCA R1)
- L18 - Marine Character Area (MCA) 7: Selsey Bill to Seaford Head.

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

Landscape character

L1: The site

12.32 The site lies within 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. The site is within the ADC North of Yapton Coastal Plain (29) character area and within the WSCC Chichester to Yapton Coastal Plain SC9.

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

12.34 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.

12.35 There are several PROWs in the area immediately around the site. One, footpath (200/3) that comes within the site, along part of its northern boundary.

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

12.37 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.

12.38 The landscape characteristics applying to the ADC and WSCC character areas within which the site is located are not relevant to the site itself, as it is an operational industrial site within a relatively enclosed landscape setting of Ford Airfield.

12.39 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)

12.40 The site lies within the North of Yapton Coastal Plain character area and within the wider WSCC landscape character area of the Chichester to Yapton Coastal Plain SC9.

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

12.42 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.

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

12.44 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.

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

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

12.47 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 but this is probably because the ADC assessment omits built areas and therefore focusses on the more rural landscape elements.

12.48 The WSCC landscape character assessment does include these more urban and industrial elements, including in its list of characteristics:

- Frequent urban fringe influences of horse paddocks, light industry and disused airfields, with busy minor and major roads;
- The urban fringes associuated with Bognor are particularly obvious, with sporadic urban development in suburban settlements of Tangmere, Barnham, Yapton and Westergate

12.49 The WSCC descriptions help balance the rural focus in the ADC assessment.

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

12.51 Taking into account both the ASDC and WSCC assessments and factoring in our our own assessment of the landscape, we conclude that the sensitive key characteristics and landscape elements identified for this character type are:

- Large area of industrial land use located within the character area, predominantly to the south.
- Scattered areas of residential development of varying scales with no definitive pattern.
- Mostly agricultural land in the part of the character area north and west of Ford Airfield
- Other isolated areas of agricultural field within a mosaic of industrial and residential land uses.
- Disused aerfield runways near the southern area of the character area.

L3: Middle Arun Valley Floor (34)

12.52 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.

12.53 The area also lies within the wider WSCC Lower Arun Valley Character Area SC10.

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

0m AOD and 10m AOD.

12.55 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.

12.56 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.

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

12.58 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)

12.59 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.

12.60 The area also lies within the wider WSCC Chichester to Yapton Coastal Plain SC9.

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

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

12.63 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.

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

12.65 There are several PROWs through the area.

12.66 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.

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

12.68 The ADC assessment omits to take into account the elements that are picked up in the WSCC assessment of area SC9 of which this character area forms part:

- Frequent urban fringe influences of horse paddocks, light industry and disused airfields, with busy minor and major roads;

- The urban fringes associuated with Bognor are particularly obvious, with sporadic urban development in suburban settlements of Tangmere, Barnham, Yapton and Westergate

12.69 The ADC report also fails to acknowledge the level to which the A259 detracts from the rural character of the landscape.

12.70 Field studies as part of the LVIA included review of the character areas. The WSCC landscape character assessment was also taken into account in reviewing the landscape sensitivity. The conclusion was that greater consideration was needed of the influence of development, which would make the landscape less sensitive than stated in the ADC report.

L5: Bilsham Coastal Plain (30)

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

12.72 The area is within the wider WSCC landscape character area of the Chichester to Yapton Coastal Plain SC9.

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

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

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

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

12.77 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.

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

12.79 The Arun Landscape Study (August 2006) assesses the sensitivity of Bilsham Coastal Plain as substantial and landscape value is assessed as slight. Field studies carried out as part of this LVIA suggest that the sensitivity score is not representative of the experienced landscape which includes the influence of development at Yapton and the A259. This may be because the ADC study omits the developed areas from its study.

12.80 The WSCC landscape character assessment does include these more urban and industrial elements, including in its list of characteristics:

- Frequent urban fringe influences of horse paddocks, light industry and disused airfields, with busy minor and major roads;
- The urban fringes associuated with Bognor are particularly obvious, with sporadic urban development in suburban settlements of Tangmere, Barnham, Yapton and Westergate

L6: Lower Arun Valley Floor (35)

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

12.82 The area also lies within the wider WSCC Lower Arun Valley Character Area SC10.

12.83 Topography of the Lower Arun Valley Floor (35) is generally flat, ranging between 0m AOD to 10m AOD.

12.84 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.

12.85 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.

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

12.87 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.

12.88 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 St Mary's Church, listed grade I ad the medieval earthworks to the east and southeast, which are scheduled monuments.

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

12.90 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'.

L7: Tortington Arun Valley Sides (32)

12.91 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.

12.92 The area is also within the wider WSCC landscape character area of the Chichester to Yapton Coastal Plain SC9.

12.93 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.

12.94 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.

12.95 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.

12.96 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.

12.97 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.

12.98 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)

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

12.100 The area also lies within the wider WSCC Lower Arun Valley Character Area SC10.

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

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

12.103 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.

12.104 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.

12.105 There are no PROWs within this landscape character area.

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

12.107 The Littlehampton Arun Valley Sides character area has recently been developed and therefore the Arun Landscape Study and WSCC study covering this small area are no longer relevant.

12.108 Site fieldwork shows this area to be developed with few of the rural characteristics remaining, but views over the Arun Valley, including towards Ford are a characteristic of the urban edge.

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, see L17 SDNP area LCT R)

12.109 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.

12.110 The area is also within the wider WSCC landscape character area of the Chichester to Yapton Coastal Plain SC9.

12.111 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.

12.112 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.

12.113 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.

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

12.115 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.

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

12.117 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)

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

12.119 The area also lies within the wider WSCC Lower Arun Valley Character Area SC10.

12.120 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.

12.121 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.

12.122 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.

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

12.124 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.

12.125 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.

12.126 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.

12.127 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'.

12.128 The fieldwork studies for the LVIA conclude that the sensitive key characteristics and landscape elements identified for this character area are:

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

L11: West of Yapton Coastal Plain (21) Ryebank Rife (18) and Flansham/Middleton Fringe Coastal Plain (20)

12.129 The West of Yapton Coastal Plain (21) lies to the south of Barnhan and to the west of Yapton. 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. Flansham/Middleton Fringe Coastal Plain lies to the south of Ryebanck Rife with its southern boundary defined by the northern edge of the conurbation.

12.130 For the purposes of this study, these character areas are combined in assessment due to their similar characteristics and adjacent location.

12.131 The areas are all within the wider WSCC landscape character area of the Chichester to Yapton Coastal Plain SC9.

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

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

12.134 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.

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

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

12.137 The character area does not contain any statutory designations.

12.138 The Arun Landscape Study (August 2006) assesses the landscape sensitivity of the West of Yapton Coastal Plain, Ryebank Rife and Flansham/Middleton Fringe Coastal Plain as being substantial and landscape value is assessed as slight.

12.139 Field studies as part of the LVIA included review of the character areas. The WSCC landscape character assessment was also taken into account in reviewing the landscape sensitivity. The conclusion was that greater consideration of the influence of development, which would make the landscape less sensitive than stated in the ADC report.

L12: Barnham Yapton Coastal Plain (22)

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

12.141 Topography for all areas is generally flat, ranging between 0m AOD and 10m AOD.

12.142 Tree cover within the character area is generally sparse, with intermittent vegetation in moderate to poor condition on field boundaries and along Ryebank Rife.

12.143 Landuse is an indistinct mosaic of broadly speaking agriculture, and paddocks south of the railway and large scale horticulture north. The Southern Water Lidsey Water Treatment facility is located within the north west of the character area.

12.144 Transport routes within the character includes 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.

12.145 A network of PROWs runs through the character area. PROWs Yapton 146-3 and 155-1 cross the Ryebank Rife north of Flansham. There are no additional PROWs within the Flansham/Middleton Fringe Coastal Plain.

12.146 The character area does not contain any statutory designations.

12.147 The area is within the wider WSCC landscape character area of the Chichester to Yapton Coastal Plain SC9.

12.148 The character area does not contain any statutory designations.

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

12.150 Field studies as part of the LVIA included review of the character areas and the findings broadly agree with the ADC study in relation to the West of Yapton Coastal Plain. Field studies as part of the LVIA included review of the character areas. The WSCC landscape character assessment was also taken into account in reviewing the landscape sensitivity. The conclusion was that greater consideration of the influence of development, which would make the landscape less sensitive than stated in the ADC report.

SDNP

12.151 This description of the main characteristics of the SDNP focusses on the areas of the SDNP that would be potentially affected by the proposals, namely the south facing dip slopes around Arundel and the slopes extending to the east and west. This area equates to the following landscape character types (LCT) described in the SDNP October 2020 Landscape Character Assessment:

- L13 – SDNP LCT A: Open Downlands
- L14 – SDNP LCT B: Wooded Estate Downland
- L15 – SDNP LCT F: Major Chalk River Floodplains
- L16 – SDNP LCTG: Major Chalk Valley Sides
- L17 – SDNP LCT R: Upper Coastal Plain

12.152 The October 2020 character assessment focuses primarily on the SDNP area itself and its edges and makes very little reference to the role that the coastal plain plays in the setting of the south facing slopes. However, the 2015 SDNP View Characterisation and Analysis report (in paragraphs 3.22 -3.27) describe how the undeveloped nature of the Downs contrasts with the developed coastal plain. This description reflects the impression gained during the LVIA studies of the views from the SDNP, in which the developed coastal plain (including some relatively large individual buildings and areas of horticulture), is experienced as a background element without detracting from the scenic appearance of the SDNP and in some respects emphasizing its contrast in character.

12.153 The following paragraphs summarize the key points relating to the SDNP character areas.

L13 – SDNP LCT A: Open Downlands

12.154 The Open Downlands is located on the south facing dip slope of the chalk escarpment. It is a large scale open and elevated landscape and has some important and ancient long distance paths providing panoramic views. It is a remote and tranquil landscape.

12.155 The proposals relate to area A3 Arun to Adur Open Downs, which is east of Arundel.

12.156 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.

12.157 Views of the coastal plain and the sea beyond are available from several locations and the views towards the site encompass a wide panorama that includes the developed areas of Littlehampton and Bognor and the patchwork of flat rural landscape. The SDNP character assessment does not include very much description of the role of the coastal plain in views from the slopes. Under the heading 'Key Landscape Sensitivities it states:

The elevated landform typical of this landscape type and open character permits long views to and from a wider area, particularly from the top of the dip slope. The landscape is therefore visually sensitive to changes within or beyond the National Park boundary, for example within the adjacent urban areas.

12.158 There is a similar statement under the heading 'Past Change'

Development within adjacent urban areas or out to sea which is prominent in views from parts of the ***Open Downs****, except for the remotest areas.*

12.159 Development in adjacent urban areas is mentioned under the heading *'Future Change'* although it is not clear which adjacent urban areas are referred to and whether this would relate to locations like the site, that are at some distance from the Open Downlands:

Pressure for built development outside the National Park, particularly since the ***Open Downland*** *lies adjacent to urban areas, could result in visual impacts, increases in artificial lighting, increases in traffic through the area, as well demand for abstraction with associated effects on the chalk aquifer. This may affect general perceptual qualities including tranquillity and dark skies.*

12.160 These comments are wrapped up in the section 'Guidance For Integrating Development into the Landscape':

H- Consider effects of any development beyond the National Park boundary. In addition to being visible in views from the South Downs, secondary effects such as light spill, noise and increased traffic will all have an impact on the special qualities of remoteness and tranquillity associated with the ***Open Downland****.*

I- Consider views to and from the ***Open Downland*** *in relation to any change. Refer to guidance in the View Characterisation and Analysis report[5].*

12.161 Specific landscape management /development considerations for Area A3 includes:

a) *Seek opportunities to reduce the visual impact of existing intrusive elements on the landscape. These include infrastructure and traffic associated with the A24 and prominent built elementson the coastal plain (particularly industrial structures).*

12.162 As part of the SDNP, the landscape is of the highest value.

L14 – SDNP LCT B: Wooded Estate Downland

12.163 The Wooded Estate Downland is similar in terms of topography and elevation to the Open Downland, except for the dominant extensive areas of woodland comprising about 42% of the LCT area, that give the areas a more enclosed character.

12.164 Two areas of LCT B, closest to the site would be most likely to be impacted, these being Area B1 Goodwood to Arundel, extending from Goodwood to Arundel and Area B4, Angmering and Clapham, east of Arundel.

12.165 Views of the coastal plain and the sea beyond are available from several locations and the views towards the site encompass a wide panorama that includes the developed areas, mainly Bognor from B1, but with Littlehampton also prominent, and and the patchwork of flat rural landscape. The SDNP character assessment does not include very much description of the role of the coastal plain in views from the slopes. Under the heading 'Key Landscape Sensitivities' it states:

Panoramic viewpoints from ridges and hilltops.

b) Specific key characteristics and landscape management /development considerations for Area B1 includes

Panoramic views across the coastal plain from high open ridges, as well as northwards across the Lavant Valley and eastwards into the Arun Valley

Pay particular attention to panoramic views, for example from the popular viewpoints at The Trundle and Bignor Hill, in planning any change in this or adjacent areas, including areas outside the National Park

c) Specific key characteristics and landscape management /development considerations for Area B4 includes

Constantly changing views, with some views across to Arundel Castle to the west and other views across the open downland to the north and the coastal plain to the south.

Maintain views across to Arundel Castle to the west, panoramic views across the open downland to the north and views across the coastal plain to the south…

12.166 As part of the SDNP, the landscape is of the highest value.

L15 – SDNP LCT F: Major Chalk River Floodplains

12.167 The Major Chalk Floodplains form the base of the major chalk valleys that cut through the chalk uplands. In this study, the only relevant area of LCTF is area F4 Arun Floodplain as the remaining areas of LCT F are too distant to be affected.

12.168 Characteristics of most relevance to the LVIA are:

- *The low incidence of woodland and trees results in a large scale, open*

landscape with extensive views across the floodplain

- *Impressive views to Arundel Castle at the 'mouth' of the valley.*

12.169 Public rights of way are an important component of the landscape, including paths along the river bank and the long distance Monarchs Way and South Downs Way National Trail which both cross the area:

Panoramic viewpoints from ridges and hilltops.

d) Specific key characteristics and landscape management /development considerations for Area F4 includes

Conserve views of Arundel Castle on the valley side including from key recreational routes such as the Monarch's Way Long Distance Footpath

Consider views across the floodplain

12.170 As part of the SDNP, the landscape is of the highest value.

L16 – SDNP LCT G: Major Chalk Valley Sides

12.171 The Major Chalk Valley Sides contain and form the immediate setting for the major chalk river floodplains that cut through the chalk uplands. In this study, the only relevant area of LCTF is area G4 Arun Valley Sides as the remaining areas of LCT G are too distant to be affected.

12.172 There are some views from the G4 valley sides over the Arun floodplain, including from Arundel Castle which lies within G4.

12.173 Of most relevance to the LVIA are the notes under the heading 'Guidance for Integrating Development into the landscape. Whilst most of the guidance notes relate to elements within the character area, notes H and L refer to wider effects:

- *H – Consider panoramic views from the valley sides and crests and up from the valley floor, as well as views to and from the Open Downlands, in relation to to any proposed change, taking note of representative views identified in the View Characterisation and Analysis.*

- *L – Consider effects of any development both within and beyond the National Park boundary. In addition to being visible in views from the South Downs, secondary effects such as light spill, noise and increased traffic will all have an impact on the special qualities of remoteness and tranquillity associated with the Open Downlands.*

12.174 Public rights of way are an important component of the landscape, including the long distance Monarchs Way and South Downs Way National Trail which both cross the area.

12.175 Views to Arundel Castle, a particularly distinctive landmark are mentioned in relation to maintaining views from the character area.

12.176 As part of the SDNP, the G4 landscape is of the highest value.

L17 – SDNP LCT R: Upper Coastal Plain

12.177 The Upper Coastal Plain is a gently undulating landscape lying at the foot of the chalk dip slope and forming a transition between the higher ground and the flat coastal plain. The landscape type extends beyond the National Park boundary.

12.178 The landscape type is represented by only one character area, Area R1, although the mapping indicates that this area is fragmented into distinct areas. The part of most relevance to this study, due to its proximity, lies west of Arundel and includes the woodland areas of Tortington Common and Binsted Wood approximately 2.2m north of the site. The area east of Arundel is also of some relevance as it includes Highdown Hill which is a well-known viewpoint.

12.179 Views from the part of the R1 area west of Arundel are extremely restricted, mainly by the concentration of woodland in the area, but there are some more open areas around Binsted and Slindon which allow some views southwards over the coastal plain.

12.180 Views from the area east of Arundel are also restricted by woodland, although Highdown Hill approximately 9 km to the east of the site affords panoramic views in all directions.

12.181 Of most relevance to the LVIA are the notes under the heading 'Key sensitivities' are the 'panoramic views towards the sea from Highdown Hill'.

12.182 Views from Highdown Hill include the extensive coastal conurbations of Worthing, Littlehampton, and more distantly, Bognor Regis.

12.183 As part of the SDNP, the R1 landscape is of the highest value.

L18 - Marine Character Area (MCA) 7: Selsey Bill to Seaford Head.

12.184 The Seascape assessment for the South Marine Plan areas technical report and accompanying seascape assessment for the South marine plan areas forms part of the evidence base to support the marine planning process.

12.185 The Marine Policy Statement (MPS) states that references to seascape should be taken as meaning landscapes with views of the coast or seas, and coasts and the adjacent marine environment with cultural, historical and archaeological links with each other. Seascape can therefore be considered an umbrella term that covers both the visual resource and marine character.

12.186 The Marine Character Area (MCA) 7 is an extensive bay with boundaries formed in the west by the low lying headland of Selsey Bill and to the east by the distinctive chalk cliffs of Seaford Head, where the South Downs National Park boundary meets the coast. It includes the expansive urban development along the coastline, extending to a maximum of approximately 28 kilometres (15 nautical miles) offshore. The seaward boundary of the MCA is broadly consistent with the boundary of the South Inshore Marine Plan Area.

12.187 The overall description of the character of the area contained in the report is:

This expansive bay framed by the headlands is locally known as the Bay of Sussex. The coastline contains a number of towns including Selsey, Bognor

Regis and Littlehampton to the west, Worthing and Brighton in the centre and Newhaven and Seaford to the east. The South Downs National Park is located inland to the north of the major settlements forming a prominent ridge and extends to the coastline at places in the east of the MCA, between Brighton and Rottingdean, Saltdean and Peacehaven and Newhaven and Seaford providing important visual connections to and from the sea. Shingle beaches offset the major coastal resorts in the west of the MCA and vertical chalk cliffs characterise the east, where there are views to the prominent white cliffs of Beachy Head (South Downs National Park) in MCA 8. Tidal currents are fast in the waters around the points of Selsey and Beachy Head, whilst the bay is more sheltered. Views seaward are frequently to an unbroken horizon with the main shipping traffic being located at a greater distance into the channel. Small recreational craft and fishing boats are the main sea users with cross channel ferries between Newhaven – Dieppe and freight from small ports at Shoreham, Newhaven and Littlehampton.

12.188 The MCA description describes views seaward from the SDNP under the heading '*Aesthetic and perceptual qualities'*:

'The South Downs National Park is located inland, parallel to the coast, forming the backdrop to the urban areas extending to the coast in the eastern part of the MCA. The ***"stunning, panoramic views to the sea"*** *is a key characteristic and special quality of the National Park. The South Downs landscape is characterised by open downland with few vertical elements, views to and from the sea play an important part in shaping the character of both landscape and seascape here'.*

12.189 Gaps between the main areas of coastal development are particularly important and the MCA describes them as follows: '*The gaps between the urban areas where the South Downs extend to the coast are particularly important for providing a sense of space and visual connections to and from the sea. These locations are between Brighton and Rottingdean, between Saltdean and Peacehaven (set back slightly from the coastline) and between Newhaven and Seaford.'* The site is not located in one of the cited gaps, but is in one of the areas that has less dense development.

12.190 The assessment text does not describe all of the views but the section of seascape relating to the site has been considered as part of this assessment and is described in terms of views towards the sea and views from the coast.

12.191 The views from the South Downs towards the sea and encompassing the area of coastal plain in which the site is located match the general description of typical views contained in the assessment. The sea is a very visible element from the South Downs and in most views it comprises a wide panorama and unbroken horizon giving a sense of vast scale and openness. Within these views, the coastal plain is seen as a varied mosaic of farmland, horticulture, woodland and development with occasional noticeable large structures, such as the tower blocks at Littlehampton and Bognor, Butlins at Bognor and the gas holder at Littlehampton interrupting the line between land and sea.

12.192 The seascape has not been assessed from the sea area but for the purposes of this assessment, views from the coastal area are taken as examples of likely effects. Referencing view 7 from Climping Beach, the view comprises the

extensive coastal plain with the distinctive skyline of the South Downs forming the backdrop to views. The further out to sea, the more the developed areas are apparent and also the wider the panorama becomes. In respect of this LVIA, it is noted that in the wider sea views, coastal development, including the larger features listed in the preceding paragraph would be an important element in existing views.

Visual baseline

Views of the site

12.193 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.

12.194 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 12.15, 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 VR27.

12.195 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 12.16 and 12.17 (detail for local area) and the photographic viewpoints are illustrated on figures 12.18 to 12.55.

Visual receptor (VR) **Location**	**Representative viewpoint(s)**
Local residents	
VR1 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 and other properties.	11, 26, 27
VR2 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. Properties on Ford Road to the south east including Nelson Row and HMP Ford.	23 & 36

Visual receptor (VR) **Location**	**Representative viewpoint(s)**
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).	25 & 34
VR4 Residents in the local area to the west, within approximately 1.5k m of the site including: Residents of the area of Yapton / Burndell east of Burndell Road, west of the site (not within conservation areas).	15, 16, 24, 33, 35 & 38
VR5 Residents of conservation areas of Yapton. Predominantly focussed on the north easterly of the two Yapton conservation areas as there is unlikely to be significant visibility from the public areas within the south westerly CA. Refer to cultural heritage chapter for plan showing extent of conservation areas	24 & 35
VR6 Future residents in the ADC Ford Airfield housing allocation area (The Landings and future housing in remaining allocation area). The agricultural land surrounding the site is land allocated for housing. The Landings is a proposed housing development occupying most of the western side of the allocation with some employment proposed immediately east of the site. This has been submitted for planning (ref F/4/20/OUT). No proposals have come forward for the remaining eastern part. This assessment takes into account future housing development for The Landings.	11, 15, 16, 26, 34, 36 & 37
VR7 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, 28, 29 & 31
VR8 Residents in the local area between approximately 1.5 and 4.5 km from site to north east: Lyminster and area, (also include Poling, approximately 5 km to east).	Viewpoints 5, 12 & 13
VR9 Residents in the local area between approximately 1.5 and 4.5 km from site to south east: Crossbush and area, western fringes of Littlehampton / Wick	Viewpoints 6, & 32
VR10 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 7, 8 & 17
VR11 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 (not conservation areas).	20 & 21
Users of recreational areas and routes	
VR12 and VR13 (VR12, within 4.5km of site, VR13 4.5->10km): People accessing the SDNP, particularly via PROWs including: South Downs Way and Monarch's Way (National Trails) 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, 29, 30 and 31

Visual receptor (VR) Location	Representative 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. Visual Effects on PROWs and accessible land in area of Highdown Hill, Patching and Angmering Park	
VR14 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, 27, 34, 35, 36, 37 & 38
VR15 Visual effects on users of PROWs in the area north of the proposals (between 1.5 and 4.5 km of the site but not within SDNP area which is assessed as part of VR11). 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 & 28
VR16 Visual effects on users of PROWs in the area north east of the proposals (between 1.5 and 4.5 km of the site). Crossbush, Lyminster and area, (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 5, 6, 12, 13, & 32
VR17 Visual effects on users of PROWs in the area east of the proposals (between 1.5 and 4.5 km of the site). Western fringes of Littlehampton / Wick (also Poling, approximately 5 km to east).	
VR18 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

Visual receptor (VR) Location	Representative viewpoint(s)
VR19 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 20, 21 & 33
VR20 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 a representative view from a public right of way west of Oving illustrates this.	Viewpoints 21 & 22
Visitors to heritage and tourist assets	
VR21 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, 30 & 31
VR22 Visual effects on visitors to Halnaker Windmill and World War II searchlight emplacements.	Viewpoint 18
VR23 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 16, 23, 24, 25 & 35
Users of transport routes	
VR24: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, 22, 27 and 32
VR25: 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
VR26: 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 roads where the most significant effects would most likely be experienced, i.e. local roads immediately adjacent to the Ford Airfield area. These roads are:	Viewpoint 11, 25, 26 & 34

Visual receptor (VR) Location	Representative viewpoint(s)
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 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	
People at places of employment	
VR27: 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, 16, 23, 25, 26, 34 and 36
Table 12.2 Visual receptors	

Development proposals

Description of the proposals

12.196 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 the primary mitigation measures relating to landscape and visual matters.

Primary mitigation

12.197 The potential impacts on the landscape and visual resources have been a primary consideration from the outset of the development proposals, the design of which has evolved as the EIA has progressed. The site itself has no landscape resources of any significant value within its boundaries, restricted to small pockets of self-seeded plants that will be removed as part of the site development. Immediately adjacent to the site, on the northern boundary, there is an existing row of mature conifers that provide screening to the existing site and will not be affected by the development proposals. To the east of the site boundary, a ditch and scrub provide some low level screening and biodiversity value and will also be unaffected. Also on the east side is some new planting associated with the recently constructed new Grundon access improvements which will also be unaffected and contribute to screening of the site. To the north west of the site there is an area of deciduous trees and shrubs which will be retained.

12.198 The ERF maximum height is 38.50m and the twin stack is 85.00m. The largest elements of the ERF, the FGT and Bunker Hall, are at a height of 34.60m and the maximum height of 38.5m is only required for the boiler hall parapet which emerges from a relatively small proportion of the FGT/Bunker hall volume. Subsidiary elements extending from the main volume include the Turbine Hall and ACC on the south east elevation at 23.50m, the Silos on the north east elevation at 28.50m, the waste reception to the south west at 23.50m, the admin and IBA on the north west elevation at 25.20m and the admin stair core and workshops at 12.25m and 9.20m respectively. All of these elements are

described in detail in Chapter 3.

12.199 As with any building of this scale, the heights of the ERF and WTSF mean that it is not possible to provide planting either on site or off site, that would fully screen the development. The design strategy has therefore been to screen the lower 'busier' and active parts of the development with earthshaping, acoustic fencing and planting, leaving visible the upper volumes of the buildings and structures in a simple architectural form designed to be low key and to minimise visual effects, rising above the planting and landform that embraces the site.

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

- Carefully considered location, orientation and form of the development buildings and components, especially the relative arrangement of the ERF and WSTF. The 45 degree orientation within the site area presents a minimum elevation to minimise impacts on the most sensitive landscape and cultural heritage receptors both in the immediate surrounding area and at Arundel.
- The 45 degree orientation also gains landscape areas that are designed to address views from those most sensitive visual receptors. The development arrangement provides some substantial landscape areas to the north east and north west of the site enabling earth-shaping up to 8m height and depth of planting up to approximately 35m.
- Building and structure heights and volumes have been restricted to the practicable minimum required for function, to minimise landscape and visual effects.
- Levels have been reduced where possible including sinking the boiler hall 3m below ground level and parts of the site 1.5m below. Ground water impacts prevent any further sinking of the development below ground level as detailed in Chapter 11Ground Conditions and the Water Environment.
- The architectural approach is for a simple development form reflecting its industrial purposes with high quality external materials and detailing that give it a clean, contemporary and high quality appearance whilst remaining low key.
- A light silver-grey standing seam style cladding has been selected after consideration of colour, texture and finish options. The selected cladding appears light against the sky in local and middle distance views and also reflects the prevailing light conditions, effectively reducing its visual effects. In longer views from the high ground of the SDNP, the light colour assimilates well with the other lighter coloured developments that occur within the coastal plain. Glare is minimised by the standing seam detail.
- After consideration of alternatives for the stack configuration, two separate stacks rather than a double stack enclosed with a single cowling has been selected as the preferred approach as it results in a more slender and low-key appearance.
- Tree and shrub species have been selected to reflect local native vegetation and enhance biodiversity, whilst providing a good level of screening effect of the lower levels of the proposals.

- A mix of fast-establishing smaller planting stock to maximise plant establishment together with larger stock in strategic locations will provide a good level of screening in Year 0.
- To address concerns that the earth-shaping will look alien in the coastal plain, the planting strategy is to create dense woodland planting on those areas, that will rapidly disguise the underlying landform to give it the appearance of a woodland.
- The acoustic fence will be stained dark to minimise its visibility and assimilate with the planting.
- Consideration has been given to the experience of walkers using public footpaths that pass immediately adjacent to the development and also to views experienced by potential future neighbouring residents. Feature gabion retaining walls faced with local stone will provide detail and interest as well as biodiversity value and planting on top of the wall and extending up the earth-shaping will provide a much softer and attractive interface than the current hard fenced edge.
- The lighting is described in detail in Chapter 3. Operational/security lighting will be at low level and with zero uplighting restricting the extent to which light sources are visible. The design is based on zone E3 (suburban) for the site area and E2 (rural area with low district brightness) up to 8m from the site boundary. The bunding and acoustic fencing will help to contain operational lighting sources, there may be some low level light glow from light reflecting off the buildings cladding. Light from the administration building windows will be controlled through the use of blinds, so that no window lighting would be visible during the hours of darkness. There will be a red aircraft warning light on the double stack.

Predicted sources of landscape and visual effects

12.201 The principal sources of change to landscape resources and visual amenity arise from the introduction of new buildings, structures, enclosure, earth-shaping and levels changes 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

12.202 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

12.203 The following elements will be the primary cause of either direct or indirect changes to landscape receptors and changes to views experienced by visual receptors:

- Replacement of existing WTS buildings with the ERF (including the stack and plume), the WSTF and ancillary buildings, surfacing and related structures.
- Introduction of replacement car parking and areas of hard standing and vehicular access within the site
- Introduction of new earth shaping, retaining walls, fencing 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

12.204 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

12.205 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

12.206 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, particularly in closer views, where the mitigation measures are perceived, they would increasingly enhance the visual appearance of the proposal over time and reduce the perceived massing.

Predicted effects on landscape character

12.207 The effects on the landscape / landscape resources identified in the baseline are set out in the form of assessment sheets (L1-L18) 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 access roads,and has no features of landscape value or interest. 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 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 would 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 describe the form and appearance of the proposed development as high quality, both in terms of materials and design, its references to its cultural setting and the substantial landscape measures. The large areas of planting and earth-shaping are commensurate with the scale of the buildings and the use of colour, form, layout and materials in the design will significantly reduce the perceived scale of the development, minimise its visibility and assimilate it with the site. For these reasons it is considered that the landscape of the site is able to accommodate the large change arising from 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 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 elements to be affected. 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 part temporary, part permanent. Reversibility: No landscape effects during construction so not relevant.	
Magnitude of effect	The magnitude of landscape effects during construction will be **none**.
Significance of Landscape effects	The degree of effect will therefore be **negligible and not significant**.
Landscape effects at completion	
Size/scale: The proposals will see the inclusion of significant new areas of planting within the site and and this will be the main beneficial new landscape resource. The character of the site will remain industrial, but the scale will be larger than the existing buildings. However, the increased scale, balanced with the high quality of the design and landscape areas which will improve the appearance, character and distinctiveness of the site, will be beneficial in terms of the landscape qualities of the site. 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 appearance of the planting.	
Magnitude of effect	The magnitude of landscape effects at completion will be **small 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 take into account the strong influence of the several industrial and urban fringe/suburban development elements, including those in the vicinity of the site. As described in the cumulative effects section, since the Arun study, numerous development proposals have been approved, further reducing the remnant rural qualities of this character area. As the ADC assessment relates only to the agricultural elements, their overall assessment cannot be taken as reliable in relation to the area as a whole. The area has no landscape designations, has limited scenic quality and has many detracting features with an overall indistinct sense of place. There are small 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 including The Landings proposed for Ford Airfield, would further impact the character of the North of Yapton Coastal Plain and this is acknowledged in the committee report for endorsement of The Landings masterplan "*A loss, or change in the character, of existing open countryside will have been considered an inevitable outcome when the site was allocated for development in the Arun Local Plan*". 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 larger than the existing elements, which are generally screened from wider visibility by the tree belts in the local area 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 medium.	
Sensitivity of landscape receptor	The landscape receptor is 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 ERF and twin stack. This will be perceptible 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 a large proportion 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 adverse- 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 other than the slight increase in traffic. 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 is of high quality and it is designed to minimise visual effects and will include areas of new planting that will soften the effects particularly in closer views. 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 a large proportion of the character area affecting its scenic quality. 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 adverse - 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. The proposed landscape boundary measures and intervening lines of trees / vegetation will obscure night time effects on the wider character area. Light from the admin block will be controlled with automatic blinds. 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, 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 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 construction related 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 that will affect scenic quality. 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 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 of the ERF and stack and periodically (refer to Chapter 6), the plume into the skyline forming the immediate western setting of the character area. The indirect impacts will mainly arise from the increased extent of visibility and increased scale of industrial elements in the character area, which will affect scenic quality, although other elements such as increased traffic might also contribute to a small extent, to the effects on character. 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 adverse - 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 strongly 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 indirectly impact eastern parts the character of the Climping Lower Coastal Plain. Susceptibility to change: The character area has few industrial features within it, but 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 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 proposals will affect much of the character area subject to the availability of open views. The proposals will affect the more open area to the north west and some parts of the coastal strip, which have less intervening development and vegetation to obscure views. 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 adverse – 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. The indirect impacts will be the effects on scenic quality in views northwards arising from the visibility of the ERF, stack and periodically, (refer to Chapter 6) the plume, from a large extent of the character area. Scenic quality will be more affected in views from the more open landscape areas. In other views, although visible, more intervening vegetation or other skyline features will make the proposals difficult to perceive. Other elements such as increased traffic might also contribute to a very small extent, to the effects on character. Geographical extent: As for construction 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 adverse - 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 intervening 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-medium. Although not taken into account in this assessment, the approved large residential developments (Y/91/17/OUT and Y/92/17/OUT), as well as other approved developments would further negatively 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 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 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 on the skyline 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 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 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. The indirect impacts will be the effects on scenic quality in views eastwards arising from the visibility of the ERF, stack and periodically (refer to Chapter 6), the plume, from a large extent of the character area. In some views where the landscape is more open, the scenic quality will be most affected, in other views, although visible, the intervening vegetation or other skyline features will make the proposals difficult to perceive. Other elements such as increased traffic might also contribute to a small extent, to the effects on character. Geographical extent: The indirect effects will be visible from much of the character area and introduce a new skyline element. 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 adverse 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 industrial 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 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 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 on the skyline, 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 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. The indirect impacts will be the effects on scenic quality in views northwards arising from the visibility of the ERF, stack and periodically, the plume from a large extent of the character area. In some views where the landscape is more open, the scenic quality will be most affected, in other views, although visible, the intervening vegetation or other skyline features will make the proposals difficult to perceive. Other elements such as increased traffic might also contribute to a small extent, to the effects on character. Geographical extent: The proposals will be visible from 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 **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: Parts of the setting of the character area, are 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 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 a moderate proportion of the 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 **medium adverse**
Significance of Landscape effects	The degree of effect will therefore be **moderate 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. The indirect impacts will be the effects on scenic quality in views southwards arising from the visibility of the ERF, stack and periodically, the plume from a large extent of the character area. In some views where the landscape is more open, the scenic quality will be most affected, introducing an industrial element into views from an otherwise predominantly rural location. In many views, although theoretically visible, the intervening vegetation will make the proposals either difficult to perceive or effectively imperceptible. Geographical extent: The proposals will be visible from a moderate proportion of the character area with the extent of visibility varying with the effects of intervening vegetation. In most cases intervening vegetation will mean the proposal is not readily noticeable. 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 adverse - significant**.
Night time landscape effects at completion	
The night time effects would be limited to aircraft warning light on the stack and possibly a small degree of light glow from low level lights in some of the clearer views. 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 of urban edge character and therefore the landscape receptor value is considered to be low. Susceptibility to change: The remaining undeveloped land of this character area is strongly influenced by adjacent development and is on the edge of a large urban area. Its susceptibility to change is therefore generally low, but the scale of the proposals is larger than existing industrial features and so its susceptibility to this specific proposal is low-medium.	
Sensitivity of landscape receptor	The landscape receptor is 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 limited 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 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. The indirect impacts will be the effects on scenic quality in views westwards arising from the visibility of the ERF, stack and periodically (refer to Chapter 6), the plume from a moderate extent of the character area. Introducing an industrial element into views from a predominantly developed location will not compromise its existing town edge character. Geographical extent: The proposals will indirectly affect a moderate proportion 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 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**.

L9 - Landscape effects on the Binsted Upper Coastal Plain character area (26), remaining parts of Binsted Park Wood character area (27) (part 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 significantly 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 parts of the character area where intervening vegetation allows. 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 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. The indirect impacts will be the effects on scenic quality in views southwards arising from the visibility of the ERF, stack and periodically, the plume (refer to Chapter 6), from a moderate extent of the character area. The scenic quality will be most affected in those views where there is less intervening vegetation and the landscape is more open, introducing an industrial element on the skyline into views from an otherwise predominantly rural location. In many views, although theoretically visible, the intervening vegetation will make the proposals either difficult to perceive or effectively imperceptible. Geographical extent: The proposals will be visible from much of the character area with the extent of visibility varying with the effects of intervening vegetation. 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 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.	
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 and orientation from most parts of the receptor area. However, the scale of the proposals is larger than the scale of 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 just 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, clearly from the parts of the character area close to the site, but not particularly prominent from many of the more distant parts of the character area, due to the distance and/or intervening vegetation,. Geographical extent: The indirect effects during construction will be visible from much of the 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 **slight-moderate 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 of the ERF and stack and periodically (Refer to Chapter 6), the visible plume into the western skyline forming the distant setting of the character area. The indirect impacts will mainly arise from the increased extent of visibility and scale of industrial elements seen from the character area, which will affect scenic quality. Geographical extent: The proposals will indirectly affect much of the character area but for most of the character area , the proposals will be a very small element in the view and only one direction of setting to the west will be affected. 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 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.	
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. 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 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 the A259. Geographical extent: The indirect effects during construction will be visible from much of the 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 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. The indirect impacts will be the effects on scenic quality in views eastwards arising from the visibility of the ERF, stack and periodically (refer to Chapter 6), the plume, from a large extent of the character area. The distance of the proposals means that although it will be visible, it will not be a dominant element in views. In parts of the area where the landscape is more open, the scenic quality will be most affected, in other views, although visible, the intervening vegetation or other skyline features will make the proposals difficult to perceive. Other elements such as increased traffic might also contribute to a small extent, to the effects on character. Geographical extent: The indirect effects will be perceptible from 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 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.	
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 effects on scenic quality. 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 limited parts of the character area. Geographical extent: The indirect effects during construction will be visible from some limited 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 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. The indirect impacts will be the effects on scenic quality in views south eastwards arising from the visibility of the ERF, stack and periodically (refer to Chapter 6), the plume. The proposals will not be seen from most of the character area due to intervening vegetation and development and although it will be perceived from a small proportion of the area, it will be an incidental but not dominant element in views. Geographical extent: The appearance of the proposals will indirectly affect a small proportion 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 **small-medium adverse.**
Significance of landscape effects	The degree of effect will therefore be **slight-moderate 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.	
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 SDNP Open Downlands LCA A3

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. As a component of the SDNP, The landscape receptor value of LCA A3 is considered to be high. Susceptibility to change: The SDNP character assessment for Open Downland provides guidance for A3 including *'Seek opportunities to reduce the visual impact of existing intrusive elements on the landscape. These include infrastructure and traffic associated with the A24 and prominent built elements on the coastal plain (particularly industrial features)'.* Similar reference is provided in the WSCC character assessment *'Views from the Downs both north and south are highly sensitive to visually prominent development'*. However, the proposal is approximately 6km from A3 and whilst much of the coastal plain area of SDNP setting is farmland and woodland, there are very significant areas of development at Littlehampton, Middleton on Sea and Bognor Regis, industrial buildings and large scale land uses such as solar farms and glasshouses / polytunnels. This contrast between the tranquil downs and developed coastal plain is acknowledged in the SDNP 'View Characterisation and Analysis (2015) paras 3.22-3.27. Taking into account its established context within a wide area that includes much visible development, which appears to be an acknowledged characteristic of views, 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 judged to be of **medium-high** sensitivity.
Landscape effects during construction	
Size/scale: The site is approximately 6km from this part of the SDNP area, so there would be no direct impacts on its key characteristics, just indirect visual effects on its setting. Much of the construction activity will not be evident from the SDNP area due to distance and local intervening development and vegetation. Geographical extent: Higher elevation construction activity such as tall cranes and the emerging taller structures will be perceptible, although not particularly prominent, from parts of the SDNP A3 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 **negligible-small adverse**
Significance of Landscape effects	The degree of effect will therefore be **slight adverse – not significant**.
Landscape effects at completion	
Size/scale: The proposals lie, at its closest, approximately 6km from the SDNP LCA A3 area. The areas from which the proposals would be more easily perceived vary according to topography and vegetation, and comprise mainly the highest ground on south facing slopes on the southerly edge of LCA A3. Views include some from national PROW routes on higher ground such as the South Downs Way. The other major long distance route, the Monarchs Way, occupies lower ground and is also within more wooded areas and the ZTV suggest that there are few views from that route. Impacts will mainly arise from the introduction of the ERF and twin stack and periodically (refer to Chapter 6), the plume, into the wider setting, appearing as a new large but distant structure in a setting that includes significant development. The proposed development is of a larger scale than most buildings in the landscape, but the coastal plain includes other distant large scale structures such as high rise buildings at Littlehampton and Bognor Regis and a large gas holder at Littlehampton as well as numerous glasshouses and polytunnels that occur as lighter incidents within the wider landscape. It is noted that most of these visible features existed prior to the designation of the area as the SDNP and given the scale of the coastal plain and the distance, it would seem that there is scope for a small number of other large structures to be introduced without significantly altering the scenic character or quality of the landcape. In addition, the development is designed to minimise its visibility and perceived scale, so that together with the elevation and distance of the viewpoints, it will not be readily noticeable in views. It will occupy a very small proportion of the extensive landscape that forms the wider setting of the LCA A3 to the south. Geographical extent: The proposals will be visible from a large proportion of the south facing upper slopes of SDNP LCA A3 but will affect a very small proportion of the wider setting of the overall LCA A3 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 perceptible seasonal changes.	
Magnitude of effect	Whilst much of the SDNP A3 area will not be affected, the assessment focusses on the affected areas including major footpaths and finds that from these areas the proposals will alter a very small part of the landscape forming the SDNP setting and will result in a very small increase in the overall amount of large visible developments in the landscape setting. The magnitude of landscape effects at completion will therefore be **negligible-small adverse**.
Significance of landscape effects	The degree of effect will therefore be **slight adverse – 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 from 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**.

L14 - Landscape effects on SDNP Wooded Estate Downland LCA B1 and B4

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. As a component of the SDNP, The landscape receptor values of LCA B1 and B4 are considered to be high. Susceptibility to change: A key characteristics in the character assessment guidance for B1 and B4 is views over the coastal plain and a key management consideration is to maintain those views. There is no suggestion that these views might not change, and there is acknowledgment that these views are 'constantly changing'. The key concern appears to be to ensure any development within the SDNP (and perhaps on the edge of the SDNP) does not intrude or block these views. A large proportion of Area B1 and B4 is woodland and undulating topography that restrict visibility to some of the higher south facing hills and slopes. The ZTV shows that in Area B1, views of the proposals would be restricted to higher open land such as Bignor Hill, Halnaker Hill, Slindon and Arundel Park and in B4, from the more open land near Warningcamp and Angmering Park. In the available views southwards from B1 and B4, the coastal plain is a component of the view. Some B1/B4 areas are distant from the site, but others, for instance Arundel Park and Long Lane are 5-6km from the site. Whilst much of the coastal plain area is farmland and woodland, there are very significant areas of development at Littlehampton, Middleton on Sea and Bognor Regis, industrial buildings and large scale land uses such as solar farms and glasshouses / polytunnels perceptible as the wider setting of B1 and B4. This contrast between the tranquil downs and developed coastal plain is acknowledged in the SDNP 'View Characterisation and Analysis (2015) paras 3.22-3.27.Taking into account its context within a wide area that includes much visible development which appears to be an acknowledged characteristic of views, 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 judged to be of **medium-high** sensitivity.
Landscape effects during construction	
Size/scale: The site is at it's nearest 3.5km from this part of the SDNP area, so there would be no direct impacts on its key characteristics, just indirect visual effects on its setting. Much of the construction activity will not be evident from this SDNP area due to distance and local intervening development and vegetation. Geographical extent: Higher elevation construction activity such as tall cranes and the emerging taller structures will be visible, although not particularly prominent, from restricted parts of the SDNP B1 and B4 area. 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 **negligible-small adverse**
Significance of Landscape effects	The degree of effect will therefore be **slight adverse -not significant**.
Landscape effects at completion	
Size/scale: The proposals lie, at its closest, approximately 3.5km from the parts of SDNP LCA B1 area. Views from B1 and B4 are greatly restricted by topography and vegetation, so clearest views towards the site are mainly from the highest ground and south facing slopes. Views include some from national PROW routes on higher ground such as the South Downs Way and the Monarchs Way in area B1, 10km north of the site and the Monarchs Way again, at Arundel Park 6km north of the site. Impacts will arise from the introduction of the ERF and twin stack and periodically (refer to Chapter 6), the plume, into the wider setting, appearing as a new large but distant structure in a setting that includes significant development extending over a very wide area. The proposed development is of a larger scale than most buildings in the landscape, but the coastal plain includes other distant large scale structures such as high rise buildings at Littlehampton and Bognor Regis and a large gas holder at Littlehampton as well as numerous glasshouses and polytunnels that occur as lighter incidents within the wider landscape. It is noted that most of these visible features existed prior to the designation of the area as the SDNP and given the scale of the coastal plain and the distance, it would seem that there is scope for a small number of other large structures to be introduced without significantly altering the scenic character or quality of the landcape. In addition, the development is designed to minimise its visibility and perceived scale, so that together with the elevation and distance of the viewpoints, it will not be readily perceived in views. It will occupy a very small proportion of the extensive landscape that forms the setting of most views from LCA B1 and B4. Geographical extent: The proposals will be visible from a small but significant proportion of LCA B1 and B4 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	Whilst much of the LCA B1 and B4 area will not be affected, the assessment focusses on the effected areas including major footpaths and areas providing views and finds that from the majority of these affected areas the proposals will alter a relatively small part of the landscape forming the SDNP setting and will result in a very small increase in the overall amount of visible development in the landscape setting, but no change in the nature of the coastal plain setting. The magnitude of landscape effects at completion will therefore be **negligible-small adverse**.
Significance of landscape effects	The degree of effect will therefore be **slight adverse – not significant**.
Night time landscape effects at completion	
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**.

L15 - Landscape effects on SDNP Major Chalk River Floodplains LCA F4

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. As a component of the SDNP, The landscape receptor value of LCA F4 is considered to be high. Susceptibility to change: The SDNP character assessment for Major Chalk River Floodplains provides guidance for F4. Key characteristics include *'large scale open landscape with extensive views over the coastal* plain' and *' Impressive views to Arundel Castle'*. Key management considerations are to conserve those views of Arundel Castle and consider views across the floodplain. The floodplain is low lying and although it has a good degree of openness, the hedgerows within the floodplain limit the degree of visibility of the wider floodplain to the south. Taking into account the limited role that the area of landscape in which the site is located, beyond the SDNP, plays in providing the setting to the LCA, and that the proposals would not intervene in views across the floodplain, 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 judged to be of **medium-high** sensitivity.
Landscape effects during construction	
Size/scale: The site is beyond this part of the SDNP area, so there would be no direct impacts on its key characteristics, just indirect visual effects on its setting. Much of the construction activity will not be evident from the SDNP area due to distance and local intervening development and vegetation. Geographical extent: Higher elevation construction activity such as tall cranes and the emerging taller structures may be visible, although not particularly prominent, from limited parts of the SDNP F4 area. 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 **negligible-small adverse**
Significance of Landscape effects	The degree of effect will therefore be **slight adverse – not significant**.
Landscape effects at completion	
Size/scale: The proposals lie approximately 4km from the nearest part of SDNP LCA F4 area. Views from the area of F4 from which the proposals would be more easily perceived are restricted by vegetation, within the floodplain. Views include some from the Monarchs Way where it crosses the floodplain at Arundel (cited as an important view (19) in the SDNP View Characterisation and Analysis), and other PROW routes along the river bank in the floodplain. Impacts will mainly arise from the introduction of the upper parts of the ERF and stack and periodically (refer to Chapter 6), the visible plume, into the wider setting, appearing in the background setting that in some of the views 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, but the design that is intended to minimise its visibility and perceived scale, together with the elevation and distance of the viewpoints, will mean that it will occupy a very small proportion of the landscape that forms the setting of LCA F4 and will result in very little change to the characteristics of that wider setting . Geographical extent: The proposals will be visible from a small proportion of LCA F4 and alter a very small part of LCA F4's wider setting 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	Whilst much of the LCA F4 area will not be affected, the assessment focusses on the affected areas including footpaths providing views and finds that from the majority of these affected areas the proposals will alter a relatively small part of the landscape forming the SDNP setting and will result in a small increase in the overall amount of visible development in the landscape setting. In some views, the proposals may be seen in conjunction with Arundel Castle, However, although visible, the proposals will appear relatively distant. Taking into account the negligible changes for the majority of the areas affected and small change for a very small proportion of the area, the magnitude of landscape effects at completion will be **negligible-small adverse**.
Significance of landscape effects	The degree of effect will therefore be **slight adverse – 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 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 - not significant**.

L16 - Landscape effects on SDNP Major Chalk Valley Sides LCA G4

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. As a component of the SDNP, The landscape receptor value of LCA G4 is considered to be high. Susceptibility to change: The SDNP character assessment for Major Chalk River Floodplains provides guidance for G4. Key characteristics include views over the floodplain and to Arundel Castle. Key management considerations are to consider panoramic views from the valley sides and crests and to consider effects of any development both within and beyond the SDNP boundary. Arundel Castle is within LCA G4 and is cited as an important view (50) in the SDNP View Characterisation and Analysis. This particular view is however, taken account of in the assessment on visual receptors and so should not be 'double counted' in both this assessment and for visual effects. Taking into account its context within the wider area of coastal plain that provides part of the setting to G4, and which includes much visible development, 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 judged to be of **medium-high** sensitivity.
Landscape effects during construction	
Size/scale: The site is beyond this part of the SDNP area, so there would be no direct impacts on its key characteristics, just indirect visual effects on its setting. Much of the construction activity will not be evident from the SDNP area due to distance and local intervening development and vegetation. Geographical extent: Higher elevation construction activity such as tall cranes and the emerging taller structures would be visible, and noticeable but only from limited parts of the SDNP G4 area including Arundel Castle. 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 **negligible-small -adverse**
Significance of Landscape effects	The degree of effect will therefore be **slight adverse – not significant**.
Landscape effects at completion	
Size/scale: The proposals lie, at its closest, approximately 3.8km from the nearest part of SDNP LCA G4 area. Views are very variable due to the effects of topography, intervening vegetation and development. The ZTV and fieldwork shows that the majority of the area of G4 on the west side of the Arun Valley, including parts of Arundel and Arundel Park would not experience views of the proposals, one of the exceptions being the keep at Arundel Castle. The proposals would be slightly more readily perceived from the area of G4 on the east side of the valley with a concentration of visibility north of Burpham at Peppering Farm. Impacts will mainly arise from the introduction of the upper parts of the ERF and stack and periodically, the visible plume, into the wider setting, appearing as a new large but distant structure in the background setting that in some of the views 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, but the design that is intended to minimise its visibility and perceived scale, together with the elevation and distance of the viewpoints, will mean that it will be visible but not be readily perceived in views. It will occupy a small proportion of the landscape that forms the setting of most views from LCA G4. The twin stack is slimline and will be a visible but not 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 be visible from a small proportion of LCA G4 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	Most of the LCA G4 area will not be affected, but there are very limited affected areas including the keep at Arundel Castle providing less constrained views which as isolated viewpoints are primariy dealt with in the visual receptor assessment. This assessment finds that from the majority of the affected areas, the proposals will alter a relatively small part of the landscape forming the setting of G4 which already has an amount of visible development as part of the landscape setting. Taking into account no changes for the majority of the area and small changes for a very small proportion of the area, the magnitude of landscape effects at completion will be **small adverse**.
Significance of landscape effects	The degree of effect will therefore be **slight-moderate 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 - not significant**.

L17 - Landscape effects on SDNP Upper Coastal Plain LCA R1

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. As a component of the SDNP, The landscape receptor value of LCA R is considered to be high. Susceptibility to change: The SDNP character assessment for Upper Coastal Plain provides guidance for area R1. Key sensitivities in relation to this LVIA relate to views from Highdown Hill which is noted primarily for panoramic views over the sea. A large proportion of Area R1 is woodland and undulating topography that restricts visibility to a small area of more open land around Binsted in the area of R1 west of Arundel and from the more open land at Highdown Hill in the area of R1 east of Arundel. In the available views towards the site from R1 east of Arundel, mainly, Highdown Hill, the coastal plain is a strong component of the view although the sea views are the main focus. Views from the Binsted area west of Arundel are from a relatively low elevation, so do not feature the wider coastal plain. Taking into account the more susceptible nature of the part of R1 closer to the site and the much less susceptible Highdown Hill area, 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 this part of the SDNP area, so there would be no direct impacts on its key characteristics, just indirect visual effects on its setting. Much of the construction activity will not be evident from the SDNP area due to distance and local intervening development and vegetation. Geographical extent: Higher elevation construction activity such as tall cranes and the emerging taller structures will be visible, although not particularly prominent, from most parts of the SDNP R1 area with the exception of the limited areas near Binsted (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-medium adverse**
Significance of Landscape effects	The degree of effect will therefore be **moderate adverse - significant**.
Landscape effects at completion	
Size/scale: The proposals lie, at its closest, approximately 2.2km from the SDNP LCA R1 area. Views towards the site from R1 are very restricted by topography and vegetation, and mainly comprise the areas at Binsted and Highdown Hill described previously. Impacts will mainly arise from the introduction of the ERF and stack and periodically (refer to Ch 6), the visible plume, into the wider setting, appearing in the more distant views from Highdown as a new large but distant 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 most 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, but the design minimises its visibility and perceived scale, together with the elevation and distance of the viewpoints, so that it will be visible but not be readily perceived in most views. It will occupy a very small proportion of the extensive landscape that forms the setting of most views from this part of R1 For the views from the very limited areas on the southern edge of R1 in the Binsted area where the wider expanse and development in the coastal plain is not a component of the view and the view is from much lower ground, the view is of a more localised rural character. The lack of other industrial/developed features in these views and the greater proximity of the proposals will mean the proposals are more noticeable from this part of the LCA. The twin stack is slimline and will be visible, but for most views, not a prominent feature. Geographical extent: The proposals will be visible from small proportion of LCA R1 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	Whilst much of the LCA R1 area will not be affected, the assessment focusses on the effected areas including the important viewpoint at Highdown Hill and the area around Binsted also providing views. The assessment finds differing effects so that from Highdown Hill the proposals will be seen as a relatively small component of the surrounding landscape and will result in a negligible increase in the overall amount of visible development. However, for the small area of R1 closest to the site that has a much more rural context, there will be a moderate increase in the amount of visible development, Taking into account the negligible changes for much of the areas affected and moderate change for a very small proportion of the area, the magnitude of landscape effects at completion will be **small-medium adverse**.
Significance of landscape effects	The degree of effect will therefore be **moderate 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 **small**
Significance of landscape effects	The degree of effect will therefore be **slight - not significant**.

L18 – Landscape/seascape effects MCA 7 Selsey Bill to Seaford Head

Sensitivity of the landscape receptor	
Value of the landscape receptor: The Marine Character Areas are not afforded any particular landscape status or designation but the seascape is of great importance to the character of this section of South Coast, including the SDNP and contributes greatly to the distinctiveness of views. As a component of the setting of the SDNP, The landscape receptor value of MCA 7 is considered to be high. Susceptibility to change: The seascape assessment for Upper Coastal Plain provides a description of this character area as the extensive 'Bay of Sussex', stretching from the low lying headland of Selsey Bill in the west and and to the east by the distinctive chalk cliffs of Seaford Head, where the South Downs National Park boundary meets the coast . Key characteristics are the coastal towns and the distinctive ridge of the SDNP inland, panoramic views of the sea from the South Downs and the visual connection between the sea and the South Downs. Sensitivities include the cited gaps in development, but the site is not located in a gap and in views from the sea and from the South Downs, development is a significant element of the views and so although the proposals will add to the amount of large visible built structures, it does not change the nature or character of the views. Taking into account its context within a wide area that includes much visible development both in views from the sea and views towards the sea from the land, 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 judged to be of **medium-high** sensitivity.
Landscape effects during construction	
Size/scale: The site is not within the MCA 7 area, so there would be no direct impacts on its key characteristics, just indirect visual effects on its setting. Much of the construction activity will not be evident from the MCA 7 area due to distance and intervening development and vegetation. Geographical extent: Higher elevation construction activity such as tall cranes and the emerging taller structures will be visible, although not particularly prominent, from most parts of the MCA 7 area but will occupy a very small part of the wide panoramic view from the sea. 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 **negligible-small adverse**
Significance of Landscape effects	The degree of effect will therefore be **slight-moderate adverse - significant**.
Landscape effects at completion	
Size/scale: The proposals lie, at its closest, approximately 2.0km from the closest part of MCA 7 area at Climping Beach. The proposals would be progressively less visible and have less impact as distance increases within the remaining area of MCA 7. Viewpoint 7 from Climping Beach illustrates a 'worst case' effect from the coastline. Impacts on the character of MCA 7 as experienced in views from the South Downs are dealt with in the preceding assessment sheets dealing with the SDNP character areas. Impacts will mainly arise from the introduction of the ERF, twin stack and periodically, the visible plume, into the wider landward setting, appearing in some cases against the backdrop of the South Downs. The plume will be a visible element for the periods stated in the air quality chapter of the ES (see chapter 6).The building is of a larger scale than most buildings in the general landscape seem from the sea , but the design that is intended to minimise its visibility and perceived scale, together with the elevation and distance of the viewpoints, will mean that it will be visible but not be readily perceived in views. The new large structure will be seen 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 should be noted that all of these other larger visible features are significantly closer to the coastline. Geographical extent: The proposals will be visible from small but significant parts of MCA 7 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	Most of the MCA 7 area will not be significantly affected, the most affected area of coastal water will be in the Climping Beach area. For the relatively limited part of the area, there will be a small increase in the amount of visible development, Taking into account the negligible changes for the part of the areas affected and small change for a small proportion of the area, the magnitude of landscape effects at completion will be **negligible-small - adverse**.
Significance of landscape effects	The degree of effect will therefore be **slight adverse – 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 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 **small**
Significance of landscape effects	The degree of effect will therefore be **slight - not significant**.

Predicted effects on visual amenity

12.208 The effects on visual amenity are assessed through the use of representative and specific viewpoints. A list of suggested viewpoints was issued to WSCC as part of the previous application process 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.

12.209 Following on from the previous application process, in preparation for this application, viewpoints have been reviewed and detailed dicussions took place during November and December 2020 with WSCC offiers including landscape and cultural heritage advisers, to agree new viewpoints and visualisations. Following this, amendments and additions were made to the viewpoints. Figures 12.16 and 12.17 show the representative viewpoint locations. Figures 12.18 to 12.55 show the representative or specific viewpoints. Figures 12.56 to 12.82 show visualisations or in two cases, wireframe images of the proposals.

12.210 The results of the assessment are set out in the following data sheets (VR1-VR27). 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.

12.211 Figure 12.15 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.

12.212 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 12.28, 12.43 and 12.44 and visualisation for viewpoint 26 on figure 12.72.

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 interest. Taking all of these factors into account, the receptor value is 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), which would significantly reduce the agricultural element in most views. However, the scale of the proposals is 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 extent of visual effects during construction will vary with some properties having clear views and others being partly or fully obscured. 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 adverse**.
Significance of visual effects	The degree of effect will therefore be **moderate adverse 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. Existing industrial development is already experienced in views experienced by local residents including existing buildings on the site itself and the proposals will therefore be in keeping with the industrial character of the area. The proposed structures are larger than currently exist, but the form, materials and colours of the structures have been designed to minimise visual impact and the landscape measures will, particularly in these closer views, also help reduce the perceived massing and scale, softening the appearance of the development. The plume will be a visible element for the periods stated in air quality chapter 6. Geographical extent:The extent of visual effects at completion will vary with some properties having clear views and others being partly or fully obscured or with the proposals being viewed from an angle in relation to the main outlook of the receptor. The assessment is based on the greater extent of views experienced by some of the closer properties in this 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. The substantial area of planting will have a small additional screening effect whilst in leaf.	
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 adverse 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 widely 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, 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 23 and 36, on figures 12.40 and 12.53 and visualisation for viewpoint 23 on figure 12.70.

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, 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 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, the scale of the proposals is 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 Andrew's church, 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 extent of visual effects during construction will vary with some properties having clear views and others being partly or fully obscured. 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 adverse 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. The plume will be a visible element for the periods stated in air quality chapter 6. 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. The proposed structures are larger than currently exist and it is this aspect that would mainly give rise to the effects on views, but the form, materials and colours of the structures have been designed to minimise visual impact and the landscape measures will, particularly in these closer views, also help reduce the perceived massing and scale, softening the appearance of the development. Geographical extent: The extent of visual effects at completion will vary with some properties having clear views and others being partly or fully obscured or with the proposals being viewed from an angle in relation to the main outlook of the receptor. The assessment is based on the greater extent of views experienced by some of the closer properties in this 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: Negligible for most views, as the stack and upper building elements will be seen in many instances above intervening development or vegetation. Small variation for closest views with less/no 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-substantial adverse 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 **small**
Significance of visual effects	The degree of effect will therefore be **slight 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 12.42 and viewpoint 34 figure 12.51 and visualisation for viewpoint 34, figure 12.78.

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, there are some strong cultural associations including the airfield and links with the River Arun corridor and St Mary's Church, Climping. 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 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 extent of visual effects during construction will vary with only a small number of properties and residential streets having clear views. Most views are partly or fully obscured by intervening develoment and vegetation. 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 **small adverse**
Significance of visual effects	The degree of effect will therefore be **slight adverse 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. The proposed structures are larger than currently exist and it is this aspect that would mainly give rise to the effects on views, but the form, materials and colours of the structures have been designed to minimise visual impact and the landscape measures will, particularly in these closer views, also help reduce the perceived massing and scale, softening the appearance of the development. Development at Rudford Industrial Estate, the Viridor MRF, Southern Water's site and HMP Ford intervene in views of the site and therefore only the upper parts of the ERF and the stack would be glimpsed in views. The plume will be a visible element for the periods stated in air quality chapter 6. Geographical extent:The extent of visual effects at completion will vary with only a small number of properties and residential streets having clear views and others being partly or fully obscured. Most views are partly or fully obscured by intervening develoment and vegetation.. The assessment is based on the greater extent of views experienced by some of the closer properties in this 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: 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 adverse 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 on the site and screened by existing intervening development and will be seen in the context of surrounding built development lighting. Therefore it is likely to be perceived as a negligible increase in the amount of illumination. 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 (excepting residents of Yapton conservation areas (see VR5).

Refer to representative viewpoints 15, 16, 24, 33, 35 and 38, figures 12.32, 12.33, 12.41, 12.50, 12.52 and 12.55 and visualisations for viewpoints 15, 24, 35 and 38 on figures 12.63, 12.71, 12.79 and 12.81.

Sensitivity of the visual receptor	
Value attached to the view: These are views from an area with an indistinct sense of place. 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. It should be noted that the residents with the clearest views of the proposals also have the greatest influence of existing industry in those 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 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 extent of visual effects during construction will vary with only a small number of properties and residential streets having clear views. Most views are partly or fully obscured by intervening develoment and vegetation. 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 adverse - significant**
Visual effects at completion	
Context/size/scale: Existing industrial development is already experienced by local residents, including the site itself and the proposals will be in keeping with this industrial character of the area, The proposed structures are larger than currently exist and it is this aspect that would mainly give rise to the effects on views, but the form, materials and colours of the structures have been designed to minimise visual impact and the landscape measures will, particularly in these closer views, also help reduce the perceived massing and scale, softening the appearance of the development. The plume will be a visible element for the periods stated in air quality chapter 6. Geographical extent: The extent of visual effects at completion will vary, with some properties having clear views and others being partly or fully obscured or with the proposals being viewed from an angle in relation to the main outlook of the receptor. The assessment is based on the greater extent of views experienced by some of the closer receptors but also factors in more distant receptors that currently have limited industrial features in the 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: 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 adverse** 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 **small adverse**
Significance of visual effects	The degree of effect will therefore be **slight adverse and not significant**

VR5 - Visual effects on residents in conservation areas (Yapton) in the local area to the west, within approximately 1.5 km of the site.

Refer to representative viewpoints 24 and 35, figures 12.41, and 12.52 and visualisations for viewpoints 24 and 35 on figures 12.71 and 12.79

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. The context for the conservation 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. The immediate context to the east, towards the site, is agricultural in character but with some visible industry. As conservation area residents, they have a strong proprietary interest in retaining this mainly agricultural outlook in views. The receptor value is therefore assessed as medium - high. 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 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: Intervening development and vegetation mostly within Ford Airfield Industrial Estate, prevent clear views of the site for this receptor group and therefore only the construction of the upper parts of the ERF and the stack would be visible. Geographical extent: The visual effects during construction will be experienced in relatively few locations in this 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 **small-medium adverse**.
Significance of visual effects	The degree of effect will therefore be **moderate adverse - significant**
Visual effects at completion	
Context/size/scale: Local existing industrial development is only a small component in views experienced by local residents as most of Ford Airfield is screened by screen belts of trees. The upper part of the ERF and the stack will be visible as a skyline feature over the intervening vegetation and development in the limited views experienced by this receptor group but in many of the views, will be seen in the context of other elements such as large trees also breaking the skyline and so will not be prominent in those views. In other views with less intervening features, the development will be a prominent feature. The plume will be a visible element for the periods stated in air quality chapter 6. Geographical extent: The visual effects will be experienced in relatively few locations in this 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 will be seen in some views above intervening development or vegetation that remains equally dense in winter.	
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 adverse** 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 **small adverse**
Significance of visual effects	The degree of effect will therefore be **slight and not significant**

VR6 - Visual effects on future residents in in the immediate local area comprising The Landings proposed development.

Refer to representative viewpoints 11, 15, 16, 26, 34, 36 and 37, figures 12.28, 12.32, 12.33, 12.43, 12.51, 12.53 & 12.54 and visualisations for viewpoints 15, 26, 34 and 37 on figures 12.63, 12.72, 12.78 & 12.80

Sensitivity of the visual receptor	
Value attached to the view: These are views from an area of currently agricultural landuse interspersed with existing industrial land use, including the site. The Landings proposals will change the Ford Airfield land use to a mix of industrial and residential. Future residents would have a strong proprietary interest in their views, but the baseline is that those residents would experience views of the current unmitigated site of industrial sheds and no significant planting or screening on the western, southern and eastern boundaries. Views from The Landings would also include the other industrial buildings at Ford Airfield. Particularly in views from the closest parts of The Landings to the east, the masterplan shows a buffer zone for formal sports use, but does not indicate sufficient measures to mitigate views of the current site. The views therefore will be of a relatively degraded landscape. The receptor value is therefore assessed as low. Susceptibility to change: As residents moving in to an established industrial area and with expectations of continued industrial use of the site, the susceptibility of the visual receptors to the specific change associated with the proposal is assessed as medium.	
Sensitivity of visual receptor	The visual receptors are therefore judged to be of **low-medium** sensitivity.
Visual effects during construction	
Size/scale: There is potential for much of the construction activity to be visible in some of these views, dependent on the openness of the views from streets and open spaces which will probably vary greatly in the relatively dense new residential development. Intervening development and vegetation may prevent clear views of the site for much of this receptor group (for instance where the existing Flying Fortress and Southern Water sites intervene between the new housing and the site) 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 probably be visible from a range of locations with clearest views from the proposed open spaces adjacent to the site. 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 adverse - significant**
Visual effects at completion	
Context/size/scale: The existing industrial development will already be experienced in views by local residents including the site itself and so the proposals will be in keeping with this industrial character of the area, but the proposed development is of a 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 the entire site will be visible from the adjacent open space and closest streets, The plume will be a visible element for the periods stated in air quality chapter 6. The form, materials and colours of the structures have been designed to minimise visual impact and the landscape measures will, particularly in these closer views, also help reduce the perceived massing and scale, softening the appearance of the development. It is probable that the substantial areas of landscape and arrangement of buildings that place them further from the proposed residential development than the existing buildings, will improve the quality of the visual appearance of the site and this will have a balancing effect on the effects of the increased scale. Geographical extent: The visual effects will be seen from a range of locations within the proposed development. Duration: The visual effects at completion will be long term, beyond 25 years. Reversibility: The visual effects at completion will be permanent. Seasonal variation: 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 adverse** 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 **small adverse**
Significance of visual effects	The degree of effect will therefore be **slight adverse and not significant**

VR7 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, 28, 29 & 31, Figures 12.21, 12.27, 12.36, 12.45 ,12.46 & 12.48 and visualisations for views 4, 10, 19, 28 and 29 & 31 on figures 12.57, 12.60, 12.66, 12.73, 12.74 & 12.76

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 their views 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. Some of the views include existing industrial buildings at Ford, but they are not prominent features. There will also be an expectation that the A27 bypass will be constructed within the landscape south of Arundel which would alter the context and character of many of the views. The susceptibility of the visual receptors to the specific change associated with the proposal is assessed as medium-high.	
Sensitivity of visual receptor	The visual receptors are judged to be of **high** sensitivity.
Visual effects during construction	
Size/scale: Most of the construction activity will be imperceptible, but some of the higher elements of construction activity such as cranes constructing the taller elements such as the ERF and stack would be visible. Geographical extent: The visual effects during construction will be visible from limited parts of the receptor area due to the complex effects of intervening vegetation, development and topography. 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 **small-medium adverse**.
Significance of visual effects	The degree of effect will therefore be **moderate adverse - significant**
Visual effects at completion	
Context/size/scale: Impacts will mainly arise from the introduction into some views, of the ERF and stack appearing partially on the skyline in some views. The plume will be a visible element for the periods stated in air quality chapter 6. The appearance of the proposals in views will vary depending on location within the area. From the higher parts of this area at and around Arundel, views include other distant large scale structures such as high rise buildings at Littlehampton and Bognor Regis and a large gas holder at Littlehampton. The ERF building and twin stack is of a larger scale than most buildings in the landscape and although it will occupy a small part of the view, it will be a visible feature in views. 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 form, materials and colours of the structures have been designed to minimise visual impact and the landscape measures will, in these views also help reduce the perceived massing and scale, softening the appearance of the development. **Geographical extent:** The proposals will be visible from limited parts of the receptor area due to the complex effects of intervening vegetation, development and topography. Duration: The visual effects at completion will be long term, beyond 25 years. Reversibility: The visual effects at completion will be permanent. Seasonal variation: 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 adverse - 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 5 km from site to north east: Lyminster and area, and Poling.

Refer to representative viewpoints 5, 12 and 13, figures 12.22, 12.29 and 12.30 and visualisation for viewpoint 12 on figure 12.61

Sensitivity of the visual receptor	
Value attached to the view: These are views from an area with a strong sense of place and which also has cultural heritage associations including conservation areas at Lyminster and Poling. The context of views and their outlook is predominantly rural. As residents, they have a strong proprietary interest in their views. The value is therefore assessed as high. Susceptibility to change: Residents in the area are relatively remote from the industrial land uses including those 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 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 some of the higher elements of construction activity such as cranes constructing the taller elements such as the ERF and stack would be visible in the distance. Geographical extent: The visual effects during construction would be experienced from a number of viewpoints, mainly from the west of the area where less intervening vegetation screens 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 adverse**.
Significance of visual effects	The degree of effect will therefore be **slight-moderate adverse - significant.**
Visual effects at completion	
Context/size/scale: Impacts will mainly arise from the introduction into some views of the ERF and stack appearing as a new distant structure on the skyline. 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 and twin stack is of a larger scale than other buildings in the landscape and although it will occupy a small part of the view, it will be a noticeable feature. The plume will be a visible element for the periods stated in the air quality chapter 6. The overall effect will be that the composition and nature of the views will remain largely as currently experienced, but the character of the distant skyline will alter with the introduction of an industrial element. The form, materials and colours of the structures have been designed to minimise visual impact and the landscape measures will, even in more distant views, also help to assimilate the profile of the development with the existing skyline. Geographical extent: The visual effects will occur sporadically within this area due to the effects of intervening vegetation and development, with clearest views available from the eastern edge of the more open landscape of the Arun floodplain. Duration: The visual effects at completion will be long term, beyond 25 years. Reversibility: The visual effects at completion will be permanent. Seasonal variation: 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 adverse - 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 Residents in the local area between approximately 1.5 and 4.5 km from site to east and south east: Western fringes of Littlehampton/Wick.

Refer to representative viewpoints 6 and 32, figures 12.23 and 12.49 and visualisation for viewpoint 32 on figure 12.77

Sensitivity of the visual receptor	
Value attached to the view: These are views from an area with a commonplace urban edge landscape with a relatively weak sense of place. As residents, they would have a strong proprietary interest in their views. The 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 views experienced by the receptors will not be influenced by large scale industrial development. 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 judged to be of **medium-high** sensitivity.
Visual effects during construction	
Size/scale: During construction most of the activity will be imperceptible, but some of the higher elements of construction activity such as cranes constructing the taller elements such as the ERF and stack will be visible in the distance. Geographical extent: The visual effects during construction will be experienced mainly from a small number of streets orientated towards the site and public open space on the western edge of the developed area.. 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-moderate adverse – significant.**
Visual effects at completion	
Context/size/scale: Impacts will mainly arise from the introduction into some views of the ERF and stack appearing as a new distant structure on the skyline. The building and twin stack is of a larger scale than other buildings in the landscape and although it will occupy a small part of the view, it will be a noticeable feature. The plume will be a visible element for the periods stated in the air quality chapter 6. The overall effect will be that the composition and nature of of the views will remain largely as currently experienced, but the character of the distant skyline will alter with the introduction of an industrial element. The form, materials and colours of the structures have been designed to minimise visual impact and the landscape measures will, even in more distant views, also help to assimilate the profile of the development with the existing skyline. Geographical extent: The visual effects will be experienced mainly from a small number of streets orientated towards the site and public open space on the western edge of the developed area. Duration: The visual effects at completion will be long term, beyond 25 years. Reversibility: The visual effects at completion will be permanent. Seasonal variation: 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 adverse 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 and not significant.**

VR10 Residents in the local area between approximately 1.5 and 4.5 km from site to south: Brookpits, parts of Climping, Atherington and north eastern edge of Middleton (Ancton / Elmer).

Refer to representative viewpoints 7, 8 and 17 figures 12.24, 12.25 and 12.34 and visualisations for views 7, 8 and 17 on figures 12.58, 12.59 and 12.64

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 particularly views towards the Downs. 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 be visible from a limited number of residential streets/areas. 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 **small adverse**.
Significance of visual effects	The degree of effect will therefore be **slight adverse 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 appearing as a new distant structure on the skyline. The building and twin stack is of a larger scale than other buildings in the landscape and although it will occupy a small part of the view, it will be a noticeable feature. 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 plume will be a visible element for the periods stated in the air quality chapter 6. The overall effect will be that the composition and nature of of the views will remain largely as currently experienced, but the character of the distant skyline will alter with the introduction of an industrial element. The form, materials and colours of the structures have been designed to minimise visual impact and the landscape measures will, even in more distant views, also help to assimilate the profile of the development with the existing skyline. Geographical extent: The visual effects will be visible from a limited number of residential streets/areas. 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 adverse - 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**.

VR11 Residents in the local area between approximately 1.5 and 4.5 km from site to west: western parts of Yapton, Burndell, Bilsham and eastern edge of Barnham.

Refer to representative viewpoints 20 and 21 figures 12.37 and 12.38 and visualisations for viewpoints 20 and 21 on figures 12.67 and 12.68

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 be visible from a limited number of residential streets/areas. 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 **small-medium adverse**.
Significance of visual effects	The degree of effect will therefore be **moderate adverse** - **significant**
Visual effects at completion	
Context/size/scale: Impacts will mainly arise from the introduction into some views of the ERF and stack appearing as a new distant structure on the skyline. The building and twin stack is of a larger scale than other buildings in the landscape and although it will occupy a small part of the view, it will be a noticeable feature. 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 plume will be a visible element for the periods stated in the air quality chapter 6. The overall effect will be that the composition and nature of of the views will remain largely as currently experienced, but the character of the distant skyline will alter with the introduction of an industrial element. The form, materials and colours of the structures have been designed to minimise visual impact and the landscape measures will, even in more distant views, also help to assimilate the profile of the development with the existing skyline. Geographical extent: The visual effects will be visible from a limited number of residential streets/areas. 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 adverse 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**.

VR12 People accessing the SDNP, particularly via PROWs within 5km of site.

Refer to representative viewpoints 19, 29 and 31 on figures 12.36, 12.46, and 12.48 and visualisations for views 19, 29 and 31 on figures 12.66, 12.74, and 12.76

Sensitivity of the visual receptor	
Value attached to the view: These are views from an area of the highest landscape value and sensitivity, where receptors are primarily focused on the landscape, therefore the receptor value is 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 in this area currently experience views over the coastal plain which is significantly developed and includes some of the larger industrial features, such as the Littlehampton gas holder, the offshore wind farm (visible on clear days). Generally, with views looking over a coastal plain with significant development, there would be an expectation of change in the landscape and an acceptance that development beyond the AONB is a characteristic of the views. The proposed A27 improvements do alter the expectations of change in these views and it would present a closer, more extensive and more visible element in these views. 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 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 be visible from a limited number of views from within this part of the SDNP. 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 **small-medium adverse**.
Significance of visual effects	The degree of effect will therefore be **moderate adverse - significant**
Visual effects at completion	
Context/size/scale: Impacts will mainly arise from the introduction into some views of the ERF and stack appearing as a new structure in the coastal plain lying beyond the SDNP. The building and twin stack is of a larger scale than other buildings in the landscape and although it will occupy a small part of the view, it will be a noticeable feature. The plume will be a visible element for the periods stated in the air quality chapter 6. These views will in some cases, for instance the more open views illustrated with View 19, include other distant large scale structures such as high rise buildings at Littlehampton and Bognor Regis and a large gas holder at Littlehampton and the coastal plain landscape is seen as a mix of extensive developed areas, such as Littlehampton and Bognor Regis, other outlying areas of development, agricultural land, woodland, tree belts, horticultural features such as polytunnels and greenhouses and the sea forming the backdrop. The overall effect will be that the mixed composition and varied nature of the coastal plain as experienced in views, will remain largely as currently experienced, but with an additional large structure. For the SDNP views from lower elevations, which are also closer views, for instance views from parts of Arundel (views 29 and 31) or from the Tortington and Binsted area, the closer proximity and lower height of view means there is less expanse of coastal plain in the view and the proposals will be seen more against the skyline or sea and will therefore be more noticeable. The form, materials and colours of the structures have been designed to minimise visual impact and the landscape measures will help to assimilate the development with the landscape. In views from the higher areas of the South Downs, a combination of distance and larger extent of coastal plain visible in the view means that the proposals would be a relatively small component of the view and these receptor views are assessed in VR13. Geographical extent: The proposals will be visible from a limited range of views from the within this area of the SDNP, as intervening vegetation, topography and development restricts views. Duration: The visual effects at completion will be long term, beyond 25 years. Reversibility: The visual effects at completion will be permanent. Seasonal variation: 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-medium adverse**.
Significance of visual effects	The degree of effect will therefore be **moderate adverse - 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 People accessing the SDNP, particularly via PROWs 5->10km of site.

Refer to representative viewpoints 1, 2, 3, 9, 18 and 30 on figures 12.18, 12.19, 12.20, 12.26, 12.35 and 12.47 and visualisations for views 1,18 and 30 on figures 12.56, 12.65 and 12.75

Sensitivity of the visual receptor	
Value attached to the view: These are views from an area of the highest landscape value and sensitivity, where receptors are primarily focused on the landscape, therefore the receptor value is 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 currently experience views of some of the larger industrial features in the distance, such as the Littlehampton gas holder and the offshore wind farm is also visible on clear days, but these are relatively minor elements of the existing views. The extensive areas of development are present in all views towards the site and in this current context of development in views and expectation of change in the landscape beyond the SDNP, 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-high** sensitivity.
Visual effects during construction	
Size/scale: During construction most of the activity will be imperceptible, but some of the higher elements of construction activity such as cranes constructing the taller elements such as the ERF and stack would be visible. Geographical extent: The visual effects during construction will be visible from a wide range of views from the within this SDNP receptor area. 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 **negligible-small adverse**.
Significance of visual effects	The degree of effect will therefore be **slight adverse – not significant**
Visual effects at completion	
Context/size/scale: Impacts will mainly arise from the introduction into some views of the ERF and stack appearing as a new distant structure in the landscape. The building and twin stack is of a larger scale than other buildings in the landscape and although it will occupy a small part of the view, it will be a noticeable feature. The plume will be a visible element for the periods stated in the air quality chapter 6. These views will in most cases, include other distant large scale structures such as high rise buildings at Littlehampton and Bognor Regis and a large gas holder at Littlehampton and the coastal plain landscape is seen as a mix of extensive developed areas, such as Littlehampton and Bognor Regis, other outlying areas of development, agricultural land, woodland, tree belts, horticultural features such as polytunnels and greenhouses and the sea forming the backdrop. The overall effect will be that the mixed composition and varied nature of the coastal plain as experienced in views, will remain largely as currently experienced, but with an additional large structure that in the view. The form, materials and colours of the structures have been designed to minimise visual impact and the landscape measures will, even in more distant views, also help to assimilate the profile of the development with the landscape. In views from the higher areas of the South Downs, a combination of distance and larger extent of coastal plain visible in the view means that the proposals would be a relatively small component of the view. Geographical extent: The visual effects at completion will be visible from a wide range of views from the within this SDNP receptor area. 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 **negligible-small adverse**.
Significance of visual effects	The degree of effect will therefore be **slight adverse – 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 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 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, 23, 24, 25, 26, 27, 34, 35, 36, 37 and 38 on figures 12.28, 12.31, 12.32, 12.33, 12.40, 12.41, 12.42, 12.43, 12.44, 12.51, 12.52, 12.53, 12.54 and 12.55 and visualisations for views 14, 15, 23, 24, 26, 34, 35, 37 and 38 on figures 12.62, 12.63, 12.70, 12.71, 12.72, 12.78, 12.79, 12.80 and 12.81

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 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 will also be 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 have 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 adverse - 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. The plume will be a visible element for the periods stated in the air quality chapter 6. 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 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 proposed structures are larger than currently exist and it is this aspect that would mainly give rise to the effects on views, but the form, materials and colours of the structures have been designed to minimise visual impact and the landscape measures will, particularly in the closer views, also help reduce the perceived massing and scale, softening the appearance of the development. 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 adverse - 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**.

VR15 Users of PROWs in the area north of the proposals in the local area (south of the SDNP boundary), between approximately 1.5 and 4.5 km from site: Tortington and area, Binsted and area, south eastern edge of Walberton and area and the Arundel area outside the SDNP boundary. See VR12 and VR13 for views from SDNP area.

Refer to representative viewpoints 4, 10, 28 and 29, Figures 12.21, 12.27, 12.45 and 12.46 and visualisations for views 4, 10, 28 and 29 on figures 12.57, 12.60, 12.73 and 12.74

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 within this area continue within the SDNP or are near the edges of the SDNP. 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 and industrial buildings at or near Ford, 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 which would alter the context and character of many of the 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 at lower levels 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 be visible from limited parts of the receptor area due to the complex effects of intervening vegetation, development and topography. 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 **small-medium adverse**.
Significance of visual effects	The degree of effect will therefore be **moderate adverse and significant**
Visual effects at completion	
Context/size/scale: Impacts will mainly arise from the introduction into some views, of the ERF and stack appearing as a structure on the skyline in some views. The plume will be a visible element for the periods stated in air quality chapter 6. The appearance of the proposals in views will vary depending on location within the area. From the higher parts of this area at and around Arundel, views include other distant large scale structures such as high rise buildings at Littlehampton and Bognor Regis and a large gas holder at Littlehampton. The ERF building and twin stack is of a larger scale than most buildings in the landscape and although it will occupy a small part of the view, it will be a noticeable feature in views. 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 form, materials and colours of the structures have been designed to minimise visual impact and the landscape measures will, in these views also help reduce the perceived massing and scale, softening the appearance of the development. Geographical extent: The visual effects will be visible from limited parts of the receptor area due to the complex effects of intervening vegetation, development and topography Duration: The visual effects at completion will be long term, beyond 25 years. Reversibility: The visual effects at completion will be permanent. Seasonal variation: 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 adverse - 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 Users of PROWs in the local area between approximately 1.5 and 4.5 km from site to north east: Crossbush and Lyminster area and Poling.

Refer to representative viewpoints 5, 12 and 13, figures 12.22,12.29 and 12.30 and visualisation for viewpoint 12 on figure 12.61.

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 and Poling, which also have cultural associations and a weaker sense of place at Crossbush. The area also has cultural heritage associations including conservation areas at Lyminster and Poling. The context of views and their outlook is predominantly rural. 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 would be experienced from a number of viewpoints, mainly from the west of the area where less intervening vegetation screens 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 adverse**.
Significance of visual effects	The degree of effect will therefore be **slight-moderate adverse - significant**
Visual effects at completion	
Impacts will mainly arise from the introduction into some views of the ERF and stack appearing as a new distant structure on the skyline. 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 and twin stack is of a larger scale than other buildings in the landscape and although it will occupy a small part of the view, it will be a noticeable feature. The plume will be a visible element for the periods stated in the air quality chapter 6. The overall effect will be that the composition and nature of the views will remain largely as currently experienced, but the character of the skyline to the west will alter with the introduction of an industrial element. The form, materials and colours of the structures have been designed to minimise visual impact and the landscape measures will, even in more distant views, also help to assimilate the profile of the development with the existing skyline. Geographical extent: The visual effects will occur sporadically within this area due to the effects of intervening vegetation and development, with clearest views available from the eastern edge of the more open landscape of the Arun floodplain. 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 adverse** - **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 Users of PROWs in the local area between approximately 1.5 and 4.5 km from site to east and south east: Western fringes of Littlehampton/Wick.

Refer to representative viewpoints 6 and 32, figures 12.23 and 12.49 and visualisation for viewpoint 32 on figure 12.77.

Sensitivity of the visual receptor	
Value attached to the view: These are views from an area with a varying but mainly weak sense of place on the edges of Littlehampton/Wick where the mainly rural outlook over the Arun Valley floodplain is tempered with the views of development on the urban edge. As recreational users, they have a proprietary interest in their views. The receptor value is therefore assessed as medium. Susceptibility to change: PROW users are relatively remote from the industrial land uses at Ford and whilst they are likely to have an expectation that the views westwards experienced by the receptors will not be influenced by visible industrial development, the context of the views is of a changing urban edge. Receptors may have views of some of the larger industrial features such as the Littlehampton gas holder and also be influenced by traffic on the A259 (see view 6). 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 be experienced from a small number of footpaths with views towards the site on the western edge of the developed area.. 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-moderate adverse - significant**
Visual effects at completion	
Context/size/scale: Impacts will mainly arise from the introduction into some views of the ERF and stack appearing as a new distant structure on the skyline. The building and twin stack is of a larger scale than other buildings in the landscape and although it will occupy a small part of the view, it will be a noticeable feature. The plume will be a visible element for the periods stated in the air quality chapter 6. The overall effect will be that the composition and nature of the views will remain largely as currently experienced, but the character of the skyline to the west will alter with the introduction of an industrial element. The form, materials and colours of the structures have been designed to minimise visual impact and the landscape measures will, even in more distant views, also help to assimilate the profile of the development with the existing skyline. Geographical extent: The visual effects will be experienced from a small number of PROWs along the bank of the River Arun and north of the A259, west of the developed area. 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 adverse** - **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**

VR18 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 12.23, 12.24, 12.25 and 12.34 and visualisations for views 7, 8 and 17 on figures 12.58, 12.59 and 12.64

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 mostly towards the coastline, although in some sections, views towards the South Downs are also important. 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 be visible from sections of footpaths that offer clearer views towards the site both along the coastal path and from footpaths north of Atherington and footpaths in the Ryebank Rife area. 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 adverse 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 appearing as a new distant structure on the skyline. The building and twin stack is of a larger scale than other buildings in the landscape and although it will occupy a small part of the view, it will be a noticeable feature. 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 plume will be a visible element for the periods stated in the air quality chapter 6. The overall effect will be that the composition and nature of of the views will remain largely as currently experienced, but the character of the distant skyline will alter with the introduction of an industrial element. The form, materials and colours of the structures have been designed to minimise visual impact and the landscape measures will, even in more distant views, also help to assimilate the profile of the development with the existing skyline. landscape. Geographical extent: The visual effects will be visible from sections of footpaths that offer clearer views towards the site both along the coastal path and from footpaths north of Atherington and footpaths in the Ryebank Rife area. 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 adverse - 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**

VR19 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 12.37, 12.38 and 12.50 and visualisations for viewpoints 20 and 21 on figures 12.67 and 12.68.

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 be visible from a number of sections of footpaths mainly in the low lying agricultural landscape between Barnham and Flansham. 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 adverse - significant**
Visual effects at completion	
Context/size/scale: Impacts will mainly result from the ERF and stack appearing as a new distant structure on the skyline. The plume will be a visible element for the periods stated in the air quality chapter 6. The building and twin stack is of a larger scale than other buildings in the landscape and although it will occupy a small part of the view, it will be a noticeable feature on the skyline. Some of these views include other distant large scale structures such as high rise buildings at Littlehampton and Bognor Regis and a large gas holder at Littlehampton. The overall effect will be that the composition and nature of of the views will remain largely as currently experienced, but the character of the distant skyline will alter with the introduction of an industrial element. The form, materials and colours of the structures have been designed to minimise visual impact and the landscape measures will, even in more distant views, also help to assimilate the profile of the development with the existing skyline. Geographical extent: The proposals will be visible from a number of sections of footpaths mainly in the low lying agricultural landscape between Barnham and Flansham. 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 adverse - 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**.

VR20 Visual effects on users of PROWs area between approximately 4.5 and 10 km from site to west: PROWs in the Woodgate/Shripney area and extending west to the area on the eastern edge of Chichester.

Refer to representative viewpoints 21 and 22, figures 12.38 and 12.39 and visualisations for viewpoints 21 and 22 on figures 12.68 and 12.69.

Sensitivity of the visual receptor	
Value attached to the view: These are views from an undesignated landscape west of the A29 at Shripney. The flat and low lying agricultural landscape includes some PROWs and roads. Views eastwards towards the site are of expanses of agricultural field with trees on the skyline. As recreational users of PROWs, they will have a proprietary interest in maintaining the mostly rural character of their views. The receptor value is therefore assessed as medium-high. Susceptibility to change: PROW users in the area are a long distance from the industrial land uses at Ford and are unlikely to have an expectation of seeing development in that area. A large scale industrial development such as the proposals would introduce a new but distant 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.	
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 proposals will be visible from a number of sections of footpaths mainly in the low lying agricultural landscape arund the Shripney/Woodgate area and westward. 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-negligible adverse**.
Significance of visual effects	The degree of effect will therefore be **slight adverse – not significant**
Visual effects at completion	
Context/size/scale: Impacts will mainly result from the ERF and stack appearing as a new distant structure on the skyline. The plume will be a visible element for the periods stated in the air quality chapter 6. The building and twin stack is of a larger scale than other buildings in the landscape. Due to its distance, it will occupy a very small part of the view and although perceptible, it will not be particularly prominent feature on the skyline, particularly where skyline trees obscure it. The overall effect will be that the composition and nature of of the views will remain largely as currently experienced, but the character of the distant skyline will alter with the introduction of an industrial element. The form, materials and colours of the structures have been designed to minimise visual impact and the landscape measures will, even in more distant views, also help to assimilate the profile of the development with the existing skyline. Geographical extent: The proposals will be visible from a number of sections of footpaths mainly in the low lying agricultural landscape arund the Shripney/Woodgate area and westward. 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 adverse**.
Significance of visual effects	The degree of effect will therefore be **slight adverse – 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 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 Visitors to heritage and tourist assets at Arundel.

Refer to representative viewpoints 29, 30 and 31, Figures 12.46, 12.47 and 12.48 and visualisations for views 29, 30 and 31 on figures 12.74, 12.75 and 12.76

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, most notably, Arundel Castle, 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 very occasionally or when visiting the castle keep, which has the most expansive view available (which also includes other existing development). Taking account of the existing distant development and a reasonable expectation of some development within the wider setting, the susceptibility of the visual receptors to the specific change associated with the proposal is assessed as medium-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 small extent of a small number 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 adverse**.
Significance of visual effects	The degree of effect will therefore be **moderate adverse** - **significant**
Visual effects at completion	
Context/size/scale: Impacts will mainly arise from the introduction into a relatively small number of views of the ERF and stack appearing as a new structure in the coastal plain lying beyond the SDNP. The building and twin stack is of a larger scale than other buildings in the landscape but it will occupy a only a small proportion of the view. The plume will be a visible element for the periods stated in the air quality chapter (chapter 6). In views from Arundel Castle Keep, the focus of the views south is the Arun floodplain where the relatively open and flat landscape allows long views towards the sea. This zone is defined as the landscape setting corridor in Arun District Council's local plan and the site is outside this zone. The open floodplain is framed to the west by slightly higher topography and more woodland and some of the larger development including the existing sheds are perceptible. The proposals will be seen partially against the sea and will therefore be more noticeable than the existing buildings on site. The form, materials and colours of the structures have been designed to minimise visual impact and the landscape measures will help to assimilate the development with the landscape. Geographical extent: The visual effects will occupy a small part of the overall field of view and views are very limited within the Arundel conservation area, with most parts not having views towards the site. Duration: The visual effects at completion will be long term, beyond 25 years. Reversibility: The visual effects at completion will be permanent. Seasonal variation: 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 adverse**
Significance of visual effects	The degree of effect will therefore be **moderate adverse - 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 Visitors to heritage and tourist assets at Halnaker Windmill and World War II searchlight emplacements.

Refer to representative viewpoint 18, figure 12.35. and visualisation for view 18 on figure 12.65

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 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 currently experience views of some of the larger industrial features in the distance, such as the Littlehampton gas holder and the offshore wind farm is also visible on clear days, but these are relatively minor elements of the existing views. The extensive areas of development are present in all views towards the site and in this current context of development in views and expectation of change in the landscape beyond the SDNP, the susceptibility of the visual receptors to the specific change associated with the proposal is therefore assessed as medium to 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 some of the higher elements of construction activity such as cranes constructing the taller elements such as the ERF and stack would be visible. Geographical extent: The visual effects during construction will be visible from the assets and also the area around the assets. 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 **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 appearing as a new distant structure in the landscape. The building and twin stack is of a larger scale than other buildings in the landscape but at this distance, it will occupy a very small part of the view, it will be a noticeable but not prominent feature. The plume will be a visible element for the periods stated in the air quality chapter (chapter 6). This view includes other distant large scale structures such as high rise buildings at Littlehampton and Bognor Regis and a large gas holder at Littlehampton and the coastal plain landscape is seen as a mix of extensive developed areas, such as Littlehampton and Bognor Regis, other outlying areas of development, agricultural land, woodland, tree belts, horticultural features such as polytunnels and greenhouses and the sea forming the backdrop. The overall effect will be that the mixed composition and varied nature of the coastal plain as experienced in views, will remain largely as currently experienced, but with an additional large structure in the view. The form, materials and colours of the structures have been designed to minimise visual impact and the landscape measures will, even in more distant views, also help to assimilate the development with the landscape. Geographical extent: The visual effects will be visible from the assets and also the area around the assets. 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-negligible adverse**.
Significance of visual effects	The degree of effect will therefore be **slight adverse 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**

VR23 Visitors to local listed buildings and other local heritage features accessible to public, where landscape setting is relevant; 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 16, 23, 24, 25, and 35, on figures 12.33, 12.40, 12.41, 12.42 and 12.52 and visualisations for viewpoints 23, 24 and 35 on figures 12.70, 12.71 and 12.79

Sensitivity of the visual receptor	
Value attached to the view: The immediate visual context varies with each asset. St Mary's 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's, 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 visible more clearly from the immediate area of St Andrew and the memorial garden and would be difficult to perceive from the vicinity of both St Mary Climping and Yapton due to intervening vegetation.. Duration: The visual effects during construction will be short term and temporary. Reversibility: The visual effects during construction will be partly 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 adverse and not 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. Existing industrial development is already experienced by this group including existing buildings on the site itself and the proposals will therefore be in keeping with the industrial character of the area. The proposed structures are larger than currently exist, but the form, materials and colours of the structures have been designed to minimise visual impact and the landscape measures will, particularly in these closer views, also help reduce the perceived massing and scale, softening the appearance of the development. The plume will be a visible element for the periods stated in air quality chapter 6. Geographical extent:The extent of visual effects at completion will vary. The proposals will be visible more clearly from the immediate area of St Andrew's Church and the memorial garden and would be difficult to perceive from the immediate vicinity of both St Mary Climping and St Mary Yapton due to intervening vegetation. 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 adverse - 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**.

VR24 - Visual effects on railway users on lines between Chichester, Arundel and Littlehampton

Refer to representative viewpoints 12, 22, 27 & 32 on figures 12.29, 12.39, 12.44 and 12.49 and visualisations for views 12, 22 and 32 on figures 12.61, 12.69 and 12.77

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 and also from sections to the west where the line passes through relatively flat open landscape. 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 or towards the South Downs escarpment. The closest and clearest views will be gained from the section of railway that passes approximately 1km to the north and in these views, other industrial buildings including the site buildings are visible (see view 27). The assessment is based on the clearer closer views experienced. The receptor value is 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 **small adverse.**
Significance of visual effects	The degree of effect will therefore be **slight adverse – not significant**
Visual effects at completion	
Context/size/scale: The main buildings and the stack may be visible to varying degrees in views experienced by this receptor group. Existing industrial development is already experienced in views from the closer sections of railway, including buildings on the site itself and the proposals will therefore be in keeping with the perceived industrial component of the character of the area. The proposed structures are larger than currently exist, but the form, materials and colours of the structures have been designed to minimise visual impact and the landscape measures will, particularly in these closer views, also help reduce the perceived massing and scale, softening the appearance of the development. The plume will be a visible element for the periods stated in air quality chapter 6. Geographical extent:The extent of visual effects at completion will vary with some receptors having clear views and others being partly or fully obscured or with the proposals being viewed from an angle in relation to the main outlook of the receptor. The assessment is based on the views experienced from the closer section of railway. Geographical extent: The visual effects will be seen from some several sections of railway line, with the railway line section immediately to the north providing the closest clearest views but with the railway lines in the Arun floodplain also allowing clear but more distant views. The direction of travel on the line extending to the west will limit the visibility of the proposals due to the oblique 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 **small-medium adverse**
Significance of visual effects	The degree of effect will therefore be **slight adverse - not 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**

VR25 Travellers on major routes in area including Arundel Bypass / A27 and the A259.

Refer to representative viewpoints 4, 6, 8 & 21, figures 12.21, 12.23, 12.25 and 12.38 and visualisations for views 4, 8 and 21 on figures 12.57, 12.59 and 12.68

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 sections of A27 and A259 mentioned under 'geographical extent' below. With a general lack of clear views towards the site and with views being mainly focused on the South Downs or the immediate road corridor, the receptor value is assessed as low. Susceptibility to change: Road users 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 the higher elements of construction activity such as cranes constructing the taller elements such as the ERF and stack would be visible, particularly from closer sections of road. Geographical extent: The visual effects during construction will be varied with main views being distant views from the A27 east of Chichester, views from the A27 at Arundel, views from the elevated section of A259 overbridge at Shripney, a section of the A259 south west of the site, where the openness of the landscape allows views towards the site and a short section of the A259 on the western edge of Littlehampton. 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-medium adverse**.
Significance of visual effects	The degree of effect will therefore be **slight adverse not significant**
Visual effects at completion	
Context/size/scale: Impacts will mainly arise from the introduction into some views of the ERF and stack appearing as a new distant structure on the skyline. The building and twin stack is of a larger scale than other buildings in the landscape and although it will occupy a small part of the view, it will be a noticeable feature. The plume will be a visible element for the periods stated in the air quality chapter 6. The overall effect will be that the composition and nature of of the views will remain largely as currently experienced, but the character of the distant skyline will alter with the introduction of an industrial element. The form, materials and colours of the structures have been designed to minimise visual impact and the landscape measures will, even in more distant views, also help to assimilate the profile of the development with the existing skyline. Geographical extent: As for construction effects. 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-medium adverse**
Significance of visual effects	The degree of effect will therefore be **slight adverse 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 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**.

VR26 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 12.28, 12.33, 12.42, 12.43 and 12.51 and visualisations for viewpoints 26 and 34 on figures 12.72 and 12.78.

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 be visible from some limited sections of road, with clearest views from Ford Lane and short sections of Yapton Road, Horsemere Green and Ford Road with glimpses. 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 adverse**.
Significance of visual effects	The degree of significance of effect will therefore be **slight adverse 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 appearing as a new structure in the local area. The building and twin stack is of a larger scale than other buildings in the landscape. It will occupy a moderate part of available views and will be a noticeable feature. The plume will be a visible element for the periods stated in the air quality chapter 6. These views will include other industrial elements but at a smaller scale and less extensively visible. 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. In the closer views, for instance Ford Lane, the existing and proposed planting will help soften the effects. Geographical extent: As for construction effects. 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 significance of effect will be **slight adverse – 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 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**

VR27 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, 15, 16, 23, 25, 26, 34 & 36, on figures 12.28, 12.32, 12.33, 12.40, 12.42, 12.43, 12.51 and 12.53 and visualisations from viewpoints 15, 23, 26 and 34 on figures 12.63, 12.70, 12.72 and 12.78.

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 be visible most clearly from closer workplaces, least visible from Rudfield Industrial Estate. 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 adverse not significant**
Visual effects at completion	
Context/size/scale: Impacts will mainly arise from the introduction into some views of the ERF and stack appearing as a new structure in the local area. The building and twin stack is of a larger scale than other buildings in the landscape. It will occupy a moderate part of available views and will be a noticeable feature. The plume will be a visible element for the periods stated in the air quality chapter 6. These views will include other industrial elements but at a smaller scale and less extensively visible. 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. In the closer views, for instance adjacent workplaces, the existing and proposed planting will help soften the effects. Geographical extent: As for construction effects. 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 adverse – 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 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

12.213 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).

12.214 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. The proposed planting, much of it located on earth-shaping up to 8m height would have an important role in reducing the perceived massing of the building and visibility of much of the ground level activities, vehicle movements, storage etc, in local views.

12.215 In some more distant views the planting at 15 years, estimated to reach approximately 10m high would have some beneficial effects in reducing the perceived scale of the building and assimilating it in to the landscape. However, taking into account the scale of the buildings and limited degree to which planting can provide screening to the upper parts of the buildings and stacks, it is concluded that although the planting would provide subtle and helpful benefits, the degree of impact significance at Year 15 would remain as stated for Year 0.

Secondary mitigation

12.216 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 3 of the ES. This information formed the basis of the above assessment of effects.

12.217 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						
L2 North of Yapton Coastal Plain (29) character area	Low-medium	Medium-large	Adverse	Permanent	Moderate-substantial	Reasonable
L3 Middle Arun Valley Floor (34) character area	Medium	Medium-large	Adverse	Permanent	Moderate-substantial	Reasonable

Significant residual effect	Receptor sensitivity	Impact magnitude	Nature	Duration	Significance of effect	Level of certainty
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
L7 Tortington Arun Valley Sides (32) character area	Medium-High	Medium-large	Adverse	Permanent	Moderate-substantial	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
L16 SDNP LCA G4 Major Chalk Valley Sides	Medium-High	Small-	Adverse	Permanent	Slight-Moderate	Reasonable
L17 SDNP LCA R1 Upper Coastal Plain	High	Small-medium	Adverse	Permanent	Moderate	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 (except conservation area)	Medium	Medium-large	Adverse	Permanent	Moderate-substantial	Reasonable
VR5 Residents Yapton conservation area	Medium	Medium-large	Adverse	Permanent	Moderate-substantial	Reasonable
VR6 Landings: Future residents.	Low-medium	Medium-large	Adverse	Permanent	Moderate-substantial	Reasonable
VR7 Residents in local area north 1.5-4.5km	High	Medium	Adverse	Permanent	Moderate-substantial	Reasonable
VR8 Residents in local area north east 1.5-4.5km	High	Medium	Adverse	Permanent	Moderate-substantial	Reasonable

Significant residual effect	Receptor sensitivity	Impact magnitude	Nature	Duration	Significance of effect	Level of certainty
VR9 Residents in local area east & south-east 1.5-4.5km	Medium-High	Medium	Adverse	Permanent	Moderate	Reasonable
VR10 Residents in local area south 1.5-4.5km	Medium	Medium	Adverse	Permanent	Moderate	Reasonable
VR11 Residents in local area west 1.5-4.5km	Medium	Medium	Adverse	Permanent	Moderate	Reasonable
VR12 People accessing the SDNP within 5km	Medium-High	Small-medium	Adverse	Permanent	Moderate	Reasonable
VR14 PROWs In area within 1.5km	Medium	Medium-large	Adverse	Permanent	Moderate-substantial	Reasonable
VR15 PROWs In area north 1.5-4.5 km (but south of SDNP boundary)	Medium-High	Medium	Adverse	Permanent	Moderate-substantial	Reasonable
VR16 PROWs In area north east 1.5-4.5 km	Medium-High	Medium	Adverse	Permanent	Moderate	Reasonable
VR17 PROWs In area east & south east 1.5-4.5 km	Medium-High	Medium	Adverse	Permanent	Moderate	Reasonable
VR18 PROWs In area south 1.5-4.5 km	Medium	Medium	Adverse	Permanent	Moderate	Reasonable
VR19 PROWs In area west 1.5-4.5 km	Medium	Medium	Adverse	Permanent	Moderate	Reasonable
VR21 Arundel heritage visitors	High	Small	Adverse	Permanent	Moderate	Reasonable
VR23 Local area heritage visitors	Medium	Medium	Adverse	Permanent	Moderate	Reasonable

Table 12.3: Significant residual Landscape and visual effects

Cumulative effects

12.218 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.

12.219 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 application undecided	This proposal is adjacent to the proposed site, wrapping around the site to the north and west / south west 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

Application reference	Date of approval	LVIA cumulative effects
Current / undecided		be restricted to local receptors (see visual receptor sheets relating to receptors within local area VR1, VR2, VR3, VR4, VR5, VR6, VR7, VR14, VR15, VR23, VR24, VR26 and VR27). 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 a very large proportion of the 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 on ADC LCA 29 with the proposed site is therefore predicted to change form moderate-substantial to **substantial adverse landscape** effect. For visual receptors, the cumulative effects (adverse) would be as follows: VR1: From moderate-substantial to **substantial** VR2: From moderate-substantial to **substantial** VR3: From moderate to **moderate-substantial** VR4: From moderate-substantial to **substantial** VR5: From moderate-substantial to **substantial** VR6: Remains **moderate-substantial** (VR6 is future residents of The Landings therefore the baseline for this receptor assumes the Landings is completed) VR7: Remains **moderate-substantial** VR14: From moderate-substantial to **substantial** VR15: Remains **moderate-substantial** VR23: Remains **moderate** VR24: Remains **slight-moderate** VR26: Remains **slight-moderate** VR27: Remains **slight** It should be noted however, that for some visual receptors, it is possible, subject to design details of the proposed residential scheme, that the residential 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.
Remaining part of the Ford strategic housing allocation (Site 2 on figure 5.2) – local plan allocation only	N/A – local plan allocation only	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, VR5, VR6, VR7, VR14, VR15, VR23, VR24, VR26 and VR27). The additional effects arising from this proposal extend over a wide 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 on ADC LCA 29 with the proposed site is therefore predicted to change from moderate-substantial to **substantial adverse landscape** effect. For visual receptors, the cumulative effects (adverse) would be as follows: VR1: From moderate-substantial to **substantial** VR2: From moderate-substantial to **substantial** VR3: From moderate to **moderate-substantial**

Application reference	Date of approval	LVIA cumulative effects
		VR4: From moderate-substantial to **substantial** VR5: From moderate-substantial to **substantial** VR6: Remains **moderate-substantial** (VR6 is future residents of The Landings therefore the baseline for this receptor assumes the Landings is completed) VR7: Remains **moderate-substantial** VR14: From moderate-substantial to **substantial** VR15: Remains **moderate-substantial** VR23: Remains **moderate** VR24: Remains **slight-moderate** VR26: Remains **slight-moderate** VR27: Remains **slight** It should be noted however, that for some visual receptors, it is possible, subject to design details of the proposed residential scheme, that the residential 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	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	Refused / Appealed 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 visual receptor groups VR10 and VR18 would likewise not change. For a small number of visual receptors, for instance receptor group VR25, 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 250 residential dwellings Approved, April 2019	Approved, April 2019	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 result in **landscape effects of slight to moderate adverse significance**, for each of these landscape receptors and the additional effects arising from this proposal would not result in a change in the assessment of significance for those landscape receptors. Visual effects would be restricted to

Application reference	Date of approval	LVIA cumulative effects
		receptor groups VR11 and VR19 to the west of the development. Whilst for some of the closer elements of those receptor groups, the additional development would add to the magnitude of change, for both visual receptor groups, the significance of **visual effects would remain moderate adverse**.
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	Approved, May 2019	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 result in **landscape effects of slight to moderate adverse significance**, for each of these landscape receptors and the additional effects arising from this proposal would not result in a change in the assessment of significance for those landscape receptors. Visual effects would be restricted to receptor groups VR11 and VR19 to the west of the development. Whilst for some of the closer elements of those receptor groups, the additional development would add to the magnitude of change, for both visual receptor groups, the significance of **visual effects would remain moderate adverse**.
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 landscape effects arising would be likely to 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 some local receptors to the west of the site. (see visual receptor sheets relating to receptors within local area VR1, VR4, VR5, VR6, VR14, VR23, VR24, VR26 and VR27,). There would be some additional effects arising from this proposal but the development would be 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 for ADC character area, North of Yapton Coastal Plain (29) is therefore predicted to remain as **moderate adverse landscape effect** For visual receptors, the cumulative effects (adverse) would be as follows: VR1: Remains **moderate-substantial** VR4: From moderate-substantial to **substantial** VR5: From moderate-substantial to **substantial** VR6: Remains **moderate-substantial** (VR6 is future residents of The Landings therefore the baseline for this receptor assumes the Landings is completed so context is developed area) VR1: Remains **moderate-substantial** VR23: Remains **moderate** VR24: Remains **slight-moderate** VR26: Remains **slight-moderate** VR27: Remains **slight**
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. The cumulative effect with the proposed site is therefore predicted to remain as **slight-moderate adverse landscape effect** For the visual receptors VR4, VR6, VR11, VR14, VR19 and VR26 any minor additional effects would not result in a change in the assessment of visual impacts of the proposal and effects (adverse) would remain as follows: VR4: Remains **moderate-substantial**

Application reference	Date of approval	LVIA cumulative effects
		VR6: Remains **moderate-substantial** (VR6 is future residents of The Landings therefore the baseline for this receptor assumes the Landings is completed) VR11: Remains **moderate** VR14: Remains **moderate-substantial** VR19: Remains **moderate** VR26: Remains **slight-moderate**
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 or other landscape receptors L13:SDNP Open Downlands LCA A3 remains **slight-moderate** L14:SDNP Wooded Estate Downland LCA B1 & B4 remains **slight-moderate** L15:SDNP Major Chalk River Floodplains LCA F4 remains **moderate** L16:SDNP Major Chalk Valley Sides LCA G4 remains **moderate** L17:SDNP Upper Coastal Plain LCA R1 remains **moderate** There would be no significant change in the degree of effects on views but noting that in some views experienced by receptors VR8 and VR16, the highways proposals may obscure views of the proposed ERF.
A/122/19/OUT (Site 10 on figure 5.2) Angmering, OA for 160 dwellings	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 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 proposal is in a different view direction to the site and is relatively small scale. it is therefore judged that there would be no change in the degree of landscape effects on the SDNP (see results for site 10 in the above table cell) and no significant change in the degree of effects on views.
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, there would be no change in the assesed degree of effect. It is possible that this proposal might be perceptible 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. In terms of visual impact, polytunnels are an established and expected feature in the local landscape and so even for local views the proposals would not result in any change in the degree of effects on views (**moderate-substantial**).

Application reference	Date of approval	LVIA cumulative effects
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. 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. In terms of visual impact, the proposal is in a different view direction in relation to all views and therefore there would be no change in the degree of significance of effects on views.
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. In terms of visual impact, the proposal is in a different view direction in relation to non-SDNP views and therefore there would be no change in the degree of significance of effects on views.
Y/82/20/RES (Site 15 on figure 5.2) Land to the south of Ford Lane and East of North End Road Yapton 100 homes	Approved November 2020	Landscape effects arising would be restricted to the ADC character area, North of Yapton Coastal Plain (29), see assessment sheet L2, There would be some additional effects arising from this proposal but the development would be at a low elevation and in a different part of the character area and so on balance, it is considered that it would not result in a change in the assessment of significance. The cumulative effect with the proposed site for ADC character area, North of Yapton Coastal Plain (29) is therefore predicted to remain as moderate adverse landscape effect For visual receptors, the proposals would add to the amount of development for localised receptor groups VR1, VR4, VR5, possibly VR6, VR14, and VR19 cumulative effects would be that additional development would be experienced in some views but this would not be of a magnitude to change the assessment of significance of visual effects for those receptors. It is possible that the development might be perceptible in views from the SDNP but the nature and scale of it would not result in cumulative effects altering the assessment of significance of visual effects.
Y/19/16/OUT (Site 16 on figure 5.2) Land off Burndell Road Yapton 108 homes	Refused / Appealed Allowed, October 2017	This site is advanced in its construction stage at the time of writing and therefore is already considered within the baseline assessment.

Application reference	Date of approval	LVIA cumulative effects
Y/44/17/OUT (Site 17 on figure 5.2) Land at Stakers Farm North End Road, Yapton, 70 homes	Approved December 2018	This proposal is about 1.5 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 22 , Barnham Yapton Coastal Plain. The proposed site is predicted to result in **landscape effects of slight to moderate adverse significance**, for each of these landscape receptors and the additional effects arising from this proposal would not result in a change in the assessment of significance of effects for those landscape receptors. Visual effects would be restricted to receptor groups VR4, VR5,VR11 and VR19 to the west of the development. Whilst for some of the closer elements of those receptor groups, the additional development would add to the magnitude of change, for both visual receptor groups, this would not be sufficient to alter the assessed significance of visual effects for these receptors.
Y/83/19/OUT (Site 18 on figure 5.2) Clays Farm North End Road Yapton, 33 homes	Approved March 2020	This proposal is about 1.4 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 22 , Barnham Yapton Coastal Plain. The proposed site is predicted to result in **landscape effects of slight to moderate adverse significance**, for each of these landscape receptors and the additional effects arising from this proposal would not result in a change in the assessment of significance of effects for those landscape receptors. Visual effects would be restricted to receptor groups VR4, VR5,VR11 and VR19 to the west of the development. Whilst for some of the closer elements of those receptor groups, the additional development would add to the magnitude of change, for both visual receptor groups, this would not be sufficient to alter the assessed significance of visual effects for these receptors.
Y/93/14/OUT (Site 19 on figure 5.2) Land North of Yapton C of E Primary School North End Road Yapton. 38 homes	Approved August 2015	This proposal is about 1.4 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 22 , Barnham Yapton Coastal Plain. The proposed site is predicted to result in **landscape effects of slight to moderate adverse significance**, for each of these landscape receptors and the additional effects arising from this proposal would not result in a change in the assessment of significance of effects for those landscape receptors. Visual effects would be restricted to receptor groups VR4, VR5,VR11 and VR19 to the west of the development. Whilst for some of the closer elements of those receptor groups, the additional development would add to the magnitude of change, for both visual receptor groups, this would not be sufficient to alter the assessed significance of visual effects for these receptors.
Y/49/17/OUT (Site 20 on figure 5.2) Land at Street Buildings North End Road Yapton, 45 homes	Approved February 2018	This proposal is about 1.4 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 22 , Barnham Yapton Coastal Plain. The proposed site is predicted to result in **landscape effects of slight to moderate adverse significance**, for each of these landscape receptors and the additional effects arising from this proposal would not result in a change in the assessment of significance of effects for those landscape receptors.

Application reference	Date of approval	LVIA cumulative effects
		Visual effects would be restricted to receptor groups VR4, VR5,VR11 and VR19 to the west of the development. Whilst for some of the closer elements of those receptor groups, the additional development would add to the magnitude of change, for both visual receptor groups, this would not be sufficient to alter the assessed significance of visual effects for these receptors.
F/4/18/PL (Site 21 on figure 5.2) Land to the South of Ford Lane. Storage building, office building,	Approved June 2018	This proposal will extend existing industrial land to a minor extent and would not result in a change in the assessment of significance of effects for landscape receptors. Visual effects would be restricted to receptor groups VR1, VR4, VR5, VR11 and VR19 to the west of the development. Whilst for some of the closer elements of those receptor groups, the additional development would add to the magnitude of change, for both visual receptor groups, this would not be sufficient to alter the assessed significance of visual effects for these receptors.
F/7/15/OUT (Site 22 on figure 5.2) Land south of Burndell Road Yapton 45 homes	Approved March 2016	This site is advanced in its construction stage at the time of writing and therefore is already considered within the baseline assessment.
CM/6/18/PL (Site 23 on figure 5.2 Northwood Farm Yapton Road Climping) Concrete batching plant & offices	Approved July 2018	This proposal will be relatively unobtrusive in an established site of industrial useage. This would have no significant effect on landscape character and negligible effect on visual receptors and therefore no cumulative landscape or visual effects

Table 12.4: Projects considered in the cumulative effects assessment

12.220 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.

12.221 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 established local landscape pattern providing the setting of the SDNP and so it is concluded that the effects of these developments, 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

12.222 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.

12.223 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 the effects of these developments, 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

Fall-back position

12.224 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).

12.225 The 2015 proposal was for a smaller development with a new building 22 m high, 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.

12.226 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 with the existing landscape and would be unobtrusive in views.

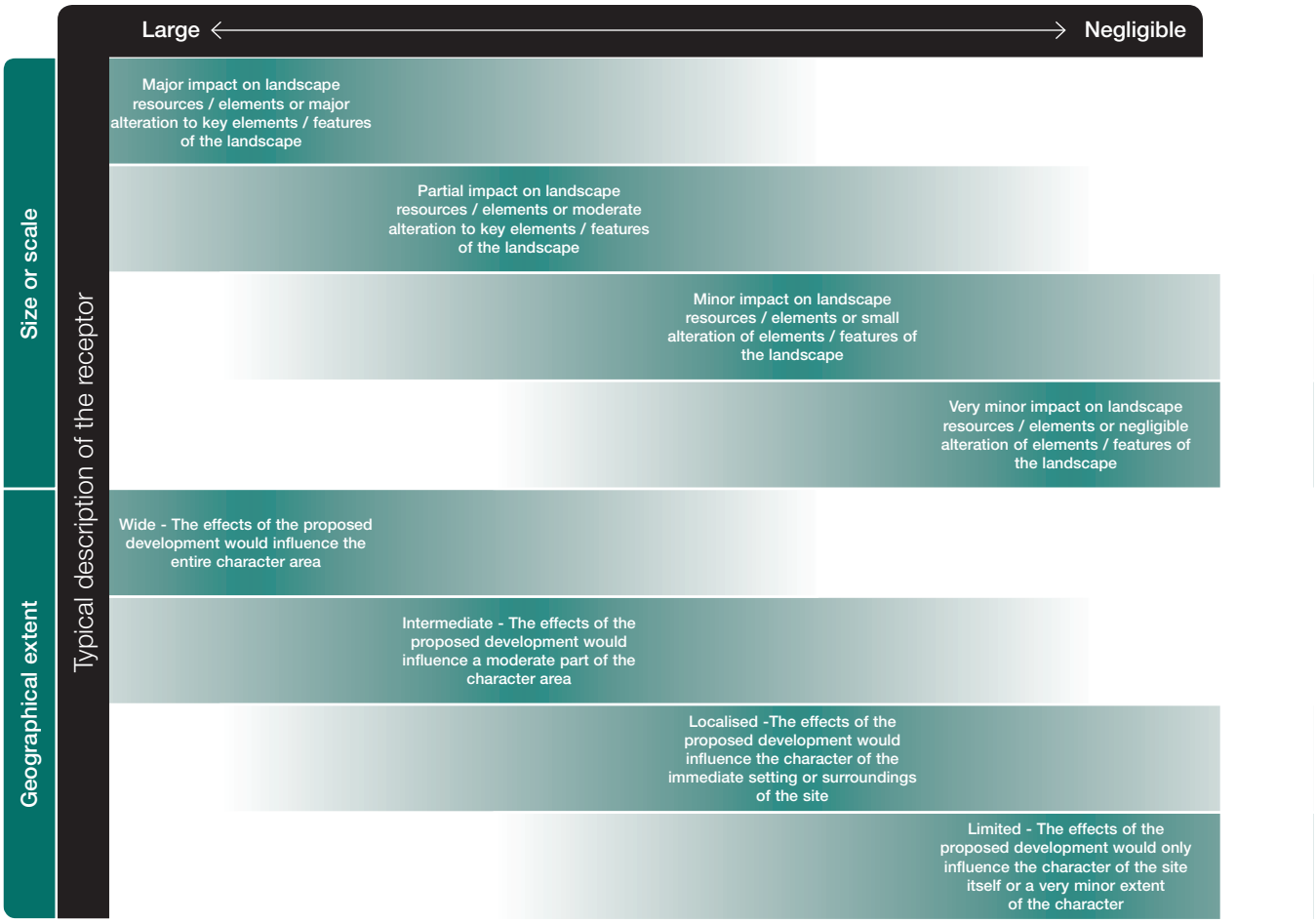
Sensitivity of the receptor - Landscape

	Value	Susceptibility
High ↓ Negligible	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.
	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.

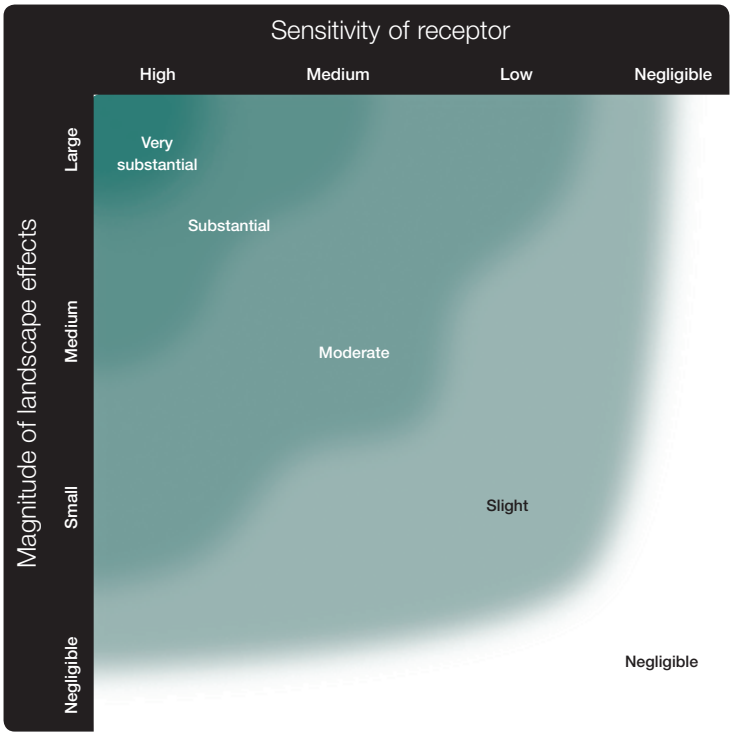
Where the construction or life of the project is proposed to be in excess of 25 years it is, although temporary, considered to be a substantial length of time and so is assigned a magnitude of effect equivalent to a permanent development.

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)

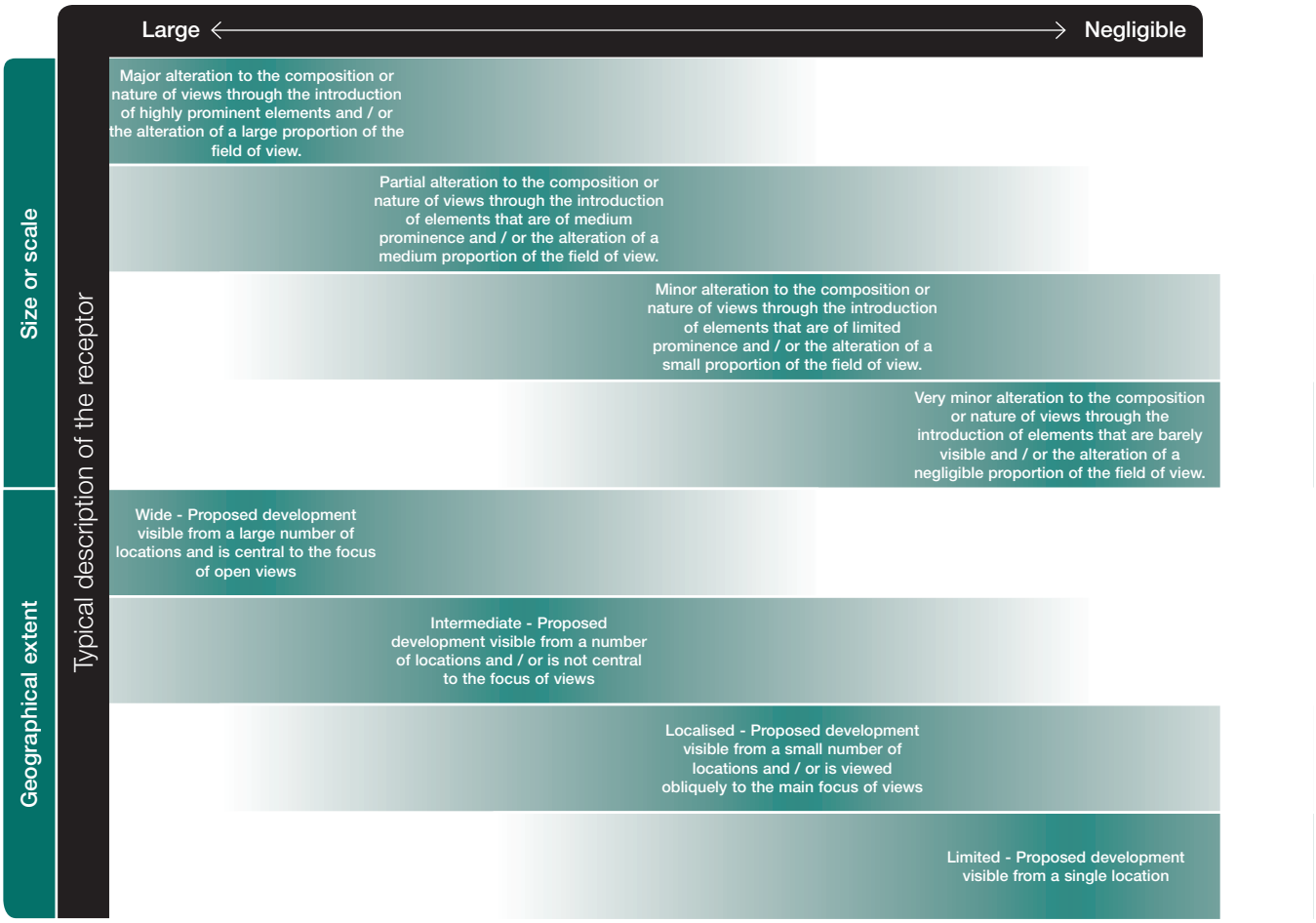
Sensitivity of the receptor - Visual

	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.

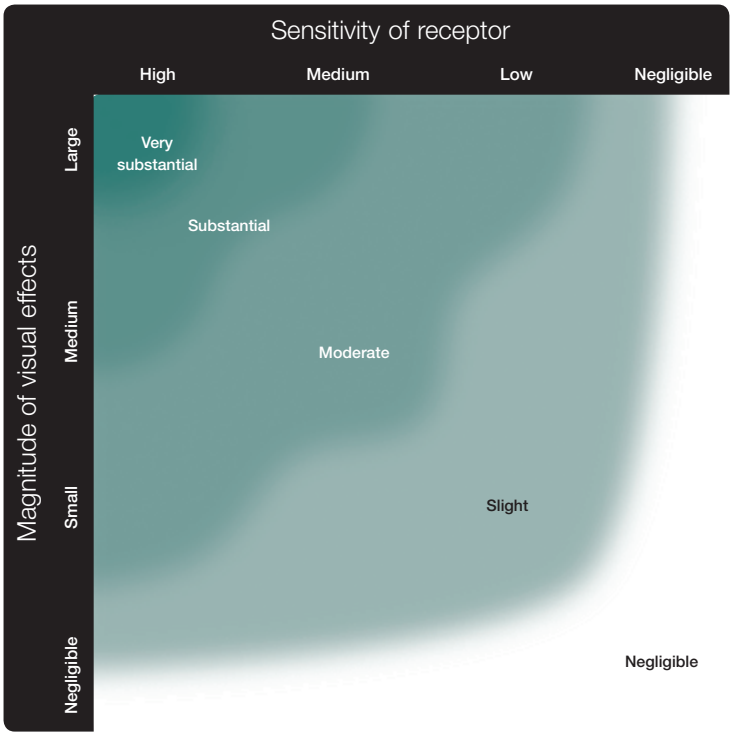
Where the construction or life of the project is proposed to be in excess of 25 years it is, although temporary, considered to be a substantial length of time and so is assigned a magnitude of effect equivalent to a permanent development.

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

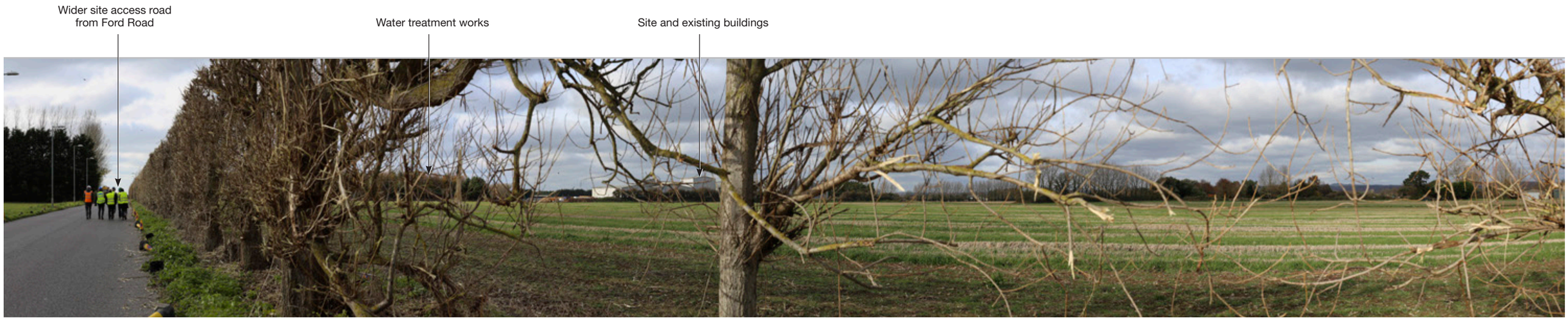
If the degree of effect is moderate or above, then the effect is considered to be significant.

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

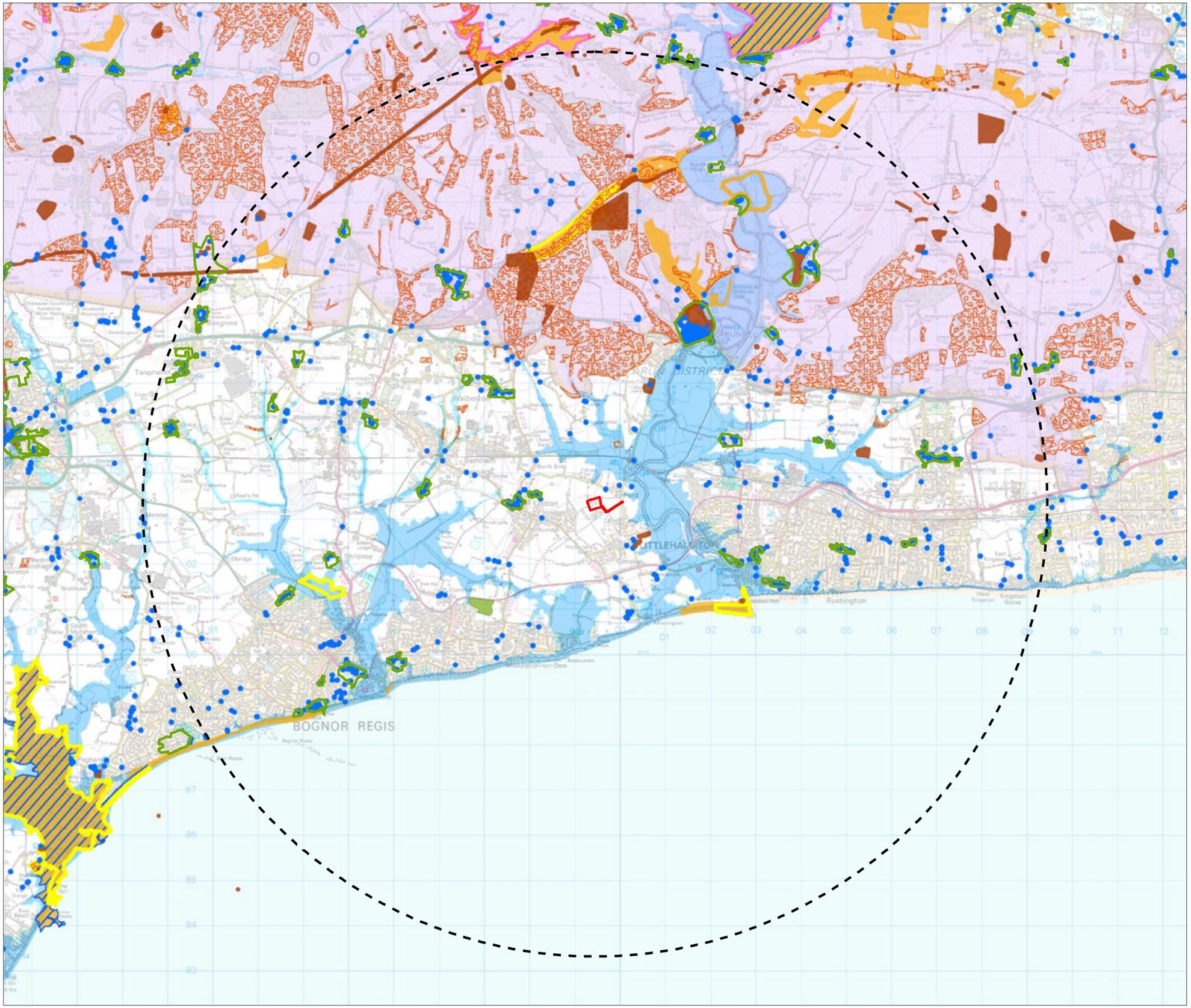
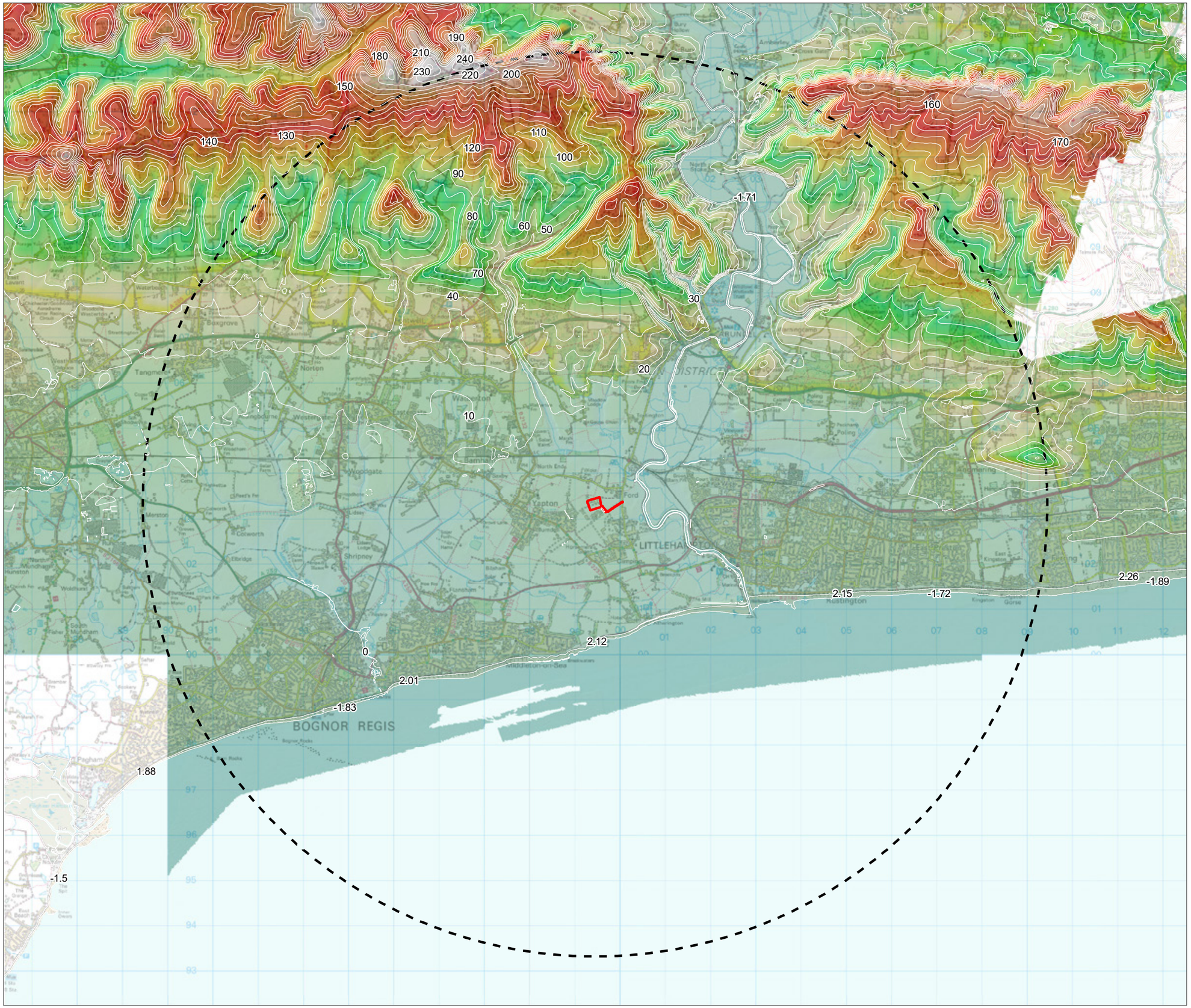


Figure 12.9
Landscape context and constraints



Site Boundary

Public Rights of Way

4.5km study area

ZTV building 38.5m

ZTV stack 85m

0 1,000 m

N

Figure 12.11
Public rights of way

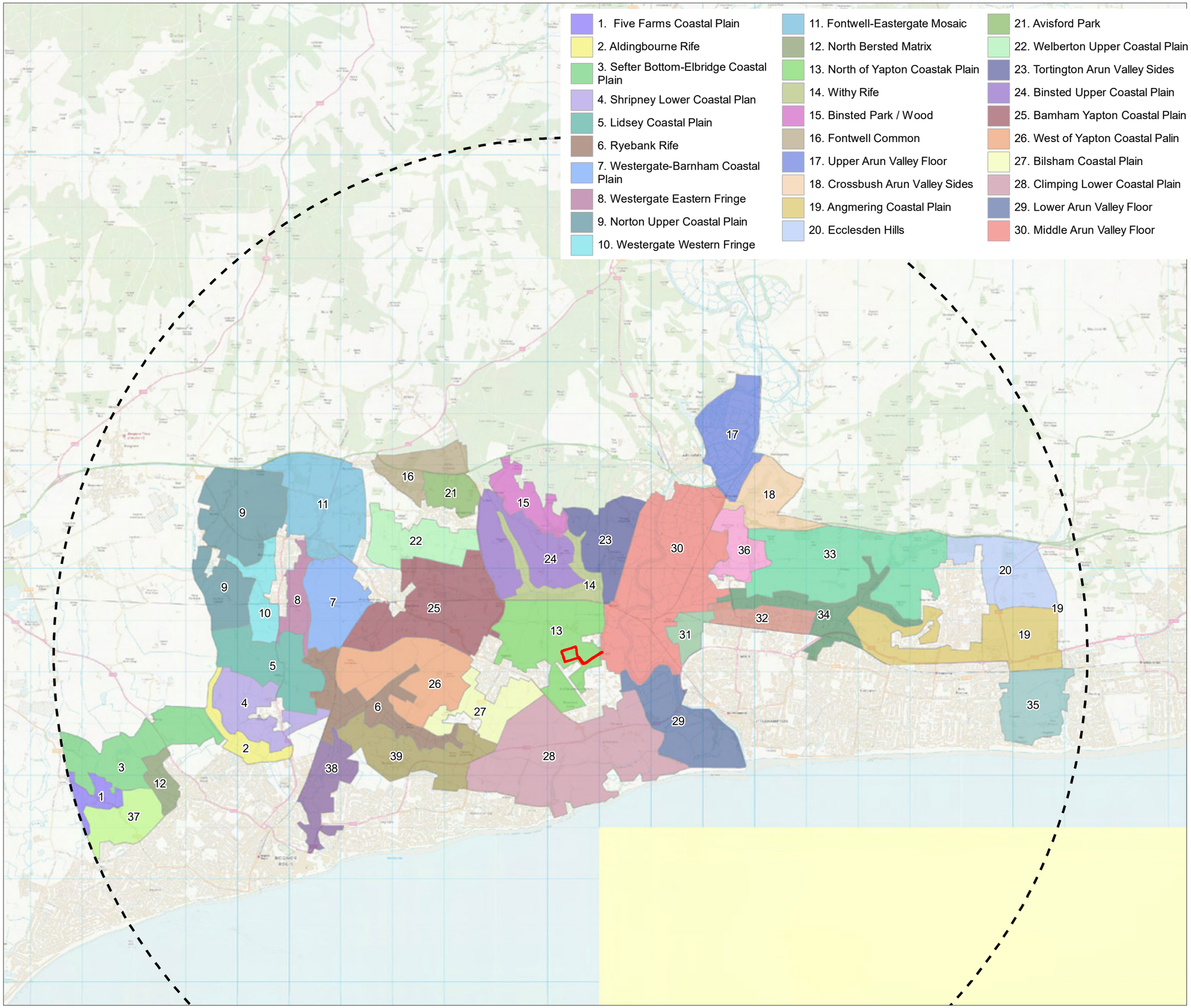


Figure 12.12
Arun District Council character areas

Site Boundary

10km study area

Angmering Park

Angmering Upper Coastal Plain

Arun Wildbrooks

Central Downs

Central Scarp Footslopes

Chichester to Yapton Coastal Plain

Downland Arun Valley

Fontwell Upper Coastal Planin

Halnaker Upper Coastal Planin

Littlehampton and Worthing Fringes

Lower Arun Valley

Western Downs

Western Scarp Footslopes

0 1,900 m

N

Figure 12.13
West Sussex County Council character areas

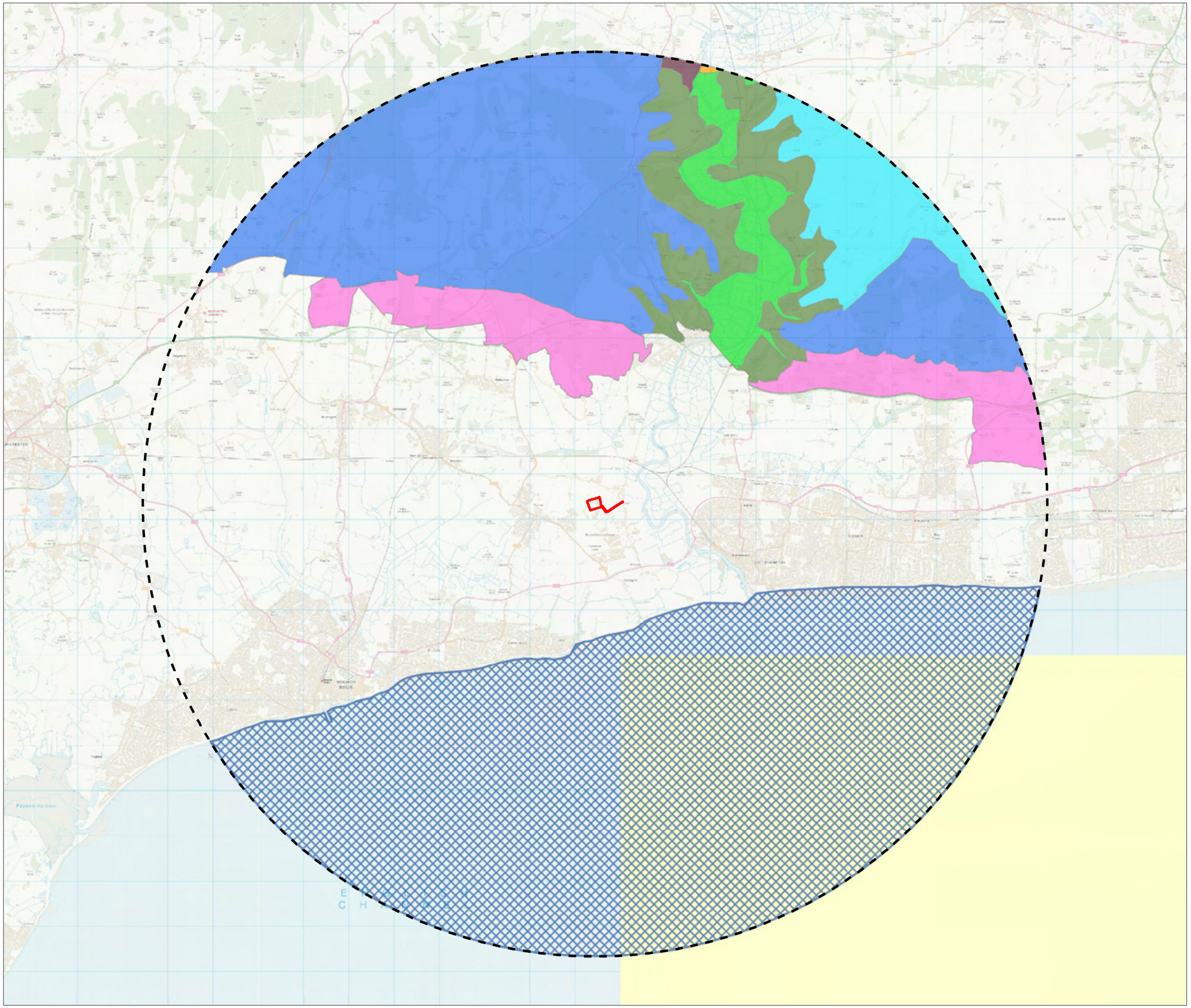


Figure 12.14
South Downs National Park character areas and Marine Character Areas

Site Boundary

10km study area

ZTV building 38.5m

ZTV stack 85m

0 1,900 m

N

Figure 12.15
Zone of Theoretical Visibility

Site boundary

10km study area

Viewpoint Locations

For more detail, please refer to figure 12.15

ZTV building 38.5m

ZTV stack 85m

For detail of viewpoint locations in local area see figure 12.17

0 1,900 m

N

Figure 12.16
Representative viewpoints locations

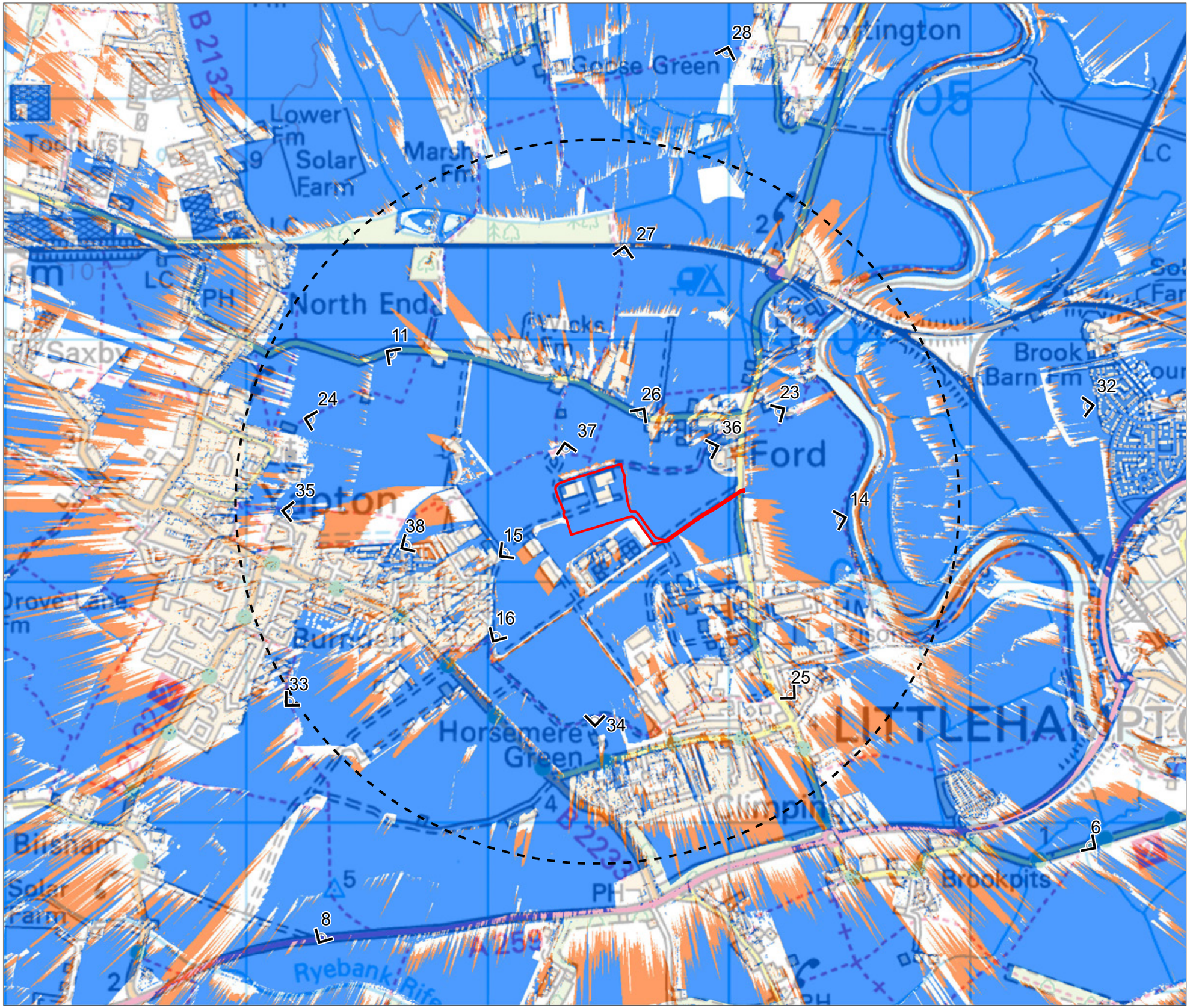


Figure 12.17 Representative viewpoints. Locations: local area detail