Rampion 2 Wind Farm

Category 6: Environmental Statement

Volume 4, Appendix 18.4: Visual assessment (tracked)

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Revision C

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Document revisions

Revision	Date	Status/reason for issue	Author	Checked by	Approved by
A	04/08/2023	Final for DCO Application	WSP	RED	RED
B	09/07/2024	Deadline 5 update to reflect changes to access / vegetation retention plan and consultation.	WSP		
C	01/08/2024	Deadline 6	WSP	RED	RED

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1. Visual assessment

1.1 Introduction

1.1.1 This Appendix sets out the visual effects of the onshore cable corridor (including trenchless crossing construction compounds, temporary construction compounds at Climping and Washington and temporary construction access routes) on settlements, transport routes, recreational routes, and recreational and tourist destinations. **Table 18-21** of **Chapter 18: Landscape and visual impact assessment, Volume 2** of the ES (Document Reference: 6.2.18) sets out all the baseline visual receptors 'scoped in' and included in the visual assessment. Baseline figures supporting the visual assessment of the onshore cable corridor include **Figure 18.1, Volume 3** of the ES (Document Reference: 6.3.18) and **Figure 18.8, Volume 3** of the ES (Document Reference: 6.3.18). The visualisations of the onshore cable corridor are illustrated in **Figures 18.19a-b** to **18.75a-b, Volume 3** of the ES (Document Reference: 6.3.18, updated for Deadline 4 **[REP4-026]** to **[REP4-030]**), as well as a sequential assessment for the South Downs Way **Figures 18.76a-d, Volume 3** of the ES (Document Reference: 6.3.18, updated for Deadline 4 with the provision of additional 3D wirelines **[REP4-030]**).

1.1.2 Visual effects are assessed by considering the sensitivity of the receptor (people in the landscape) and the magnitude of change that will affect the view or overall visual amenity. They are defined by the Landscape Institute and Institute of Environmental Management and Assessment (IEMA) (2013) in Guidelines for Landscape and Visual Impact Assessment (GLVIA 3), Paragraph 6.2 as follows:

> *"An assessment of visual effects deals with the effects of change and development on the views available to people and their visual amenity. The concern here is with assessing how the surroundings of individuals or groups of people may be specifically affected by changes in the content and character of views as a result of the change or loss of existing elements of the landscape and/or introduction of new elements."*

1.1.3 The type of effect may also be described as temporary or permanent, short-term to long-term, direct or indirect, and beneficial, neutral, or adverse. The assessment methodology is set out in **Appendix 18.1: LVIA methodology, Volume 4** of the ES (Document Reference: 6.4.18.1).

1.1.4 The residual visual effects of the onshore cable corridor assessed here are those effects remaining after all of the embedded environmental measures have been taken into account.

1.1.5 The visual effects have been assessed during construction, operation and maintenance (Years 1, 5 and 10) and include the following visual receptors (people). The decommissioning phase has been excluded from the assessment as the onshore cable corridor will be left underground and *in situ* after the operation and maintenance phase.

1.1.6 The visual assessment is set out as follows:

- visual effects on views from settlements;
- visual effects on views from transport routes;
- visual effects on views from recreational routes; and
- visual effects on views from recreational and tourist destinations.

1.1.7 A summary of the visual effects is provided in **Table 1-1** and **Table 1-2** (Public Rights of Way (PRoW)).

Table 1-1 Summary of visual assessment: Onshore cable corridor

Visual Receptor	Sensitivity	Construction phase (3.5 Years)		Operation and maintenance phase		
		Magnitude of change	Level of effect*	Level of effect Year 1	Level of effect Year 5	Level of effect Year 10
Settlements						
Climping and Atherington	High	Low to Negligible-Zero	Moderate to Minor	No Effect	No Effect	No Effect
Littlehampton	High	Low to Negligible-Zero	Moderate to Minor	No Effect	No Effect	No Effect
Lyminster	High	Low to Negligible-Zero	Moderate to Minor	No Effect	No Effect	No Effect
Poling	High	Low to Negligible-Zero	Moderate to Minor	No Effect	No Effect	No Effect
Washington	High	Negligible-Zero	Minor	No Effect	No Effect	No Effect
Wiston	High	Negligible-Zero	Minor	No Effect	No Effect	No Effect
Ashurst	High	Low to Negligible-Zero	Moderate to Minor	No Effect	No Effect	No Effect
Partridge Green	High	Zero	No effect	No Effect	No Effect	No Effect
Shermanbury	High	Negligible-Zero	Minor	No Effect	No Effect	No Effect

Visual Receptor	Sensitivity	Construction phase (3.5 Years)		Operation and maintenance phase		
		Magnitude of change	**Level of effect***	**Level of effect Year 1**	**Level of effect Year 5**	**Level of effect Year 10**
Wineham	High	Zero	No effect	No Effect	No Effect	No Effect
Transport routes						
Climping Street	High to Medium	Negligible-Zero	Minor to Minor / Negligible	No Effect	No Effect	No Effect
A259	High	Medium to Negligible-Zero	**Major / Moderate** (<400m)	Minor / Negligible	No Effect	No Effect
Ferry Road (Sustrans NCR 2 / South Coast Cycle Route)	High	Medium-low	**Moderate** (<200m)	Minor	No Effect	No Effect
Church Lane	High	High	**Major** to **Major / Moderate** (<150m)	**Moderate**	Moderate	Minor
Ford Road	Medium	Negligible-Zero	Minor / Negligible	No Effect	No Effect	No Effect
Railway: Littlehampton / Arundel / Ford	Medium	High to Medium-	**Major / Moderate** to **Moderate** (<1.5km)	No Effect	No Effect	No Effect
A284 Lyminster Road	Medium	High to Medium-high	**Major / Moderate** (<250m)	Moderate / Minor No Effect	Minor / Negligible No Effect	No Effect

Visual Receptor	Sensitivity	Construction phase (3.5 Years)		Operation and maintenance phase		
		Magnitude of change	Level of effect*	Level of effect Year 1	Level of effect Year 5	Level of effect Year 10
(Future baseline: Lyminster Bypass)	Medium	High to Medium	**Major / Moderate** to **Moderate** (<650m)			No Effect
Polling Street	High to Medium	High	**Major to Major / Moderate** to **Moderate** (<200m)	Minor	No Effect	No Effect
A27	Medium	Medium-low	Moderate / Minor	Minor	Minor / Negligible	No Effect
A24	Medium	Negligible-Zero	Minor / Negligible	No Effect	No Effect	No Effect
A283 (The Pike)	Medium-high	High to Medium	**Major** to **Moderate** (<1.5km)	**Moderate**	Moderate / Minor to Minor	No Effect
Water Lane	High to Medium	Negligible-Zero	Minor / Negligible	No Effect	No Effect	No Effect
Spithandle Lane	High to Medium	Low to Negligible-Zero	Moderate / Minor to Minor / Negligible	Minor / Negligible	No Effect	No Effect
B2135	Medium	Low to Negligible-Zero	Minor to Minor / Negligible	Minor / Negligible	No Effect	No Effect
B2116	Medium	High	**Major / Moderate** to **Moderate** (<500m)	Moderate / Minor	Minor / Negligible	No Effect

Visual Receptor	Sensitivity	Construction phase (3.5 Years)		Operation and maintenance phase		
		Magnitude of change	Level of effect*	Level of effect Year 1	Level of effect Year 5	Level of effect Year 10
A281	Medium	Medium to Negligible-Zero	**Moderate** to Minor / Negligible	Moderate / Minor	Minor	Minor / Negligible
A272 (excluding Oakendene substation)	Medium	Negligible-Zero	Minor / Negligible	No Effect	No Effect	No Effect
Kings Lane	High to Medium	High	**Major to Major / Moderate** (<100m)	**Moderate** to Moderate / Minor	Minor to Minor / Negligible	No Effect
Kent Street	High to Medium	High	**Major to Major / Moderate** (<1.5km)	**Moderate** to Moderate / Minor	Minor to Minor / Negligible	No Effect
Wineham Lane	High to Medium	High	**Major to Major / Moderate** (<50m)	Minor to Minor / Negligible	Minor to Minor / Negligible	No Effect
Bob Lane	High to Medium	Zero	No Effect	No Effect	No Effect	No Effect
Recreational Routes						
South Downs Way	High	High	**Major** to **Moderate** (<600m to 1.5km)	No Effect	No Effect	No Effect

Visual Receptor	Sensitivity	Construction phase (3.5 Years)		Operation and maintenance phase		
		Magnitude of change	Level of effect*	Level of effect Year 1	Level of effect Year 5	Level of effect Year 10
England Coast Path / Arun Way / PRoW 829	High	Medium	**Major / Moderate** (<400m)	No Effect	No Effect	No Effect
Sustrans NCR 2 / South Coast Cycle Route (See **also** Ferry Road and Church Lane)	High	Medium-low	**Moderate** (<200m)	Minor	No Effect	No Effect
Sustrans NCR 2 / South Coast Cycle Route – see assessment for transport route Ferry Road						
Sustrans NCR 223 / Downs Link	High	High	**Major** to **Moderate** (<430m)	**Moderate**	Minor	No Effect
Arun Way	High	High	**Major** to **Moderate** (<550m)	No Effect	No Effect	No Effect
Monarch's Way	High	High	**Major** (<450m)	Moderate	Moderate to Minor	Minor
Open Access Land						
Atherington	High	Negligible-Zero	Minor	No Effect	No Effect	No Effect
Barpham Hill	High	Low	**Moderate**	Minor	Minor	No Effect
Patching Hill	High	Negligible-Zero	Minor	No Effect	No Effect	No Effect

Visual Receptor	Sensitivity	Construction phase (3.5 Years)		Operation and maintenance phase		
		Magnitude of change	Level of effect*	Level of effect Year 1	Level of effect Year 5	Level of effect Year 10
OAL 1	High	Negligible-Zero	Minor	No Effect	No Effect	No Effect
Sullington Hill	High	High	**Major**	Minor	Minor	No Effect
Chantry Hill	High	Negligible-Zero	Minor	No Effect	No Effect	No Effect
Washington Common	High	Negligible-Zero	Minor	No Effect	No Effect	No Effect
Chanctonbury Hill	High	Negligible-Zero	Minor	No Effect	No Effect	No Effect
Horsebridge Common	High	Negligible-Zero	Minor	No Effect	No Effect	No Effect
Bine's Green	High	Negligible-Zero	Minor	No Effect	No Effect	No Effect
Recreational and Tourist Destinations						
Littlehampton Golf Club	High	Negligible-Zero	Minor	No Effect	No Effect	No Effect
Littlehampton West Beach (Climping Beach)	High	Medium	**Major / Moderate**	No Effect	No Effect	No Effect
Littlehampton East Beach	High	Zero	No Effect	No Effect	No Effect	No Effect

Visual Receptor	Sensitivity	Construction phase (3.5 Years)		Operation and maintenance phase		
		Magnitude of change	Level of effect*	Level of effect Year 1	Level of effect Year 5	Level of effect Year 10
Climping Camp Site	High	Medium	**Major / Moderate**	No Effect	No Effect	No Effect
Climping Caravan Park	High	Medium	**Major / Moderate**	No Effect	No Effect	No Effect
Brookside Caravan Park	High	Negligible-Zero	Minor	No Effect	No Effect	No Effect
Arundel Castle	High	Negligible-Zero	Minor	No Effect	No Effect	No Effect
Chanctonbury Ring	High	Negligible-Zero	Minor	No Effect	No Effect	No Effect
Washington Recreation Ground / Allotments	High	Medium-low	**Minor to Moderate**	No Effect	No Effect	No Effect
Washington Caravan Park	High	Medium-high to Medium	**Major / Moderate** to **Moderate**	No Effect	No Effect	No Effect

*Note: Significant effects in shown in **bold** and extent of significant effect for linear receptors shown in brackets.

Table 1-2 Summary of Public Rights of Way (PRoW) and Open Access Land along the onshore cable corridor

PRoW No.	Construction Effect	Duration < 3.5 Year Construction Phase	**Operational effect** (related to vegetation reinstatement)		
			Year 1	Year 5	Year 10
Part 1: Climping to South Downs National Park (SDNP)					
Arun Way / England Coastal Path National Trail (part) PRoW 829 and Open Access Land	**Major / Moderate** (400m)	3.5 Years (Landfall construction compound)	No Effect	N/A	N/A
PRoW 174	**Major** to **Major / Moderate** (500m of route)	Progressive reinstatement	Minor to None	N/A	N/A
PRoW 173	**Major** to **Major / Moderate** (400m of route)	3.5 Years (Landfall construction compound)	Minor to None	N/A	N/A
PRoW 197	**Major / Moderate** (1km)	3.5 Years (Landfall construction compound)	No Effect	N/A	N/A
PRoW 172	**Major / Moderate** to **Moderate** (500m)	3.5 Years (Landfall construction compound)	No Effect	N/A	N/A

PRoW No.	Construction Effect	Duration < 3.5 Year Construction Phase	Operational effect (related to vegetation reinstatement)		
			Year 1	Year 5	Year 10
Arun Way (part) PRoW 169	**Moderate (400m)**	3.5 Years (Landfall construction compound)	No Effect	N/A	N/A
PRoW 168	**Major to Major / Moderate** (1.2km)	3.5 Years (Climping construction compound)	**Moderate**	Minor to None	N/A
Arun Way (part) PRoW 3110	Moderate to Minor (600m)	3.5 Years (Landfall construction compound)	No Effect	N/A	N/A
PRoW 206	**Major** to **Major / Moderate** (1km of route)	Progressive reinstatement	Minor to None	N/A	N/A
PRoW 206 and 200/5	Moderate to Minor	Progressive reinstatement	No Effect	N/A	N/A
PRoW 2165	**Major** (170m)	Progressive reinstatement	Moderate	Minor	N/A
PRoW 2163/1	**Major** (400m)	Progressive reinstatement	Minor	Minor to None	Minor
PRoW 2207	Minor	N/A	No Effect	N/A	N/A

PRoW No.	Construction Effect	Duration < 3.5 Year Construction Phase	Operational effect (related to vegetation reinstatement)		
			Year 1	Year 5	Year 10
PRoW 2163	**Major** to **Major / Moderate** (1km)	Progressive reinstatement	Minor to None	Minor to None	N/A
PRoW 2202/1	**Major** to **Major / Moderate** (1km)	Progressive reinstatement	Minor to None	Minor to None	Minor
PRoW 3096	Minor	N/A	No Effect	N/A	N/A
PRoW 2200	**Major** to **Major / Moderate** (600m)	Progressive reinstatement	Minor to None	Minor to None	N/A
PRoW 2201	Minor	N/A	No Effect	N/A	N/A
PRoW 2199	**Major** to **Major / Moderate** (250m)	Progressive reinstatement	Minor	Minor to None	Minor
PRoW 2198	**Major** (25m)	Progressive reinstatement	**Major**	**Moderate**	Minor
PRoW 2176	**Major** to **Major / Moderate** (230m)	Progressive reinstatement	**Moderate**	Moderate	Minor
Part 2: SDNP					

PRoW No.	Construction Effect	Duration < 3.5 Year Construction Phase	**Operational effect** (related to vegetation reinstatement)		
			Year 1	Year 5	Year 10
PRoW 2190	**Major** to **Major / Moderate** (420m)	Progressive reinstatement	**Major**	**Moderate**	Minor
PRoW 2188	**Major** (100m)	Progressive reinstatement	**Major**	**Moderate**	Minor
PRoW 2187 and 2787/1	**Major** to **Major / Moderate** (450m)	Progressive reinstatement	Moderate	Moderate	Minor
PRoW 2186	Moderate (200m)	Progressive reinstatement	Minor	Minor	No effect
PRoW 2208	**Major** (100m)	Progressive reinstatement	**Major**	**Moderate**	Minor
PRoW 2174/1	**Major** (100m) and **Major / Moderate** (150m)	Progressive reinstatement	**Major / Moderate**	Minor	Minor
Monarch's Way (part) **PRoW 2175, 2211, 2180/1, 2185 and 2210**	Michelgrove Park: Moderate	Progressive reinstatement	Minor	Minor	No effect
PRoW 2208/1	**Major** (100m)	Progressive reinstatement	**Major / Moderate**	**Moderate**	Minor

PRoW No.	Construction Effect	Duration < 3.5 Year Construction Phase	Operational effect (related to vegetation reinstatement)		
			Year 1	Year 5	Year 10
PRoW 2260 and Open Access Land (OAL 1)	**Major / Moderate** (600m)	Progressive reinstatement	Moderate	Moderate	Minor
Monarch's Way (part) PRoW 2208, 2208/1, 2174 and 2263	Minor	Permanent change adding passing places to access to Michelgrove Park.	No Effect	N/A	N/A
Monarch's Way (part) PRoW 2264 and 2091	Moderate to Minor	Progressive reinstatement	Minor to None	N/A	N/A
PRoW 2262 and 2260/1	**Major / Moderate** (1.2km)	Progressive reinstatement	Minor to None	N/A	N/A
PRoW 2208/2	**Moderate** (800m)	Progressive reinstatement	Minor to None	N/A	N/A
PRoW 2209	**Major to Major / Moderate** (800m)	Progressive reinstatement	Minor to None	N/A	N/A
PRoW 2173	**Major** to **Major / Moderate** (1km)	Progressive reinstatement	Minor to None	N/A	N/A

PRoW No.	Construction Effect	Duration < 3.5 Year Construction Phase	**Operational effect** (related to vegetation reinstatement)		
			Year 1	Year 5	Year 10
PRoW 2282/1	**Major** (1.2km)	Progressive reinstatement	Minor to None	N/A	N/A
PRoW 2092	**Major** to **Major / Moderate** (800m)	Progressive reinstatement	Minor to None	N/A	N/A
PRoW 2260	Moderate (1.4km)	Progressive reinstatement	Minor to None	N/A	N/A
PRoW 2693 and 2673 (Byway) – see South Downs Way assessment in Section 1-4.					
PRoW 2108/1, 2689 and 2282 and Open Access Land at Sullington Hill (OAL 2)	**Major** to **Major / Moderate** (1km)	Progressive reinstatement	Moderate	Moderate to Minor	Minor
PRoW 2671/1, 2684 and 2683	Minor (1.3km)	N/A	No Effect	N/A	N/A
PRoW 2686	Minor (500m)	N/A	No Effect	N/A	N/A

PRoW No.	Construction Effect	Duration < 3.5 Year Construction Phase	Operational effect (related to vegetation reinstatement)		
			Year 1	Year 5	Year 10
PRoW 2691	Minor (1.2km)	N/A	No Effect	N/A	N/A
PRoW 2665	**Major** to **Major / Moderate** (750m)	Progressive reinstatement	**Moderate**	Moderate to Minor	Minor
PRoW 2697	**Major** (<150m)	Progressive reinstatement	**Major**	**Moderate**	Minor
PRoW 2666	**Moderate** to **Minor** (550m)	Progressive reinstatement	Minor	Minor	Minor
PRoW 2698 and 3181	Minor	N/A	No Effect	N/A	N/A
PRoW 2623 and Open Access Land	Minor	N/A	No Effect	N/A	N/A
PRoW 2699	Minor	N/A	No Effect	N/A	N/A
PRoW 2703	**Major** to **Major / Moderate** (180m)	Progressive reinstatement	**Moderate**	**Moderate**	Minor
PRoW 2089/2	Minor	Progressive reinstatement	No Effect	N/A	N/A

PRoW No.	Construction Effect	Duration < 3.5 Year Construction Phase	Operational effect (related to vegetation reinstatement)		
			Year 1	Year 5	Year 10
Part 3: SDNP to Oakendene / Bolney					
PRoW 2710	**Major** to **Major / Moderate** (375m)	Progressive reinstatement	**Moderate**	**Moderate**	Minor
PRoW 2709	**Major** (150m)	N/A	**Moderate**	Moderate	Minor
PRoW 2617, 2616 and 2614	Minor to No effect	N/A	No Effect	N/A	N/A
PRoW 2711	**Major** (230m)	Progressive reinstatement	**Major**	**Moderate**	Minor
PRoW 2514	**Major** (180m)	Progressive reinstatement	**Moderate**	**Moderate**	Minor
PRoW 2594	**Major / Moderate** (460m)	Progressive reinstatement	**Moderate**	**Moderate**	Minor
PRoW 2589/1	**Major** (400m)	Progressive reinstatement	**Moderate**	**Moderate**	Minor
PRoW 2587	Minor	N/A	No Effect	N/A	N/A

PRoW No.	Construction Effect	Duration < 3.5 Year Construction Phase	Operational effect (related to vegetation reinstatement)		
			Year 1	Year 5	Year 10
Horsebridge Common (Open Access Land)	Minor	N/A	No Effect	N/A	N/A
PRoW 2588	Minor	Progressive reinstatement	No Effect	N/A	N/A
PRoW 2583/2	Minor	N/A	No Effect	N/A	N/A
PRoW 2519	**Major / Moderate** to **Moderate** (1km)	Progressive reinstatement	**Moderate**	**Moderate**	Minor
PRoW 2520	**Major / Moderate** to **Moderate** (300m)	Progressive reinstatement	Moderate	Moderate	Minor
PRoW 3200	Minor	N/A	No Effect	N/A	N/A
PRoW 2525, 3517, 2530 and 2531	Minor	N/A	No Effect	N/A	N/A
PRoW 2372	Minor	N/A	No Effect	N/A	N/A

PRoW No.	Construction Effect	Duration < 3.5 Year Construction Phase	Operational effect (related to vegetation reinstatement)		
			Year 1	Year 5	Year 10
PRoW 2372	**Moderate** (250m)	Progressive reinstatement	Moderate	Moderate	Minor
PRoW 2372/1, 2372 and 2372/2	Minor	N/A	No Effect	N/A	N/A
PRoW 2374	**Major** (400m)	Progressive reinstatement	Moderate	Moderate	Minor
PRoW 2808	**Major / Moderate** (10m)	N/A	No Effect	N/A	N/A
PRoW 1841	**Major / Moderate** (830m)	Progressive reinstatement	**Moderate**	**Moderate**	Minor
PRoW 2800	**Major / Moderate** (150m)	N/A	No Effect	N/A	N/A
PRoW 1774	**Major** (150m)	Progressive reinstatement	Minor	Minor	Minor
PRoW 1781	**Major / Moderate** (830m)	Progressive reinstatement	Moderate	Moderate	Minor
PRoW 1776/1	**Major / Moderate** (150m)	Progressive reinstatement	Moderate	Moderate	Minor

PRoW No.	Construction Effect	Duration < 3.5 Year Construction Phase	**Operational effect** (related to vegetation reinstatement)		
			Year 1	Year 5	Year 10
PRoW 1782	**Major / Moderate** (150m)	Progressive reinstatement	Moderate	Moderate	Minor
PRoW 1783 and 1784	**Major / Moderate** (150m)	Progressive reinstatement	Moderate	Moderate	Minor
PRoW 1730	**Major / Moderate** (80m)	Progressive reinstatement	**Moderate**	**Moderate**	Minor
PRoW 1787	**Major** to **Major / Moderate** (175m)	Progressive reinstatement	Moderate	Moderate	Minor
PRoW 1789 (East)	Minor	N/A	No Effect	N/A	N/A
PRoW 1789 (West)	**Major** to **Major / Moderate** (150m)	Progressive reinstatement	**Major / Moderate**	**Moderate**	Minor
PRoW 1775 and 1777	Minor	N/A	No Effect	N/A	N/A
PRoW 1788	Minor	N/A	No Effect	N/A	N/A
PRoW 1786	**Moderate** (400m)	N/A	No Effect	N/A	N/A

PRoW No.	Construction Effect	Duration < 3.5 Year Construction Phase	Operational effect (related to vegetation reinstatement)		
			Year 1	Year 5	Year 10
PRoW 36Bo	Minor	N/A	No Effect	N/A	N/A
PRoW 1T	**Major / Moderate** (125m)	Progressive reinstatement	**Moderate**	Moderate	Minor
PRoW 8T	**Moderate to Minor** (100m)	N/A	No Effect	N/A	N/A
PRoW 34Bo	Minor	N/A	No Effect	N/A	N/A

*Note: Significant effects in shown in **bold** and extent of significant effect for linear receptors shown in brackets.

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1.2 Visual effects on views from settlements

1.2.1 The visual effects likely to be experienced from settlements include consideration of residential areas, the public realm and public open spaces within the settlement boundaries that will be frequented by people. A Residential Visual Amenity Assessment has been undertaken in respect of individual residential properties in **Appendix 18.5: Residential Visual Amenity Assessment, Volume 4** of the ES (Document Reference: 6.4.18.5, updated Deadline 5).

1.2.2 The sensitivity of each of these receptors (people) at settlements has been assessed as **High** through a combination of high susceptibility and high to medium value. Residents are assessed as of high susceptibility of residents in accordance with GLVIA 3, paragraph 6.33 (Landscape Institute and IEMA, 2013) and the methodology in **Appendix 18.1: LVIA methodology, Volume 4** of the ES (Document Reference: 6.4.18.5). The value of the view is also likely to be regarded as high by the residents themselves, but the views from settlements in the study area vary between either being nationally designated as part of the South Downs National Park (SDNP) or not designated for their scenic value and accord a high or medium value in this respect. Routing of the onshore cable corridor has sought to avoid settlements and many of the settlements have a degree of perimeter screening from mature vegetation.

1.2.3 The zone of theoretical visibility (ZTV) and viewpoint analysis in **Appendix 18.2: Viewpoint Analysis, Volume 4** of the ES (Document Reference: 6.4.18.2) indicates that significant visual effects will extend up to 650m from the onshore cable corridor. Consequently, only settlements within 1km of the onshore cable corridor are included in the detailed assessment in this Appendix as settlements beyond this distance will either have no views of the onshore cable corridor or very limited visibility due to screening from intervening vegetation, built-form and/or landform.

1.2.4 In summary, none of the settlements included in the assessment will be significantly affected in terms of their views and visual amenity, by the onshore cable corridor. The church at Wiston is separate from the settlement and views from the edge of the churchyard would be significantly affected (**Major adverse** and **Significant**) see Viewpoint J1: **Figure 18.50a-b, Volume 3** of the ES (Document Reference: 6.3.18).

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Table 1-3 Visual effects of onshore cable corridor on Settlements: Climping

Climping and Atherington	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoints: A (Figure 18.24a-b, Volume 3 (Document Reference: 6.3.18)) and B1 (Figure 18.26a-c, Volume 3 (Document Reference: 6.3.18))**
Landscape designation	None
Settlement description	The settlement assessment for Climping includes a small, historic area centred around St Mary's Church, south of Ford Prison and dispersed areas of settlement at Horsemere Green to the west and dispersed properties along Climping Street to the south associated with Atherington which is also included as part of this settlement assessment. Many of the historic areas (Atherington and St Mary's Church) are typically surrounded by mature trees and hedgerows limiting outward views. This area of settlement is located approximately 450m distance from the trenchless crossing construction compound TC-01, at its closest point, with parts of Horsemere Green extending 2km distance from the onshore cable corridor. Individual properties at Brookpits and Kent's Farm (including Climping Church of England Primary School) are included in the Residential Visual Amenity Assessment (RVAA) in **Appendix 18.5: Residential Visual Amenity Assessment, Volume 4** (of the ES Document Reference: 6.4.18.5, updated Deadline 5). All of these areas are well screened by mature hedges and trees.
Sensitivity	**High**
Magnitude of change and level of residual effect	
	Views of the onshore cable corridor will be limited from the settlement due to the distance and intervening mature trees and hedgerows that typically surround the properties within the settlement areas. Properties at Atherington,

Climping and Atherington

During construction:

including the hotel complex to the west of Climping Street, and most of the properties along Climping Street are screened by mature vegetation (trees and hedges). Visibility of the construction works to the east at between 500m and 1km distance would view the onshore cable corridor and trenchless crossing construction compound TC-01, through the screening and filtering effects of mature vegetation. Properties at New Thatched Cottages and Black Horse Cottages will have more open, eastern views over the top of garden hedges / vegetation at approximately 750m distance. The magnitude of change during the winter months will range between **Low** to **Negligible-Zero** and the level of effect **Moderate to Minor** and **Not Significant**. Viewpoint A is not representative of the views from the settlement at Atherington or along Climping Street as it is located closer to the landfall and illustrates open views from the top of the sea defences.

Properties at Horsemere Green and along Church Lane, including those around St Mary's Church are located between approximately 750m and 2km distance from the onshore cable corridor to the east. All of these properties are screened by successive layers of mature intervening vegetation including garden hedges / trees and intervening trees and hedgerows in fields and along boundaries and some large farm buildings at Church Farm. Church Lane is also well treed. The magnitude of change during the winter months will be **Negligible-Zero** and the level of effect **Minor** and **Not Significant**.

The Climping temporary construction compound and the associated construction access (A-05) will be visible from Church Lane to the south of the area of settlement further north. The closest property on Church Lane, immediately to the north is screened by a dense garden vegetation, fencing and mature trees and the magnitude of change during the winter months will be **Negligible-Zero** and the level of effect **Minor** and **Not Significant**. Viewpoint B1 illustrates the Climping temporary construction compound from the construction access on Church Lane and is not representative of a view from within the settlement.

The number of temporary construction accesses in this area have been reduced from those presented in the Preliminary Environmental Information Report (PEIR) (Rampion Extension Development Limited (RED), 2021) and include temporary construction accesses (A-01) off Ferry Road, directly into the proposed DCO Order Limits; and A-05 off Church Lane, directly into the Climping temporary construction compound such that it will have no visual effect on the areas of settlement at Climping, Horsemere, and Atherington. (The visual effects on these accesses on the views from roads are assessed in Section 1.3). The closest access to the settlement are at A-01 on Bread

Climping and Atherington

	Lane and A-06 on the southern edge of Climping. Both of these are for operational use and will have **No effect** on the views and visual amenity of settlements.
	Level of effect — **Moderate to Minor** and **Not Significant**
	Type of effect — Short-term, temporary, direct and adverse to neutral. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), particularly as the temporary construction compound will be required for the whole of the construction period. The construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.
During operation and maintenance: - Year 1	All construction areas will have been reinstated, including the onshore cable corridor, the Climping temporary construction compound and construction access (A-01 and A-05). The residual effects on any notched hedges, further to the east near the River Arun will not be visible. Therefore, there will be **No Effect** on the views and visual amenity of settlement included in this assessment.
- Year 5	There will be **No Effect** on the views and visual amenity of settlement included in this assessment.
- Year 10	There will be **No Effect** on the views and visual amenity of settlement included in this assessment.
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from most the core settlement except from a small number of properties on the southern extent of Climping Lane at Atherington. These views will be further limited due to the sea defences at Climping Beach. The SLVIA of the offshore elements of the Proposed

Climping and Atherington	
	Development is reported in **Chapter 15: Seascape, landscape and visual impact assessment, Volume 2** of the ES (Document Reference: 6.2.15). There are no significant visual effects resulting from the onshore elements of the Proposed Development. The likelihood of visual effects occurring concurrently due to the visibility of the offshore elements of the Proposed Development (namely the installation and commissioning of the offshore substation and wind turbines) and the construction of the onshore cable corridor will be limited to approximately 12 months. The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible.
Cumulative effects assessment	The onshore elements of the Proposed Development will be experienced cumulatively with residential development. In particular at Horsemere Green (ID 13 / 14, application CM/48/21/RES) and Ferry Road (ID 61 / 62, Arun Local Plan - reference site SD9). All of these developments are contained by existing tree / hedgerow screening along roads and will have limited cumulative visibility with the onshore elements of the Proposed Development when viewed from settlements. The additional cumulative effect on the onshore elements of the Proposed Development will be limited to the construction phase and will be **Minor** and **Not Significant**. The onshore elements of the Proposed Development will not therefore contribute significantly to the combined cumulative effects of other development.

Table 1-4 Visual effects of onshore cable corridor on Settlements: Littlehampton

Littlehampton	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoints: C (Figure 18.22a-b, Volume 3) and C1 (Figure 18.23a-b, Volume 3) of the ES (Document Reference: 6.3.18)**
Landscape designation	None

Littlehampton	
Settlement description	The settlement of Littlehampton is a relatively large town located on the southern West Sussex coastline and to the east of the River Arun. The settlement is relatively compact, with a variety of housing styles reflecting different periods of expansion. The historic focus of the settlement is the beach and coastline to the south; from here the settlement has expanded north over time, and many of the most recent areas of development are located on the northern and northwest edge of the settlement. The River Arun has served as a natural barrier to expansion west, with a rail line acting as a further, man-made edge - although some are either side of the rail line is occupied by warehouses and retail parks. Views within the settlement are often 'internal', being restricted by surrounding built development, however there are views from the outer edges of the settlement to the south over the beach and coastline, west across the River Arun valley - particularly from new development at the northwest edge of the settlement, and north towards the South Downs. The settlement is located approximately 0.1km distance from onshore cable corridor at its closest point to the northwest of the settlement and approximately 3.1km distance from its furthest point to the east of the settlement.
Sensitivity	**High**
Magnitude of change and level of residual effect	
During construction:	Visibility of the onshore cable corridor and associated construction will be largely screened and limited in the south-east by non-residential development along the River Arun including marinas, the Riverside Industrial Estate; Lineside Industrial Estate; vegetation along the river and associated roads (A259 bridge crossing); and Littlehampton Golf Course. The magnitude of change from these areas will be **Negligible-Zero** and the level of effect **Minor** and **Not Significant**. Construction access (A-09) is located off the A259 and the Lineside Industrial Estate and will have no effect on the views from the residential areas of this settlement. New housing development at Court Wick to the north-east of Littlehampton includes perimeter parkland and landscaping that is maturing and includes mature hedgerows along field boundaries, building up successive layers of fore and mid-ground vegetation between residential properties along Benjamin Grey Drive and Boniface Avenue

	and the onshore cable corridor and trenchless crossing construction compound TC-03 at between 60-150m distance. Viewpoint C1 is located at the outer edge of the parkland, beyond the hedge screening, demonstrating a worst case that is not representative of the settlement. The property at Brook Barn Farm is screened by large farm buildings, which will also screen views of trenchless crossing construction compound TC-04. Properties further north at Wick are largely screened by vegetation along the railway line. The magnitude of change during the winter months will range between **Low** to **Negligible-Zero** and the level of effect **Moderate to Minor** and **Not Significant**.
	Level of effect — **Moderate to Minor** and **Not Significant**
	Type of effect — Short-term, temporary, direct and adverse to neutral. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.
During operation and maintenance: - Year 1	The onshore cable corridor will have been reinstated and all hedges, trees and woodland in this area are to be retained ensuring **No Effect** on these views and visual amenity at Year 1.
- Year 5	There will be **No Effect** on the views and visual amenity of settlement included in this assessment.
- Year 10	There will be **No Effect** on the views and visual amenity of settlement included in this assessment.
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations will be significantly visible (**Major**) from the southern edge of Littlehampton as reported in **Chapter 15: Seascape, landscape and visual impact assessment, Volume 2** of the ES (Document Reference: 6.2.15).

Littlehampton	
	There are no significant visual effects resulting from the onshore elements of the Proposed Development. The likelihood of visual effects occurring concurrently due to the visibility of the offshore elements of the Proposed Development (namely the installation and commissioning of the offshore substation and wind turbines) and the construction of the onshore cable corridor will be limited to approximately 12 months. The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible.
Cumulative effects assessment	The onshore elements of the Proposed Development will be experienced cumulatively with residential development. In particular at Ferry Road (ID 61 / 62, Arun Local Plan - reference site SD9) and Court Wick (ID32, application LU/355/10/) the latter of which is largely completed. All of these developments are contained by existing tree / hedgerow screening along roads and will have limited cumulative visibility with the onshore elements of the Proposed Development when viewed from settlements. The additional cumulative effect on the onshore elements of the Proposed Development will be limited to the construction phase and will be **Moderate to Minor** and **Not Significant**. The onshore elements of the Proposed Development will not therefore contribute significantly to the combined cumulative effects of other development.

Table 1-5 Visual effects of onshore cable corridor on Settlements: Lyminster

Lyminster	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoints: H1a (Figure 18.33a-b, Volume 3) and H1c (Figure 18.34a-b, Volume 3) of the ES (Document Reference: 6.3.18)**
Landscape designation	None

Lyminster	
Settlement description	Lyminster is a small settlement located to the north of Littlehampton. The settlement has a relatively historic layout, with most of the properties developed along a bend on Lyminster Road (A284) and a short lane leading to St Mary Magdalene Church. The western edge of the settlement is occupied by large agricultural buildings and there are some glasshouses and paddocks to the east, with further dispersed properties to the northwest near Brookfield Lodge. The settlement is bounded by large agricultural fields in a relatively 'flat' landscape affording some middle-distance views, although most of the property boundaries comprise mature hedgerows, trees and walls which restrict views across the surrounding landscape. Consequently, the settlement has a strong sense of enclosure. The settlement is located approximately 50m distance from onshore cable corridor, at its closest point to the south of the settlement. It is well screened by mature hedgerows, trees and walls with few exceptions. Individual properties on the southern edge of the settlement at Lullyng Cottage and a further one on Orchard Lane, which have more open views to the south are included in **Appendix 18.5: Residential Visual Amenity Assessment, Volume 4** of the ES (Document Reference: 6.4.18.5, updated Deadline 5).
Sensitivity	**High**
Magnitude of change and level of residual effect	
During construction:	The closest viewpoint locations (H1a and d) are not representative of the views from within the settlement and due to the screening of intervening vegetation and buildings. Viewpoint H1d is located on a PRoW just south of the settlement boundary and would have clear views of the onshore cable corridor. Viewpoint H1a is located further south on Lyminster Road viewing back towards Lyminster and demonstrates the vegetation screening that surrounds and encloses the village. Views of the onshore cable corridor will be limited due to the intervening mature garden vegetation, hedgerows, trees and walls that screen outward views from the edges of the settlement. Large farm buildings at Church Farm in the west, and glasshouses in the east also screen outward views. From within the settlement, further screening is provided by buildings and there would be no view of the onshore cable corridor and associated construction, including trenchless crossing construction compound TC-05 from the central areas of the village including St Mary

Lyminster

	Magdalene Church. With the exception of two properties included in the RVAA (Lullyng Cottage and one other along Orchard Lane) the magnitude of change during the winter months will mainly be **Negligible-Zero**, increasing to **Low** when viewing south from Lyminster Road and partly screened or filtered by roadside vegetation which is to be retained. Consequently, the level of effect will be **Moderate to Minor** and **Not Significant**.
Level of effect	**Moderate to Minor** and **Not Significant**
Type of effect	Short-term, temporary, direct and adverse to neutral. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.
During operation and maintenance: - Year 1	All construction areas will have been reinstated, including the onshore cable corridor and trenchless crossing construction compounds TC-05 and TC-06/a. The residual effects on any notched hedges will not be visible from within the settlement and consequently, there will be **No Effect** on the views and visual amenity.
- Year 5	There will be **No Effect** on the views and visual amenity of the settlement.
- Year 10	There will be **No Effect** on the views and visual amenity of the settlement.
Whole Proposed Development effects	The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible. The offshore elements of the Proposed Development will not be visible.

Lyminster	
Cumulative effects assessment	The onshore elements of the Proposed Development will be experienced cumulatively with the Lyminster Bypass (ID 59, application WSCC/049/18/LY) which will be part of the future baseline. The additional cumulative effect on the onshore elements of the Proposed Development will be limited to the construction period and will be **Moderate to Minor** and **Not Significant**. The onshore elements of the Proposed Development will not therefore contribute significantly to the combined cumulative effects of the Lyminster Bypass due to the limited visibility from within the settlement.

Table 1-6 Visual effects of onshore cable corridor on Settlements: Poling

Poling	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoints: H2a-c (Figure 18.36a-b to 18.38a-b, Volume 3) of the ES (Document Reference: 6.3.18)**
Landscape designation	None
Settlement description	Poling is a small settlement located to the west of Angmering and to the south of the SDNP. The settlement has a linear layout, with most of the properties clustered along Poling Street to the east of Manor Farm and the church. This part of the settlement is set within a relatively 'flat' rural landscape and well contained by surrounding mature trees and hedgerows that restrict views across the surrounding landscape and enclose the village. Further properties are strung along Poling Street to the north and are also well screened by perimeter vegetation, although set a little apart from the main area of the settlement. There are also properties at Poling Corner, further north near the junction of Polling Street and the A27 and these are also well screened by perimeter vegetation.
Sensitivity	**High**

Poling

Magnitude of change and level of residual effect	
During construction:	The closest viewpoint locations (H2a-c) are not representative of the views from the settlement and due to their proximity to the cable corridor and greater distance from the settlement as well as the intervening vegetation screening, viewpoints were selected beyond the settlement boundary, including H2a, which is located within the proposed DCO Order Limits on Poling Street. The other two viewpoints (H2b-c) illustrated Negligible – Zero visibility. The onshore cable corridor is routed to the north of Poling, through a gap between the properties on Poling Street and Poling Corner. The two closest properties to the north and south (Harvest View at Poling Corner and Rowandean to the south) are included in **Appendix 18.5: Residential Visual Amenity Assessment, Volume 4** of the ES (Document Reference: 6.4.18.5, updated Deadline 5). The visual effects will not be significant due to the screening effects of vegetation and the orientation of the properties (**Low** magnitude of change). Due to the intervening distance and mature vegetation, the magnitude of change (during the winter months) likely to be experienced from Poling will be **Negligible-Zero**, increasing to **Low** when including the closest properties on Poling Street. Consequently, the level of effect will be **Moderate to Minor** and **Not Significant**.
Level of effect	**Moderate to Minor** and **Not Significant**
Type of effect	Short-term, temporary, direct and adverse to neutral. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.

Poling	
During operation and maintenance: - Year 1	All construction areas will have been reinstated, including the onshore cable corridor and trenchless crossing construction compounds TC-07 and TC-07/a. The residual effects on any notched hedges will not be visible from within the settlement and consequently, there will be **No Effect** on the views and visual amenity.
- Year 5	There will be **No Effect** on the views and visual amenity of the settlement.
- Year 10	There will be **No Effect** on the views and visual amenity of the settlement.
Whole Proposed Development effects	The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible. The offshore elements of the Proposed Development will not be visible.
Cumulative effects assessment	The onshore elements of the Proposed Development will not be significantly visible and will not therefore contribute significantly to the combined cumulative effects of other development. In addition, other cumulative development, including the Lyminster Bypass (ID 59, application WSCC/049/18/LY) and the Arundel Bypass (ID1, application TR010045) are some distance away and will not lead to significant combined cumulative effects on the views and visual amenity from Poling in combination with the onshore elements of the Proposed Development.

Table 1-7 Visual effects of onshore cable corridor on Settlements: Washington

Washington	
Figures: 18.4b and 18.7b, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoints: H (Figure 18.31a-c, Volume 3), and H1 (Figure 18.32, Volume 3) of the ES (Document Reference: 6.3.18)**

Washington	
Landscape designation	South Downs National Park
Settlement description	Washington is a small settlement on the northern edge of the SDNP to the southeast of Storrington. The settlement is located on flat to gently sloping landform. The majority of properties are bounded by mature garden vegetation with shrubs and trees that filter or screen outward views, although there are some limited long to mid-range, views of the chalk escarpment and associated hills and woodland to the south. There are playing fields to the north of the village and the settlement is bounded to the north by the A283 and to the west by the A24. The settlement is located immediately to the south of the proposed DCO Order Limits. North of the proposed DCO Order Limits and the village entrance signs, further along the A283 there are some car show rooms and Washington Caravan Park, including some further residential properties and the roundabout junction of the A283 / A24. Rock Common Quarry is located further to the north, beyond woodland.
Sensitivity	**High**
Magnitude of change and level of residual effect	
During construction:	The onshore cable corridor is routed to pass through the fields and playing field to the north of Washington and will be underground as illustrated by Viewpoint H (**Negligible-Zero** magnitude). Views of the cable corridor further to the west will be screened by mature woodland along the A24 and to the east and northeast by mature woodland along the A283 and layers of successive intervening hedgerows and trees. Viewpoint H1 is located at the road junction with the A283 to the north-east, just beyond the village entrance sign, the Washington construction compound would be significantly visible at close range on the other side of the A283, beyond trees. This view is not however representative of views from the settlement which is located further to the south beyond trees. Due to the long section of trenchless crossing and intervening mature vegetation, the magnitude of change on the views and visual amenity experienced from the settlement will be **Negligible-Zero**, and the level of effect will be **Minor** and **Not Significant**. (The visual effect on views from the Washington Recreation Ground and allotments are assessed separately in **Table 1-47**).

Washington

	Level of effect	**Minor** and **Not Significant**
	Type of effect	Short-term, temporary, direct and adverse to neutral. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), particularly as the temporary construction compound will be required for the whole of the construction period.
During operation and maintenance: - Year 1	All construction areas will have been reinstated and there will be **No Effect** on the views and visual amenity of the settlement at Washington.	
- Year 5	There will be **No Effect** on the views and visual amenity of the settlement.	
- Year 10	There will be **No Effect** on the views and visual amenity of the settlement.	
Whole Proposed Development effects	The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible. The offshore elements of the Proposed Development will not be visible.	
Cumulative effects assessment	The onshore elements of the Proposed Development will not be significantly visible and will not therefore contribute significantly to the combined cumulative effects with other development, including Rock Common Quarry which is already included in the baseline as an on-going development. There will be no cumulative visual effects on the views and visual amenity of Washington.	

Table 1-8 Visual effects of onshore cable corridor on Settlements: Wiston

Wiston	
Figures: 18.4b and 18.7b, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoints: J1 (Figure 18.50a-b, Volume 3), and J1 (Figure 18.51a-b, Volume 3) of the ES (Document Reference: 6.3.18)**
Landscape designation	South Downs National Park
Settlement description	Wiston and Buncton is a small, dispersed settlement to the northeast of Washington, north of the A283 on Water Lane. It is set within a shallow wooded valley along Water Lane, which limits outward views. The main focus are the properties clustered around the phone box and the Old Post Office or 'Meeting Place', north of woodland and contained by mature trees in all directions. All Saints Church is located further south, beyond the woodland and set apart from the properties on Water Lane. It is accessed by a wooded footpath off Water Lane. Further farms and dispersed properties in the surrounding area include Buncton Manor Farm to the south-east, Butcher's Farm to the south and west of Water Lane, Abbots Farm on Hole Street to the north and further properties on Spithandle Lane, also to the north. All of these properties are surrounded by mature trees. Viewing from the edge of the church yard the views are more open and the chalk escarpment of the SDNP is visible with Chanctonbury Ring on the skyline (Viewpoints J1 and J2).
Sensitivity	**High**
Magnitude of change and level of residual effect	
During construction:	The onshore cable corridor is routed to the south of the woodland separating Wiston from Buncton Manor Farm and Butcher's Farm, which are also well screened by mature trees and hedges. Trenchless crossing construction compounds TC-19 and/or TC-19a would be located in the adjoining fields on either side of Water Lane and also screened by mature trees / woodland and hedges. All of the vegetation along both sides of Water Lane will be retained. The magnitude of change would be **Negligible-Zero** (during the winter months.

Wiston

There would be more open views from the church yard (Viewpoints J1) and the magnitude of change would be **High**, although these views are an exception and not representative of the views from Water Lane and the main residential areas including the Meeting Place. Overall, the level of effect will be **Minor** and **Not Significant**.

Level of effect	**Minor** and **Not Significant**
Type of effect	Short-term, temporary, direct and adverse to neutral. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.

During operation and maintenance: - Year 1	All construction areas will have been reinstated and there will be **No Effect** on the views and visual amenity of the settlement at Wiston.
- Year 5	There will be **No Effect** on the views and visual amenity of the settlement.
- Year 10	There will be **No Effect** on the views and visual amenity of the settlement.
Whole Proposed Development effects	The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible. The offshore elements of the Proposed Development will not be visible.

Wiston	
Cumulative effects assessment	There will be no cumulative visual effects on the views and visual amenity of Wiston.

Table 1-9 Visual effects of onshore cable corridor on Settlements: Ashurst

Ashurst	
Figures: 18.4c and 18.7c, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoint: K (Figure 18.54a-c, Volume 3) of the ES (Document Reference: 6.3.18)**
Landscape designation	None
Settlement description	Ashurst is a small village, set within gently undulating countryside to the west of Henfield and the River Adur on the B2135. The village comprises a group of properties along the B2135 and west of this on School Lane and Church Lane and includes a village hall, church, public house and on the western side of the village a primary school. The minor roads (School Lane and Church Lane) to the west. The settlement is surrounded by pastoral fields with hedgerow and hedgerow tree boundaries which limit views out of the village.
Sensitivity	**High**
Magnitude of change and level of residual effect	

Ashurst

During construction:

The onshore cable corridor crosses the B2135 via a trenchless crossing to the south of the village near Blakes Farm and is routed to the east of the village almost parallel to the B2135 at approximately 150m distance. Views from the B2135 and the central / main areas of the village are outwith the ZTV (**No View**) and the peripheral areas will be well screened by intervening vegetation even during the winter months and the magnitude of change would be **Negligible-Zero**. New construction access (A-48) will be visible just to the north of an existing access to Eaton's Farm and the village entrance signs. An existing low hedge (H269) will be cleared to 20m to allow for construction access, but the existing trees in the verge will be retained. New road surfacing, signage and vegetation management at the entrance to A-48 will be visible although the magnitude of change from the B2135 and the village hall in the northern part of the village will be **Low** (but with increased visibility to the north of the village). Viewpoint K is located further to the east of the village on the access road to Eaton's Farm. The visualisations illustrate the route of the onshore cable corridor in the foreground fields and the mature trees and vegetation that screen Ashurst village beyond. Overall, the level of effect will be **Moderate to Minor** and **Not Significant**.
Two individual properties on the eastern edge of the settlement at Southview at Wellen's Farm and Sinclair House, have more open views to the east that would be significantly affected, although they are not representative of the views and visual amenity of the village. Both of these properties are included in **Appendix 18.5: Residential Visual Amenity Assessment, Volume 4** of the ES (Document Reference: 6.4.18.5, updated Deadline 5).

Level of effect	**Moderate to Minor** and **Not Significant**
Type of effect	Short-term, temporary, direct and adverse to neutral. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.

During operation and maintenance: - Year 1

All construction areas, including the construction access (A-48) will have been reinstated and there will be **No Effect** on the views and visual amenity of the settlement at Ashurst.

Ashurst	
	Vegetation (H269) cleared from the B2135 to the immediate north of the village will be reinstated, but not yet mature. The effects are assessed under transport routes for the B2135.
- Year 5	There will be **No Effect** on the views and visual amenity of the settlement.
- Year 10	There will be **No Effect** on the views and visual amenity of the settlement.
Whole Proposed Development effects	The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible. The offshore elements of the Proposed Development will not be visible.
Cumulative effects assessment	There will be no cumulative visual effects on the views and visual amenity of Wiston.

Table 1-10 Visual effects of onshore cable corridor on Settlements: Partridge Green

Partridge Green	
Figures: 18.4c and 18.7c, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoints: T (Figure 18.61a-b, Volume 3), T1 (Figure 18.62, Volume 3) of the ES (Document Reference: 6.3.18)**
Landscape designation	None

Partridge Green	
Settlement description	Partridge Green is located to the northwest of Henfield and the River Adur. It is outwith the ZTV except for the southern part of the settlement which is screened by large buildings at the Star Road Trading Estate and mature woodland at Ash Wood. Residential properties on the eastern edge of the settlement along Hazelwood Road and Finches Close, and the King George V playing fields, south of the B2116, are well screened by intervening mature trees and successive layers of trees and hedgerows further east.
Sensitivity	**High**
Magnitude of change and level of residual effect	
During construction and operation and maintenance years 1, 5, and 10:	The settlement is largely outwith the ZTV and the screening effects of intervening vegetation and buildings along the eastern perimeter mean there will be no view of the onshore cable corridor (**Zero** magnitude) and **No Effect**. **Level of effect** **No Effect**
Whole Proposed Development effects	The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible. The offshore elements of the Proposed Development will not be visible.
Cumulative Effect	N/A

Table 1-11 Visual effects of onshore cable corridor on Settlements: Shermanbury

Shermanbury	
Figures: 18.4c and 18.7c, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoints: T (Figure 18.61a-b, Volume 3), W (Figure 18.64, Volume 3) of the ES (Document Reference: 6.3.18)**
Landscape designation	None
Settlement description	Shermanbury is a linear settlement located along the A281 to the east of Partridge Green and north of the River Adur. The majority of the settlement is situated to the east of the A281. It is located in a gently undulating rural landscape. The settlement is surrounded by a mix of large and small pasture and arable fields, divided by hedges and linear woodland strips bounding the fields and the A281, limiting views out. The majority of properties are bounded by mature garden vegetation which also filter or screen views.
Sensitivity	**High**
Magnitude of change and level of residual effect	
During construction:	The onshore cable corridor is routed to the west of the settlement, beyond Shermanbury Grange and crosses the B2116 between Shermanbury and Partridge Green approximately 500m west of the A281 in Shermanbury. Much of the settlement is out with the ZTV and there would be **No View** of the onshore cable corridor. Properties at Shermanbury Grange, Wymarks, The Barracks and Morley are partly within the ZTV although well screened by mature trees and hedges such that the magnitude of change would be **Negligible-Zero**. Construction access (A-52) is routed along an existing access, off the A281 and turning construction traffic would lead to a **Negligible-Zero** magnitude of change. Trenchless crossing construction compound (TC-24) and construction access (A-56) are located in a small field to the north of the village entrance signs on the A281. With the exception of vegetation removed at the access to allow for visibility splays and the bell mouth (W503, cleared to 10m), all the intervening mature, roadside woodland and

	vegetation will be retained as the A281 is crossed via a trenchless crossing. Consequently, the magnitude of change affecting the views from the northern part of the village will be **Negligible-Zero**. One property (North Lodge) is located to the west of the village, beyond Shermanbury Grange and the village entrance signs at approximately 90m distance from the proposed DCO Order Limits. The western views from this property will be significantly affected, although they are not representative of the views and visual amenity of the Shermanbury. North Lodge is included in **Appendix 18.5: Residential Visual Amenity Assessment, Volume 4** of the ES (Document Reference: 6.4.18.5, updated Deadline 5).
	Level of effect — **Minor** and **Not Significant**
	Type of effect — Short-term, temporary, direct and adverse to neutral. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.
During operation and maintenance: - Year 1	All construction areas, including the construction accesses (A-52 and A-56) will have been reinstated and there will be **No Effect** on the views and visual amenity of the settlement at Shermanbury.
- Year 5	There will be **No Effect** on the views and visual amenity of the settlement.
- Year 10	There will be **No Effect** on the views and visual amenity of the settlement.

Shermanbury	
Whole Proposed Development effects	The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible. The offshore elements of the Proposed Development will not be visible.
Cumulative effects assessment	There will be no cumulative visual effects on the views and visual amenity of Shermanbury.

Table 1-12 Visual effects of onshore cable corridor on Settlements: Wineham

Wineham	
Figures: 18.4c and 18.7c, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoints: Omitted viewpoints SC1, 2, 7 and Y**
Landscape designation	None
Settlement description	The linear settlement of Wineham is strung along Wineham Lane to the south of the existing National Grid Bolney substation. Much of the village is outwith the ZTV, over 1km from the onshore cable corridor and well screened by successive layers of intervening mature trees, woodland and hedges.
Sensitivity	**High**
Magnitude of change and level of residual effect	

Wineham	
During construction and years 1, 5, and 10:	The settlement is largely outwith the ZTV and the screening effects of intervening vegetation and buildings mean there will be no view of the onshore cable corridor (**Zero** magnitude of change) and **No Effect**. **Level of effect** **No effect**
Whole Proposed Development effects	The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible. The offshore elements of the Proposed Development will not be visible.
Cumulative effects assessment	N/A

1.3 Visual effects on views from Transport Routes

1.3.1 This section of the assessment considers the visual effects on views of the onshore cable corridor from the transport routes within the Study Area.

1.3.2 The views from these transport routes will be experienced transiently by road users (mainly drivers and where appropriate cyclists and walkers where there is provision) who will experience the onshore cable corridor as part of the changing sequence of views experienced from the road. Each of these transport routes were driven or travelled in both directions in order to assess the potential effects and each assessment has been assisted on-site with the use of sequential wirelines transects and ZTV maps.

1.3.3 The sensitivity of receptors on roads has been assessed as Medium and accords with GLVIA 3, paragraph 6.33 (Landscape Institute and IEMA, 2013) and the methodology in **Appendix 18.1: Landscape and visual impact assessment methodology, Volume 3** of the ES (Document Reference: 6.3.18.1). Many of the transport routes are not designated for their scenic value with the exception of Ferry Road which is overlapped (Sustrans NCR 2 / South Coast Cycle Route) and a small number of transport routes within or close to the SDNP where the value is assessed as high. The sensitivity of these transport routes therefore has been assessed as High. In contrast, the susceptibility of many transport routes to the specifics of the onshore elements of the Proposed Development is often lower, due to the nature and experience of the viewer as a result of factors such as variable speed of travel, view availability, view direction / direction of travel and the diversity of road users. Responding to consultation, the assessment has allowed for walkers, cyclists and horse riders using minor country lanes. These receptors have been assessed as of High sensitivity in contrast to people in cars and those driving along more trafficked routes including ‘A’ and ‘B’ class roads which are assessed as of Medium sensitivity.

1.3.4 In summary, short sections of 12 of the 20 transport routes assessed within the Study Area will experience significant visual effects during the construction phase. The temporary construction activity at these locations will be limited to the construction of that section of the onshore cable corridor and progressively restored as the temporary construction activity moves along the onshore cable corridor. The significantly affected views from transport routes include parts of:

- Approximately 200m of Ferry Road (which is also overlapped by Sustrans NCR 2 and the South Coast Cycle Route).
- Approximately 400m of the A259 (which is also overlapped by Sustrans NCR 2 and the South Coast Cycle Route).
- Approximately 150m of Church Lane at Climping (which is also overlapped by the South Coast Cycle Route).
- Approximately 250m of the A284 Lyminster Road south of Lyminster.
- Approximately 200m of the Poling Street, north of Poling.
- Approximately 1.5km of the A283 (The Pike) east of Washington.
- Approximately 500m of the B2116 between Partridge Green and Shermanbury.

- Approximately 25m of the A281 near Greentree Farm;
- Approximately 100m of Kings Lane, off Kent Street, south of Oakendene;
- Approximately 250m of Kent Street, south of Oakendene;
- Approximately 50m of Wineham Lane, near the existing National Grid Bolney substation; and
- approximately 1.5km of the Littlehampton / Ford / Arundel railway line.

1.3.5 Allowing for a future baseline that includes the Lyminster Bypass, significant visual effects will be experienced from approximately 650m of the new road to the east of Lyminster.

Operational and maintenance phase

1.3.6 During the operation and maintenance phase, visual effects will continue to affect the views and visual amenity of transport routes at seven locations, due to the loss of mature vegetation and its replacement with new hedgerow planting that will take up to 5 years to establish and up to 10 years to begin to 'match' the height and maturity of the existing hedges. One of these locations will be significant, affecting the views and visual amenity from the A283.

1.3.7 Many of the affected hedges will be 'notched to 14m' a process that would see the maximum extent of hedge retained between the cable trenches. A cross section illustrating this is provided in **Annex A** of the **Outline Landscape and Ecology Management Plan** (Document Reference: 7.10).

1.3.8 The transport routes that will be affected during the early years of the operation and maintenance phase are listed as follows:

- A283 (The Pike) east of Washington due to the views from the road of successive hedges and treelines crossed by the onshore cable corridor during the construction phase. Reinstatement of the visual amenity when viewed obliquely from the road is likely to take at least five years and will be achieved by a combination of new planting and mature vegetation retained within the notched hedges and treelines between the four cable trenches.
- Spithandle Lane, west of the B2135 due to the hedge removal, although there would be limited visibility of this. Reinstatement of the new planting will establish in 5 years due to the limited visibility.
- B2135 just to the north of Ashurst due to the removal of a low hedge (H269) to allow for construction access A-48. Reinstatement of the visual amenity at the village entrance will involve the reinstatement of the access road and the new planting which will establish in 5 years due to the lower height of the existing hedge. Existing trees in the grass verge at the village entrance will be retained.
- B2116, affecting the roadside hedges between Partridge Green and Shermanbury. Reinstatement of the visual amenity due to the growth of new planting along the roadside is likely to take at least five years due to the maturity of the lost vegetation. The new planting will, however, be supplemented by mature vegetation retained within the notched hedges between the four cable trenches.

- Kings Lane, off Kent Street, affecting the roadside trees and hedges on either side of the road. Reinstatement of the visual amenity due to the growth of new planting along the roadside is likely to take at least five years. The new planting will, however, be supplemented by mature vegetation retained within the notched hedges between the four cable trenches.
- Wineham Lane, north of the existing National Grid Bolney substation due to the hedge / tree removal that will be visible beyond the post and rail roadside boundary. Reinstatement of the visual amenity and new planting will establish in 5 years due to the intervening distance and the 'gappy' state of the existing hedge.
- A272 / Kent Street, due to vegetation removal that will be visible from the roadside and beyond existing hedges in connection with the access to the onshore substation, visibility splays and passing paces on Kent Street. Reinstatement of the visual amenity and new planting will establish in 5 years due to the intervening distance and the limited visibility from the road that would view these effects obliquely.

Whole Proposed Development Effects and Cumulative Effects

1.3.9 The SLVIA of the offshore elements of the Proposed Development is reported in **Chapter 15: Seascape, landscape and visual impact assessment, Volume 2** (Document Reference: 6.2.15).

1.3.10 There is the possibility of significant combined cumulative effects on the A259, Ferry Road and Church Lane. These would result from the visibility of the onshore elements of the Proposed Development, experienced sequentially from these routes with residential development at Horsemere Green (ID 13 / 14, application CM/48/21/RES) and Ferry Road (ID 61 / 62, Arun Local Plan - reference site SD9) assuming they occur either simultaneously and / or consecutively in separate phases.

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Table 1-13 Visual effects of onshore cable corridor on Transport Routes: Climping Street

Climping Street: A259 to the beach at Atherington	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoints: A (Figure 18.24a-b, Volume 3) and B1 (Figure 18.26a-c, Volume 3) of the ES (Document Reference: 6.3.18)**
Landscape designation	None
Route description	Climping Street is a minor, unclassified road that runs between the A259 and the beach at Atherington (Climping Beach) (approximately 1.3km in length). The route is located approximately 750m distance from the onshore cable corridor at its closest point. Settlement at Climping and along Climping Street is assessed in **Table 1-13**.
Sensitivity	**High to Medium:** The transport route is not a designated tourist route, although it does provide access to the beach with car parking facility. The value of the transport route is therefore assessed as **Medium**. Most of the road users will experience the landscape transiently whilst driving, cycling or walking and experiencing a sequence of views, often in one direction focused on the direction of travel (High to Medium susceptibility). Considering the use of the minor road to link settlement and access the beach, the sensitivity of road users has been assessed as High (walkers, cyclists and horse riders) to Medium (other road users).
Magnitude of change and level of residual effect	
During construction:	Views of the onshore cable corridor will be limited from Climping Street due to the intervening distance, screening from roadside buildings vegetation, and more distant screening from field boundary trees and hedgerows. The construction works (including the onshore cable corridor and trenchless crossing construction compound TC-01)

will be occasional visible through gaps between buildings and vegetation to the east at between 500m and 1km distance, appearing at an oblique angle from the direction of travel in the background of views.

The magnitude of change during the winter months will range between **Negligible-Zero** and the level of effect **Minor / Negligible** and **Not Significant**. Viewpoint A is not representative of the views from Climping Street, although it is the closest viewpoint in this area. It is located closer to the landfall and illustrates open views from the top of the sea defences.

Level of effect	**Minor to Minor / Negligible** and **Not Significant**
Type of effect	Short-term, temporary, direct and adverse to neutral. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.

During operation and maintenance: - Year 1	All construction areas will have been reinstated and there will be **No Effect** on the views and visual amenity experienced from this transport route.
- Year 5	There will be **No Effect** on the views and visual amenity of this transport route.
- Year 10	There will be **No Effect** on the views and visual amenity of this transport route.
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will not be visible from the majority of Climping Street.

Climping Street: A259 to the beach at Atherington	
	The SLVIA of the offshore elements of the Proposed Development is reported in **Chapter 15: Seascape, landscape and visual impact assessment, Volume 2** of the ES (Document Reference: 6.2.15). The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible.
Cumulative effects assessment	Due to the high levels of screening along Climping Street and the lack of intervisibility with other cumulative development there will be no cumulative visual effects on the views and visual amenity experienced from this transport route.

Table 1-14 Visual effects of onshore cable corridor on Transport Routes: A259

A259: Littlehampton to Middleton-on-Sea	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoint: C (Figure 18.22a-b, Volume 3) of the ES (Document Reference: 6.3.18)**
Landscape designation	None
Route description	The A259 is the main route along the south coast between Warblington in the west and Folkestone in the east. Within the LVIA Study Area and the ZTV, the A259 passes between a point south of Horsemere Green and Littlehampton. The onshore cable corridor passes beneath the transport route via a trenchless crossing at its closest point and is located approximately 800m distance from the onshore cable corridor at its furthest point within the ZTV Horsemere Green.
Sensitivity	**High** - cyclists – due to the overlap with the Sustrans Cycle Route 2 and South Coast Cycle Route.

Medium - for other road users.

The transport route is not a designated tourist route, however, it is overlapped by the Sustrans Cycle Route 2 / South Coast Cycle Route and the value of the transport route is therefore assessed as High for cyclists. Most of the road users will experience the landscape transiently whilst driving or cycling and experiencing a sequence of views, often in one direction focused on the direction of travel and at higher speeds with other traffic (Medium susceptibility). As a result, the overall sensitivity of users on this transport route has been assessed as **Medium** (other road users) to **High** (cyclists).

Magnitude of change and level of residual effect

During construction:

Starting in the west, there will be no visibility of the onshore cable corridor and associated construction works from the A259 west of the roundabout junction with Church Lane, due to the screening effects of trees / woodland lining the route. The tree screening continues along the road to the DOC order limits. Despite the screening effects of roadside vegetation there will be intermittent visibility of the Climping construction compound, including a cement bound sand batching plant and the onshore cable corridor, affecting up to approximately 400m of the route viewing north, where there are gaps in the vegetation between the western end of the recreation area and Clymping Village Hall and the wooded embankment screening views from the approach to the bridge over the River Arun.

The onshore cable corridor passes to the south of the A259, east of Climping Caravan Park, on a trenchless crossing and emerges in an arable field to the north of the road. There will be intermittent views of the onshore cable corridor in oblique views to the north of the A259 as the it passes through the large arable field. This will be most visible to eastbound traffic and views will be filtered through and between roadside vegetation. As the onshore cable corridor is trenchless to the south, there will be very limited views of any works in this direction. The A259 is on a slight embankment at this point and therefore road users will have a slightly elevated view of the cable corridor where it will be possible to view the excavated trench alongside soil storage, construction machinery and construction traffic. Although relatively close range, views will be fleeting as traffic will be travelling at speed.

The magnitude of change during the winter months will range between **Medium** to **Negligible-Zero**, affecting views in both directions and the level of effect **Major / Moderate** to **Minor / Negligible** and **Significant**.

Views south from the A259 will also be well screened by mature roadside vegetation and the onshore cable corridor will be trenchless. Therefore, there would be **No effect** on the views south.

There will also be glimpsed and winter views from the bridge over the River Arun for both east and west bound traffic where the onshore cable corridor will be visible in gaps in the riverside vegetation in the background of the view as illustrated in Viewpoint C (**Figure 18.27, Volume 3** of the ES (Document Reference: 6.3.18). The magnitude of change will range from **Low** to **Negligible-Zero** and the level of effect **Minor / Negligible** and **Not Significant**. There will be no visibility of the onshore cable corridor from the remainder of the transport route.

Level of effect	**Major / Moderate** and **Significant** (400m)
Type of effect	Short-term, temporary, direct and adverse. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.

During operation and maintenance: - Year 1	All construction areas will have been reinstated and there will be **No effect** on the views and visual amenity experienced from this transport route.
- Year 5	There will be **No effect** on the views and visual amenity of this transport route.
- Year 10	There will be **No effect** on the views and visual amenity of this transport route.

A259: Littlehampton to Middleton-on-Sea	
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will have very limited visibility (Not Significant) to the south from the A259. The SLVIA of the offshore elements of the Proposed Development is reported in **Chapter 15: Seascape, landscape and visual impact assessment, Volume 2** of the ES (Document Reference: 6.2.15). The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible.
Cumulative effects assessment	The onshore elements of the Proposed Development will be experienced cumulatively with residential development. In particular at Horsemere Green (ID 13 / 14, application CM/48/21/RES) and Ferry Road (ID 61 / 62, Arun Local Plan - reference site SD9). Development at both locations will be largely screened by roadside vegetation and the sequential cumulative effect from the A259 will be limited (**Minor**). Whilst the additional cumulative effect on the onshore elements of the Proposed Development will not be significant, the combined cumulative effects of other development, experienced sequentially will be **Significant** (**Moderate**) assuming they occur either simultaneously and / or consecutively in separate phases.

Table 1-15 Visual effects of onshore cable corridor on Transport Routes: Ferry Road

Ferry Road (Sustrans NCR 2 / South Coast Cycle Route): A259 to River Arun	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoint: Q (Figure 18.60, Volume 3) of the ES (Document Reference: 6.3.18)**
Landscape designation	None

Ferry Road (Sustrans NCR 2 / South Coast Cycle Route): A259 to River Arun

Route description	Ferry Road is a minor road that runs roughly east-west between the A259 and a small residential, marina and commercial area of Littlehampton on the western banks of the River Arun. In total the transport route is approximately 1.3km in length.
Sensitivity	**High** - cyclists – due to the overlap with the Sustrans Cycle Route 2 and South Coast Cycle Route. **Medium** - for other road users. The transport route is not a designated tourist route, however, it is overlapped by the Sustrans Cycle Route 2 and the value of the transport route is therefore assessed as High for cyclists. Most of the road users will experience the landscape transiently whilst driving or cycling and experiencing a sequence of views, often in one direction focused on the direction of travel and at higher speeds with other traffic (Medium susceptibility). As a result, the overall sensitivity of users on this transport route has been assessed as **Medium** (other road users) to **High** (cyclists).
Magnitude of change and level of residual effect	
During construction:	The onshore cable corridor is routed beneath Ferry Road via a trenchless crossing and there would be no visibility of the onshore cable corridor to the north from Ferry Road. The upper part of the cement bound sand batching plant at the temporary Climping construction compound will be visible from the road, appearing above the trees as illustrated in Viewpoint: Q (**Figure 18.60, Volume 3** of the ES (Document Reference: 6.3.18)). The magnitude of change during the winter months will range between **Low** to **Negligible-Zero**, affecting views east bound road users. Viewing south, up to both trenchless crossing construction compounds TC-01a and TC-02 will be visible with part of the onshore cable corridor visible beyond at approximately 130-650m distance. The view will however be heavily filtered / screened by mature roadside vegetation with fleeting views through gaps in the vegetation. Construction access (A-01) will provide an additional gap with new bell mouth, signage and vegetation management (roadside vegetation at W193 and W194 to be retained) also visible along with turning construction traffic (**Low** to **Negligible-**

	Zero magnitude of change). Approximately 200m of the view from the road to the east of the onshore cable corridor is open, affecting the views experienced by east bound road users (**Medium-low** magnitude of change). Overall, the magnitude of change during the winter months will range between **Medium-low** to **Negligible-Zero**, affecting eastward views and the level of effect will be **Moderate** and **Significant** for 200m, reducing to **Minor / Negligible** and **Not Significant** for the remainder to the transport route.
	Level of effect — **Moderate** and **Significant** (for approximately 200m)
	Type of effect — Short-term, temporary, direct and adverse. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.
During operation and maintenance: - Year 1	All construction areas will have been reinstated and there will be **No Effect** on the views and visual amenity experienced from this transport route.
- Year 5	There will be **No Effect** on the views and visual amenity of this transport route.
- Year 10	There will be **No Effect** on the views and visual amenity of this transport route.
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will have some visibility to the south from Ferry Road. The SLVIA of the offshore elements of the Proposed Development is reported in **Chapter 15: Seascape, landscape and visual impact assessment, Volume 2** of the ES (Document Reference: 6.2.15).

Ferry Road (Sustrans NCR 2 / South Coast Cycle Route): A259 to River Arun	
	The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible.
Cumulative effects assessment	The onshore elements of the Proposed Development will be experienced cumulatively with residential development at Ferry Road (ID 61 / 62, Arun Local Plan - reference site SD9) affecting the views to the north and the onshore cable corridor visible to the south. Both the additional cumulative effect on the onshore elements of the Proposed Development and the combined cumulative effects of other development, experienced sequentially will be S**ignificant** (**Major**) assuming they occur either simultaneously and/or consecutively in separate phases.

Table 1-16 Visual effects of onshore cable corridor on Transport Routes: Church Lane

Church Lane (South Coast Cycle Route and the Arun Way: A259 to Horsemere Green Lane	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoint: B1 (Figure 18.21, Volume 3) of the ES (Document Reference: 6.3.18)**
Landscape designation	None
Route description	Church Lane is a minor road located to the east of Horsemere Green that connects the northern areas of Climping with the A259 to the south. In total, Church Lane is approximately 500m in length.
Sensitivity	**High** – cyclists / walkers – due to the overlap with the South Coast Cycle Route and the Arun Way. **Medium** - for other road users.

Church Lane (South Coast Cycle Route and the Arun Way: A259 to Horsemere Green Lane

The transport route is not a designated tourist route, however, it is overlapped by the South Coast Cycle Route and the value of the transport route is therefore assessed as High for cyclists. Most of the road users will experience the landscape transiently whilst driving or cycling and experiencing a sequence of views, often in one direction focused on the direction of travel and at higher speeds with other traffic (Medium susceptibility). As a result, the overall sensitivity of users on this transport route has been assessed as **Medium** (other road users) to **High** (cyclists).

Magnitude of change and level of residual effect

During construction:

The onshore cable corridor will not be visible from Church Lane.

The temporary Climping construction compound and construction access (A-05) will be located off the southern part of Church Lane to the north of the recreation area and Clymping Village Hall. New bell mouth (H10 cleared to 20m), signage and vegetation management (pruning) to allow for visibility splays will be visible from the road. Where visible, the construction compound will contain a cement bound sand batching plant (up to 20m high) construction vehicles, materials and equipment, welfare facilities and office space. The views will however be heavily filtered / screened by mature roadside vegetation and perimeter construction screen fencing / hoarding, beyond the vegetation, with fleeting views through construction access (A-05) as illustrated by Viewpoint B1 (**Figure 18.21, Volume 3** of the ES (Document Reference: 6.3.18)). The magnitude of change during the winter months will range between **High** to **Medium**, affecting views in both directions for approximately 150m of the road. The level of effect will therefore range from **Major** to **Major / Moderate** and **Significant**.

Visual effects on the views from the remainder of the route will reduce to **Moderate / Minor** to **Minor / Negligible** and **Not Significant** according to the extent of vegetation screening.

Level of effect	**Major** to **Major / Moderate** and **Significant** (<150m)
Type of effect	Short-term, temporary, direct and adverse. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the

	construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.
During operation and maintenance: - Year 1	All construction areas will have been reinstated. However, new replacement planting (H10), will have been undertaken, but not yet established. The magnitude of change visible from the roadside will be **Medium-low** and the level of effect **Moderate** and **Significant**.
- Year 5	New trees and hedgerow would be established and managed vegetation (H10) will re-grow. The magnitude of change will reduce to **Low** (all seasons) and the level of effect **Moderate** and **Not Significant**.
- Year 10	The re-established trees and hedgerow will be approaching semi-maturity. The magnitude of change will reduce to **Negligible – Zero** and the level of effect **Minor** and **Not Significant**.
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations will not be significantly visible from Church Lane. The SLVIA of the offshore elements of the Proposed Development is reported in **Chapter 15: Seascape, landscape and visual impact assessment, Volume 2** of the ES (Document Reference: 6.2.15). The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible.
Cumulative effects assessment	The onshore elements of the Proposed Development will be experienced cumulatively with residential development at Horsemere Green (ID 13 / 14, application CM/48/21/RES) affecting views to the east and west by road users travelling north and south along Church Lane. Development at both locations will be largely screened by roadside

Church Lane (South Coast Cycle Route and the Arun Way: A259 to Horsemere Green Lane	
	vegetation. However, where visible, the sequential and combined cumulative effects will be **Significant** (**Major / Moderate**) assuming they occur either simultaneously and / or consecutively in separate phases.

Table 1-17 Visual effects of onshore cable corridor on Transport Routes: Ford Road

Ford Road: Horsemere Green Lane to Arundel	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoint: D (Figure 18.24a-b, Volume 3) of the ES (Document Reference: 6.3.18)**
Landscape designation	None
Route description	Ford Road is a minor road located to the north of Church Lane and Horsemere Green Lane and the A27 at Arundel, via Ford Prison and to the east of the River Arun.
Sensitivity	**Medium:** The transport route is not a designated tourist route and does not pass through an area designated for its scenic value. The value of the transport route is therefore assessed as **Medium**. Most of the road users will experience the landscape transiently whilst driving or cycling and experiencing a sequence of views, often in one direction and focused on the direction of travel, although there are also wider views across the Arun valley floor (Medium susceptibility).
Magnitude of change and level of residual effect	

Ford Road: Horsemere Green Lane to Arundel

During construction:	The onshore cable corridor is routed over 1km to the west of Ford Road and mostly beyond the River Arun. Where visible, the onshore cable corridor will be seen in the background of the view, often at an oblique angle to the road and behind intervening field boundary hedgerows and/or the railway line which is on slight embankment. Due to the intervening distance and successive layers of intervening vegetation the magnitude of change will range from **Negligible-Zero** and in most instances, there will be no view of the onshore elements of the Proposed Development. At most the level of effect will be **Minor / Negligible** and **Not Significant**.	
	Level of effect	**Minor / Negligible** and **Not Significant**
	Type of effect	Short-term, temporary, direct and neutral. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.
During operation and maintenance: - Year 1	All construction areas will have been reinstated and there will be **No Effect** on the views and visual amenity experienced from this transport route.	
- Year 5	There will be **No Effect** on the views and visual amenity of this transport route.	
- Year 10	There will be **No Effect** on the views and visual amenity of this transport route.	
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will have some visibility to the south from Ford Road.	

Ford Road: Horsemere Green Lane to Arundel	
	The SLVIA of the offshore elements of the Proposed Development is reported in **Chapter 15: Seascape, landscape and visual impact assessment, Volume 2** of the ES (Document Reference: 6.2.15). The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible.
Cumulative effects assessment	The additional cumulative effect on the onshore elements of the Proposed Development will be limited to the construction phase and will not be significant. The onshore elements of the Proposed Development will not therefore contribute significantly to the combined cumulative effects of other development such as the Arundel Bypass.

Table 1-18 Visual effects of onshore cable corridor on Transport Routes: Railway - Littlehampton / Ford / Arundel

Railway: Littlehampton / Ford / Arundel	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoint: C (Figure 18.22a-b, Volume 3) of the ES (Document Reference: 6.3.18)**
Landscape designation	None
Route description	The railway line between Littlehampton / Ford / Arundel principally includes two routes: between Littlehampton Station to Ford Station and Angmering Station, via Littlehampton to Arundel Station. Passengers on the trains will experience a sequence of views, perpendicular to the railway line, through the carriage windows, viewing in opposite directions from either side of the carriage.

Railway: Littlehampton / Ford / Arundel

Sensitivity	**Medium:** The railway line is not a designated tourist route and does not pass through an area designated for its scenic value. The value of the rail route is therefore assessed as **Medium**. Most of the rail passengers will experience the landscape transiently and will generally experience views from one side of the train. Views will be dependent on orientation of seating and passengers will experience a sequence of views, often in one direction (Medium susceptibility).
Magnitude of change and level of residual effect	
During construction:	Littlehampton to Ford Station: Starting in the east, visibility of the onshore cable corridor will commence as the train carriages pass the trenchless crossing construction compound (TC-04) west of Brook Barn Farm, viewed when travelling in either direction (east or west). TC-04 is located close to the railway line (crossed via trenchless crossing) with the onshore cable corridor continuing almost parallel to the line for approximately 450m along the transport route, <200m distance from the line. A range of temporary construction activity will be visible including the open cut trench, soil storage, fencing, construction vehicles and equipment. Local task and vehicle lighting may be visible in the view in poor weather / light conditions. The magnitude of change would range between **High** to **Medium**, subject to the level of vegetation screening along the railway. The highest magnitude of change would occur when the train carriages are perpendicular to the trenchless crossing construction compounds (TC-03 and TC-04) collectively affecting <250m of the transport route. Consequently, the level of effect would be **Major / Moderate** to **Moderate** and **Significant** (450m) reducing to **Minor** to **Minor / Negligible** and **Not Significant**. Beyond this point there would be no further visibility of the onshore elements of the Proposed Development. Littlehampton to Arundel: Starting in the south, from Littlehampton Station, visibility of the onshore cable corridor will commence as the train emerges from under the A259 where there would be limited and fleeting visibility to the south of the top of the alternative, trenchless crossing construction compound (TC-03a) beyond vegetation and the River Arun at approximately 200m distance (**Negligible-Zero** magnitude of change). The railway line is crossed via a trenchless

crossing and viewing north the trenchless crossing construction compound (TC-03) would be visible close to the line with the onshore cable corridor continuing almost parallel to the line for approximately 1.7km along the transport route, <200m distance from the line. (Approximately 200m of this overlaps with the Littlehampton to Ford Station route). A range of construction activity will be visible including the open cut trench, soil storage, fencing, construction vehicles and equipment. Local task and vehicle lighting may be visible in the view in poor weather / light conditions. The magnitude of change would range between **High** to **Medium**, subject to the level of vegetation screening along the railway. The highest magnitude of change would occur when the train carriages are perpendicular to the trenchless crossing construction compounds (TC-03 and TC-04) collectively affecting <500m of the transport route.

Consequently, the level of effect would be **Major / Moderate** and **Significant** (500m) reducing to **Moderate** and **Significant** for the remainder of this section of the transport route, viewed when travelling in either direction (north or south).

Beyond this point there would be no further visibility of the onshore elements of the Proposed Development.

Level of effect	**Major / Moderate to Moderate** and **Significant** (total 1.5km)
Type of effect	Short-term, temporary, direct and adverse. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.
During operation and maintenance: - Year 1	The onshore cable corridor will have been reinstated and all hedges, trees and woodland in this area are to be retained ensuring **No Effect** on these views and visual amenity at Year 1.

Railway: Littlehampton / Ford / Arundel	
- Year 5	There will be **No Effect** on the views and visual amenity of this transport route.
- Year 10	There will be **No Effect** on the views and visual amenity of this transport route.
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will have very limited visibility (not significant). The SLVIA of the offshore elements of the Proposed Development is reported in **Chapter 15: Seascape, landscape and visual impact assessment, Volume 2** of the ES (Document Reference: 6.2.15). The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible.
Cumulative effects assessment	The onshore elements of the Proposed Development will be experienced cumulatively with the Arundel Bypass development (application TR010045) and the combined cumulative effects, experienced sequentially will be **Significant**, assuming either both occur simultaneously and / or consecutively in separate phases.

Table 1-19 Visual effects of onshore cable corridor on Transport Routes: A284 Lyminster Road

A284 Lyminster Road: A27 / Brookfield to Littlehampton	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoint: H1a (Figure 18.33a-b, Volume 3) and H1c (Figure 18.34a-b, Volume 3) of the ES (Document Reference: 6.3.18)**
Landscape designation	None

A284 Lyminster Road: A27 / Brookfield to Littlehampton

Route description	The A284 Lyminster Road is a main road linking Littlehampton with the A27, routed from the Wick roundabout in Littlehampton to Crossbush roundabout, via Lyminster. The Lyminster Bypass is proposed to the east of Lyminster and scheduled for completion in 2024.
Sensitivity	**Medium:** The transport route is not a designated tourist route and does not pass through an area designated for its scenic value. The value of the transport route is therefore assessed as **Medium**. Most of the road users will experience the landscape transiently whilst driving or cycling and experiencing a sequence of enclosed views, with occasional more open views, often in one direction and focused on the direction of travel (Medium susceptibility).
Magnitude of change and level of residual effect	
During construction:	Between the A27 roundabout at Crossbush and the settlement of Lyminster the Lyminster road is almost entirely outwith the ZTV and mature roadside vegetation (trees, hedges and woodland) along the roadside means there would be **no view** of the onshore cable corridor and associated construction works from this section of the route, north of Brookfield. Between Brookfield and Lyminster two short sections (approximately 40-50m) of the roadside vegetation have been removed as part of the Lyminster Bypass construction works. Glimpsed views to the south-east (south bound road users) through these gaps will reveal views of the onshore cable corridor and trenchless crossing construction compounds (TC-06 and alternative TC-06a) at approximately 300m distance. The magnitude of change will be Low and experienced beyond the existing roadworks for the new Lyminster Bypass or the completed Bypass and associated traffic. The level of effect will be **Minor** and **Not Significant**. There will be **no view** of the onshore cable corridor and associated construction works from the route as it passes through Lyminster. Emerging from the south of Lyminster, the onshore cable corridor will cross the A284 Lyminster Road via a trenchless crossing. However, the existing hedgerow vegetation on the west of the roadside (H27) will be cleared to 15m to allow for construction access (A-12) and scrub (HS8) will be coppiced and vegetation managed (hedge trimming) to maintain visibility splays that will also be reduced by a temporary 30mph speed limit as noted in the

Outline Construction Traffic Management Plan **[REP4-045]**. To the west, the onshore cable corridor will be visible through this gap and over the top of the hedge for some high-sided road users as illustrated by Viewpoint: H1a (Figure 18.33a-b, Volume 3 of the ES (Document Reference: 6.3.18), affecting the views for approximately 125m in each direction (250m of the route in total). A range of construction activity will be visible including the soil storage, fencing, construction vehicles and equipment. Local task and vehicle lighting may be visible in the view in poor weather / light conditions. Allowing for the hedge / scrub removal the magnitude of change would be **High** and the level of effect **Major / Moderate** and **Significant**. Viewing to the east, the onshore cable corridor and trenchless crossing construction compounds (TC-05 and beyond this either TC-06 or alternative TC-06a) will be visible over the top of the hedge for some high-sided road users, affecting the views for approximately 125m in each direction (250m of the route in total). Allowing for the hedge the magnitude of change would be **Medium-high** and the level of effect **Moderate** and **Significant**.

Further south, beyond the Black Ditch the views from the road, available to north bound road users are more open and the onshore cable corridor and trenchless crossing construction compounds (TC-05 and either TC-06 or alternative TC-06a) will be visible at between 150m and 300m distance from approximately 150m of the road, beyond intervening hedges. The magnitude of change would be **Medium-low** to **Low** and the level of effect **Moderate / Minor** to **Minor** and **Not Significant**.

Further south, beyond the junction with Woodcote Lane, views of the onshore cable corridor and trenchless crossing construction compounds would be screened by the built-up area of Littlehampton and Wick and there would be **No effect** on the views in this area or the remaining part of the transport route.

Level of effect	**Major / Moderate** and **Significant** (approximately 15m) **to Moderate** and **Significant** (for approximately 250m)
Type of effect	Short-term, temporary, direct, and adverse. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the

	construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.
During operation and maintenance: - Year 1	All construction areas will have been reinstated. New hedgerow will be planted to infill the gap created by A-12 and the arable field will be restored. The magnitude of change on the view will reduce to **Medium-low** and the level of effect will reduce to **Moderate / Minor** and **Not Significant**.
- Year 5	The reinstated hedgerow will be established and vegetation managed for visibility splays at A-12 will regrow. The magnitude of change will reduce to **Negligible-Zero** and the level of effect will reduce to **Minor / Negligible** and **Not Significant**.
- Year 10	The magnitude of change will be **Zero**. There will be **No Effect** on the views and visual amenity of this transport route.
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will have very limited visibility (Not Significant). The SLVIA of the offshore elements of the Proposed Development is reported in **Chapter 15: Seascape, landscape and visual impact assessment, Volume 2** of the ES (Document Reference: 6.2.15). The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible.
Cumulative effects assessment	The onshore elements of the Proposed Development will be experienced cumulatively with residential development on the northern edge of Wick and the highway development at the Arundel Bypass (TR010045) and the Lyminster Bypass (WSCC/049/18/LY).

A284 Lyminster Road: A27 / Brookfield to Littlehampton	
	Lyminster Bypass: Construction on the Lyminster Bypass has already commenced, and it is due for completion in 2024, prior to the construction phase for the Proposed Development. Accounting for a future baseline, that includes the completed Lyminster Bypass, it is likely that the onshore cable corridor and trenchless crossing construction compounds (TC-05 and either TC-06 or alternative TC-06a) will be visible from approximately 650m of the road. The landscape is relatively open and new roadside planting will not be established or mature and the magnitude of change would range between **High** to **Medium**. The level of effect would be **Major / Moderate** to **Moderate** and **Significant**. Arundel Bypass: Both the additional cumulative effect on the onshore elements of the Proposed Development and the combined cumulative effects of other development, including the Arundel Bypass will be experienced sequentially. The combined cumulative sequential effects will be **Significant** (**Major / Moderate** to **Moderate**) assuming they occur either simultaneously and / or consecutively in separate phases.

Table 1-20 Visual effects of onshore cable corridor on Transport Routes: Poling Street

Poling Street: Poling to A27 at Poling Corner	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoint:B1 (Figure 18.21, Volume 3) of the ES (Document Reference: 6.3.18)**
Landscape designation	The A27 is routed along the southern boundary of the SDNP.

Poling Street: Poling to A27 at Poling Corner

Route description	Poling Street is a minor road located to the south of the A27 and provides road access to the small village of Poling and houses at Poling Corner.
Sensitivity	**High to Medium:** The transport route is not a designated tourist route and does not pass through an area designated for its scenic value. The value of the transport route is therefore assessed as **Medium**. Most of the road users will experience the landscape transiently whilst driving (Medium susceptibility) or cycling / horse riding / walking (High susceptibility) and experiencing a sequence of views, often in one direction and focused on the direction of travel (High to Medium susceptibility).
Magnitude of change and level of residual effect	
During construction:	Poling Street will be crossed by the onshore cable corridor via a trenchless crossing. The onshore cable corridor and trenchless crossing construction compounds (TC-07 and alternative TC-06a) will be visible to both sides of the road, through gaps in the vegetation (W1 and W2) which is to be retained. A small area of scrub will be removed from the roadside (HS1). The onshore cable corridor and trenchless crossing construction compound would appear adjacent to the roadside, beyond the roadside vegetation and continue across the fields for between 900-750m distance. A range of construction activity will be visible including the open cut trench beyond the trenchless sections, soil storage, fencing, construction vehicles and equipment. Local task and vehicle lighting may be visible in the view in poor weather / light conditions. There would be a **High** magnitude of change affecting the views from up to 200m of the road (experienced in both directions). The level of effect would be **Major** to **Major / Moderate** and **Significant**. As the road enters Poling Corner to the north and the edge of Poling to the south the views of the construction works would recede due to the screening effects of vegetation and buildings. The magnitude of change would reduce to **Medium-low** to **Negligible-Zero** and the visual effects would be reduced to **Moderate / Minor** to **Minor / Negligible** and **Not Significant**.

Poling Street: Poling to A27 at Poling Corner

	Level of effect	**Major to Major / Moderate** to **Moderate** and **Significant** (<200m)
	Type of effect	Short-term, temporary, direct and adverse. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.
During operation and maintenance: - Year 1	All construction areas will have been reinstated. New scrub vegetation will be planted and the arable field will be restored. The magnitude of change on the view will reduce to **Negligible** and the level of effect will reduce to **Minor** and **Not Significant**.	
- Year 5	The reinstated scrub will be established and there will be **No Effect** on the views and visual amenity of this transport route.	
- Year 10	The magnitude of change will be **Zero**. There will be **No Effect** on the views and visual amenity of this transport route.	
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will have very limited visibility (Not Significant). The SLVIA of the offshore elements of the Proposed Development is reported in **Chapter 15: Seascape, landscape and visual impact assessment, Volume 2** of the ES (Document Reference: 6.2.15). The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible.	

Poling Street: Poling to A27 at Poling Corner	
Cumulative effects assessment	There will be no significant cumulative visual effects on the views and visual amenity of Poling Street. The Lyminster Bypass construction work has already commenced, and it is due for completion in 2024, prior to the construction phase for the Proposed Development. Accounting for a future baseline, that includes the completed Lyminster Bypass, it is likely that the this will be visible from Poling Street at 1.6km distance, beyond the onshore cable corridor and associated construction works. The combined cumulative effects are unlikely to increase due to the intervening distance to the Lyminster Bypass and the close proximity of the onshore cable corridor. The level of effect would therefore remain **Major / Moderate** to **Moderate** and **Significant**.

Table 1-21 Visual effects of onshore cable corridor on Transport Routes: A27

A27: Arundel to Angmering / Worthing	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	
Landscape designation	South Downs National Park
Route description	The A27 is a major road between the A36 near Salisbury and Pevensey in East Sussex. Within 2km, the A27 is routed between Arundel and Angmering to the west of Worthing. Much of the transport route forms the southern boundary of the SDNP.
Sensitivity	**Medium:** The transport route is not a designated tourist route and does not pass through an area designated for its scenic value. The value of the transport route is therefore assessed as **Medium**. Most of the road users will

experience the landscape transiently whilst driving and experience a sequence of enclosed views, often limited to the road corridor, focused on the direction of travel and at higher speeds with other traffic (Medium susceptibility).

Magnitude of change and level of residual effect

During construction:

The onshore cable corridor crosses the A27 via a trenchless crossing to the west of Hammerpot which will retain all roadside vegetation.

The route of the A27 is lined with mature trees and roadside vegetation, limiting views out beyond the road corridor. The screening effects of the roadside vegetation, combined with the speed of travel and the dual carriageway layout mean that even during the winter months, views through occasional gaps in the vegetation would lead to a **Negligible-Zero** magnitude of change. Consequently, the level of effect would be **Minor / Negligible** and **Not Significant**.

Approximately 150m of the roadside of the northern, east-bound carriageway is more open and gaps in the vegetation / trees mean that road users would be able to see the onshore cable corridor and trenchless crossing construction compounds (TC-10 and potentially TC-11) at <450m distance. Hedgerow removal (W8 and HS13) and construction activity will be visible including the open cut trench beyond the trenchless sections, soil storage, fencing, construction vehicles and equipment. Local task and vehicle lighting may be visible in the view in poor weather / light conditions. Accounting for the speed of travel, views through the gaps in the vegetation would be fleeting and the magnitude of change would be **Medium-low.** The level of effect **Moderate / Minor** and **Not Significant**.

Construction accesses (A-21 and A-22) require confirmation with National Highways.

- Access A-21: Construction and operational access off the A27 at Hammerpot directly into the route of the onshore cable corridor.
- Access A-22: Construction and operational access off the A27 at Hammerpot, requires the removal of 22m of roadside trees / hedge (W12) and vegetation managed / pruned to allow for visibility splays.

A27: Arundel to Angmering / Worthing

	One-way, east bound traffic will glimpse views of the cable corridor in the field to the north through the gaps in the vegetation. The magnitude of change would be **Medium-low** and the level of effect **Moderate / Minor** and **Not Significant**.	
	Level of effect	**Moderate / Minor** and **Not Significant**
	Type of effect	Short-term, temporary, direct and adverse. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.
During operation and maintenance: - Year 1	All construction areas will have been reinstated. New trees and hedgerow will be planted to infill the gap created by A-22 and the arable field will be restored. The magnitude of change on the view will reduce to **Low** and the level of effect will reduce to **Minor** and **Not Significant**.	
- Year 5	The reinstated trees and hedgerow will be established and managed vegetation will re-grow. The magnitude of change will reduce to **Negligible-Zero** and the level of effect will reduce to **Minor / Negligible** and **Not Significant**.	
- Year 10	The magnitude of change will be **Zero**. There will be **No Effect** on the views and visual amenity of this transport route.	

A27: Arundel to Angmering / Worthing	
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will have very limited visibility (not significant). The SLVIA of the offshore elements of the Proposed Development is reported in **Chapter 15: Seascape, landscape and visual impact assessment, Volume 2** of the ES (Document Reference: 6.2.15). The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible.
Cumulative effects assessment	The onshore elements of the Proposed Development will not be significantly visible and will not therefore contribute significantly to the combined cumulative effects of other development, such as the Arundel Bypass (ID1, application TR010045) which will be experienced sequentially, assuming this occurs either simultaneously and / or consecutively in separate phases.

Table 1-22 Visual effects of onshore cable corridor on Transport Routes: A24

A24: SDNP / Washington and Rock	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	
Landscape designation	South Downs National Park
Route description	The A24 is a major route between Clapham in London to Worthing. Within the study area it is routed between the SDNP, north of Findon, north to the west of Washington and to the east of Rock and Ashington.

A24: SDNP / Washington and Rock

Sensitivity	**Medium:** Although partly in the South Downs National Park, the transport route is not designated tourist route. It is also a major arterial and busy road connecting the southern settlements. The value of the transport route is therefore assessed as **Medium**. Most of the road users will experience the landscape transiently whilst driving and experience a sequence of enclosed views, often limited to the road corridor, focused on the direction of travel and at higher speeds with other traffic (Medium susceptibility).
Magnitude of change and level of residual effect	
During construction:	The onshore cable corridor crosses the A24 via a trenchless crossing to the north-west of Washington which will retain all roadside vegetation. The route of the A24 is lined with mature trees and roadside vegetation, limiting views out beyond the road corridor. The screening effects of the roadside vegetation, combined with the speed of travel and the dual carriageway layout mean that even during the winter months, views through gaps in the vegetation would lead to a **Negligible-Zero** magnitude of change. Consequently, the level of effect would be **Minor / Negligible** and **Not Significant**. The route of the A24 is in cut to the south of the onshore cable crossing (no view) and outwith the ZTV to the north of Washington. Consequently, there would be **No Effect** on the views from the rest of the A24.
Level of effect	**Minor / Negligible** and **Not Significant**
Type of effect	Short-term, temporary, direct, and neutral. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.

A24: SDNP / Washington and Rock	
During operation and maintenance: - Year 1	All construction areas will have been reinstated and there will be **No Effect** on the views and visual amenity experienced from this transport route.
- Year 5	There will be **No Effect** on the views and visual amenity of this transport route.
- Year 10	There will be **No Effect** on the views and visual amenity of this transport route.
Whole Proposed Development effects	The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible. The offshore elements of the Proposed Development will not be visible.
Cumulative effects assessment	The onshore elements of the Proposed Development will not be significantly visible and will not therefore contribute to significant cumulative effects with other development, such as ongoing mineral works at Rock Quarry.

Table 1-23 Visual effects of onshore cable corridor on Transport Routes: A283 (The Pike)

A283 (The Pike): Storrington to Steyning	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoint: H1 (Figure 18.32, Volume 3) and J4 (Figure 18.52a-b, Volume 3) of the ES (Document Reference: 6.3.18)**
Landscape designation	The A283 skirts the northern boundary of the SDNP.

A283 (The Pike): Storrington to Steyning

Route description	The A283 is a major route that travels on a roughly southeast-northwest axis between Milford in the north and Shoreham on the south coast. Within the study area it passes roughly east-west between Storrington and Steyning, and crosses the A24 at a roundabout to the north of Washington.
Sensitivity	**Medium-high:** The transport route is not a designated tourist route although it bounds the SDNP and views into the SDNP. The value of the transport route is therefore assessed as **Medium-high**. Most of the road users will experience the landscape transiently whilst driving and experience a sequence of views, often focused on the direction of travel and at higher speeds with other traffic (Medium susceptibility).
Magnitude of change and level of residual effect	
During construction:	There are three trenchless crossings of the A283 and the temporary construction compound at Washington is located to the north of this road, north of Washington. Between construction access (A-43) and east of Water Lane, the onshore cable corridor and associated construction works will be visible to the north affecting northern views from to up to 400m of the A283 at approximately 300m distance, beyond 2-3 intervening hedges. The magnitude of change will be **Low,** and the level of effect will be **Moderate / Minor** and **Not Significant**. The first trenchless crossing is approximately 280m west of the junction of Water Lane and Lower Chanctonbury Ring Road with the A283. The trenchless crossing with retain all of the woodland to the south of the roadside. Consequently, views south towards the onshore cable corridor and trenchless crossing construction compound (TC-18) will be screened by mature vegetation. In winter (when there is not leaf cover) there will be some limited visibility with TC-18 just the other side of the trees and the magnitude of change will be **Low** to **Negligible-Zero**. The level of effect will be **Moderate / Minor** to **Minor** and **Not Significant**. Viewing north the roadside hedge is low and part of this (H197) would be cleared for 15m to allow for construction access A-42 with vegetation managed (trimming hedge) for visibility splays which will be reduced by temporary speed restrictions as noted in the **Outline Construction Traffic Management Plan [REP4-045]**. This will allow glimpsed views north along the cable corridor to the brow of the hill. Hedge notching to 14m (H202) will be visible at approximately 100m distance and

the magnitude of change will be **Medium-low**. The level of effect will be **Moderate / Minor** and **Not Significant** due to the speed of travel and likely glimpsed nature of the view.

The onshore cable corridor continues west, routed to the south of the road (within the SDNP) roughly parallel to the A283 for approximately 1km before being screened by a block of woodland opposite Rock Quarry (KP 20.9km). The onshore cable corridor will be located at between 10m and 150m distance from the roadside field boundary and visible to road users travelling in both directions. The roadside vegetation consists of trees and a relatively low hedge that will allow road users to view the onshore cable corridor as it crosses the pasture fields on the northern edge of the SDNP, below the chalk escarpment and the Chanctonbury Ring skyline (Viewpoint J4, **Figure 18.52a-b, Volume 3** of the ES (Document Reference: 6.3.18)). Roadside hedgerow (H185) will be cleared to 10m to allow for construction access A-41 and hedge managed to visibility splays at Lower Chancton which will be reduced by temporary speed restrictions as noted in the **Outline Construction Traffic Management Plan** [**REP4-045]**.. A range of temporary construction activity will be visible through this gap and over the top of the remaining hedge including the open cut trench beyond the trenchless sections, soil storage, fencing, construction vehicles and equipment. Local task and vehicle lighting may be visible in the view in poor weather / light conditions. Up to four hedges / treelines (W507 / HS561, H181, W498, and H179) will be notched to 14m along with 20m of scrub which will be visible from the road. Due to the scale, proximity and extent of the construction works, the magnitude of change will be **High** to **Medium-high** and affecting approximately 800m of the route, allowing for the screening effects of some small areas of cutting and mature trees. The level of effect will be **Major** to **Major / Moderate** and **Significant**.

South of the block of woodland opposite Rock Quarry (KP 20.9km) the onshore cable corridor continues west, routed to the south of the road (within the SDNP) roughly parallel to the A283 for approximately 450m before terminating at the trenchless crossing (and alternative trenchless crossing construction compound TC-17a).The onshore cable corridor will be located <15m of the roadside field boundary and visible to road users travelling in both directions, viewing over the top of the roadside hedges. Roadside hedgerow (H167) will be cleared to 12m to allow for construction access A-40 and HS1258 coppiced. The remaining vegetation at this access will be managed (pruned) to allow and visibility splays which will be reduced by temporary speed restrictions as noted in the **Outline Construction Traffic Management Plan** [**REP4-045]**. A range of construction activity will be visible through this gap and over the top of the remaining hedge including the open cut trench beyond the trenchless sections, soil

storage, fencing, construction vehicles and equipment. Local task and vehicle lighting may be visible in the view in poor weather / light conditions. Up to a further five hedges / treelines (H168, H163, H162, H158 and W494) will be notched to between 6m and 14m and visible from the road (nine in total). Due to the scale, proximity and extent of the construction works (including potential visibility of alternative TC-17a) the magnitude of change will be **High** and the level of effect **Major** and **Significant**.

As road users continue around the bend in the road (KP20.3km to KP 20km) they would have sight of the construction compound at Washington, including a cement bound sand batching plant which would be partly visible beyond perimeter trees and perimeter screen fencing / hoarding as illustrated in (Viewpoint H1, **Figure 18.32, Volume 3** of the ES (**[REP4-028]**, updated for Deadline 4)). Perimeter trees and hedge (H489) would be cleared to 20m to allow for the bell mouth for construction access A-39. The remaining vegetation at this access will be managed (pruned) to allow and visibility splays which will be reduced by temporary speed restrictions as noted in the **Outline Construction Traffic Management Plan** [**REP4-045]**. This would also allow views into the construction compound. During the winter months (when there is no leaf cover) the magnitude of change will be **High** and affecting approximately 250m of the transport route. The level of effect will be **Major** and **Significant**.

Continuing west from the roundabout north of Washington, there would be limited visibility of the onshore cable corridor and associated construction works due to the screening effects of successive layers of intervening trees and hedges and the distance (between 300m and 600m). New construction accesses (A-33 and A-35) will be created off the A283 through the existing fields. Access A-33 will require hedgerow (H206a) to be cleared to 25m to allow for the bell mouth and new signage. The remaining hedge will be managed (trimmed) for visibility splays which will be visible from the road with the associated tracks extending across the landscape into the distance. This will affect the views from up to 100m of the transport route in two places and the magnitude of change will be **Medium-high**. The level of effect will be **Major / Moderate** and **Significant** due to the loss of vegetation which will open up views of the new construction access. Other existing lanes will be used for operation and maintenance access only (A-32 and A-34).

In total, 1.5km of the transport route would be significantly affected.

For the remainder of the A283 the onshore cable corridor and associated construction works would have **No Effect** on the views from this route, being outwith the ZTV or beyond dense woodland / vegetation screening.

A283 (The Pike): Storrington to Steyning

	Level of effect	**Major** to **Moderate** and **Significant** (1.5km total)
	Type of effect	Short-term, temporary, direct, and adverse. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years) and the temporary construction compound will be required for the whole of this period. The construction works along the cable corridor would however vary in intensity and be subject to phasing and progressive restoration.
During operation and maintenance: - Year 1	All construction areas will have been reinstated. However, nine hedges / treelines will have been notched with a number of these visible successively and sequentially. New replacement planting will have been undertaken, but not yet established. Retained hedgerow between the notches will give the appearance of a 'gappy' hedge rather than a complete loss. The magnitude of change visible from the roadside however will be **Low** and the level of effect **Moderate** and **Significant**.	
- Year 5	Replacement planting will be established and visible along with retained hedges between the notches. Managed vegetation will re-grow. Therefore, the magnitude of change visible from the roadside will reduce to **Low** to **Negligible-Zero**. The level of effect will be **Moderate / Minor** to **Minor** and **Not Significant**	
- Year 10	There will be **No Effect** on the views and visual amenity of this transport route and after 10 years new planting will be well established.	
Whole Proposed Development effects	The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible. The offshore elements of the Proposed Development will not be visible.	

A283 (The Pike): Storrington to Steyning	
Cumulative effects assessment	There will be no cumulative effects with other development.

Table 1-24 Visual effects of onshore cable corridor on Transport Routes: Water Lane

Water Lane: A283 to Buncton and Wiston	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	
Landscape designation	A283 junction with Water Lane is on the boundary of the SDNP.
Route description	Water Lane is a minor road located to the north of the A283 and passing Buncton, it is routed through the small settlement of Wiston.
Sensitivity	**High to Medium:** The transport route is not a designated tourist route and does not pass through an area designated for its scenic value. The value of the transport route is therefore assessed as **Medium**. Most of the road users will experience the landscape transiently whilst driving / cycling and experience a sequence of largely enclosed views, often in one direction and focused on the direction of travel (Medium susceptibility). Walkers and horse riders will be travelling at a slower pace and have been assessed as of High sensitivity.
Magnitude of change and level of residual effect	

Water Lane: A283 to Buncton and Wiston

During construction:	The onshore cable corridor crosses Water Lane via a trenchless crossing which will retain all of the roadside vegetation. Due to the intervening mature vegetation (woodland, trees and hedges) and partial road cuttings or 'sunken lane' there would be very limited or no visibility of the onshore cable corridor and associated trenchless crossing construction compounds (TC-19 and alternative TC-19a). The magnitude of change, even in winter when there is no leaf cover, will be **Negligible-Zero** and the level of effect will be **Minor / Negligible** and **Not Significant**.	
	Level of effect	**Minor / Negligible** and **Not Significant**
	Type of effect	Short-term, temporary, direct, and neutral. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.
During operation and maintenance: - Year 1	All construction areas will have been reinstated and there will be **No Effect** on the views and visual amenity experienced from Water Lane.	
- Year 5	There will be **No Effect** on the views and visual amenity of this transport route.	
- Year 10	There will be **No Effect** on the views and visual amenity of this transport route.	
Whole Proposed Development effects	The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible. The offshore elements of the Proposed Development will not be visible.	

Water Lane: A283 to Buncton and Wiston	
Cumulative effects assessment	There will be no cumulative effects with other development.

Table 1-25 Visual effects of onshore cable corridor on Transport Routes: Spithandle Lane

Spithandle Lane: Wiston to B2135, Horsebridge Common	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	
Landscape designation	None
Route description	Spithandle Lane is a minor road, routed roughly east-west between Wiston and Horsebridge Common on the B2135. Much of the route is routed through or adjacent to mature woodland including Guessgate Wood, Spit Handel Copse and Spithandle Rough, Great Pepper's Wood and Calcot Wood.
Sensitivity	**High to Medium:** The transport route is not a designated tourist route and does not pass through an area designated for its scenic value. The value of the transport route is therefore assessed as **Medium**. Most of the road users will experience the landscape transiently whilst driving / cycling and experience a sequence of largely enclosed views, often in one direction and focused on the direction of travel (Medium susceptibility). Walkers and horse riders will be travelling at a slower pace and have been assessed as of High sensitivity.
Magnitude of change and level of residual effect	

Spithandle Lane: Wiston to B2135, Horsebridge Common

During construction:

The majority of the transport route, between Wiston, Spithandle Nursery and Beggar's Bush Kennels will have very limited visibility being outside of the ZTV, screened by woodland / rising landform and / or remote from the onshore cable corridor at a distance of >300m to 750m. The magnitude of change, even in winter when there is no leaf cover, will be **Negligible-Zero** and the level of effect will be **Minor / Negligible** and **Not Significant**.

Spithandle Lane and Calcot Wood are crossed via a trenchless crossing to the south of Beggar's Bush Kennels and 450m west of the B2135 (KP 25.9km to KP 26.2km). The onshore cable corridor and trenchless crossing construction compound (TC-20) is located to the south of Spithandle Lane and west of the trenchless crossing at between 100-200m distance from the road. Potential views of the construction works are well screened by woodland / trees and hedges. The magnitude of change, even in winter, will be **Negligible-Zero** and the level of effect will be **Minor / Negligible** and **Not Significant**.

Viewing north from Spithandle Lane the onshore cable corridor will cross pasture fields at close range >400m. All of this section of Spithandle Lane (approximately 550m of the lane, west of the B2135) is screened by trees and hedges. Hedges / treelines (W17 and W18) will be cleared to 20m and H247 notched to 14m. Roadside hedgerow (H613) will be cleared for 6m to allow for construction access The magnitude of change, even in winter, will be **Low** to **Negligible-Zero** and the level of effect will be **Minor** to **Minor / Negligible** and **Not Significant**.

Construction access (A-47) off an existing field access will also require roadside hedge (H613) to be cleared to 6m and allow a glimpsed view of the construction works at 130m distance along the construction access track into the field. New bell mouth, signage and vegetation management (tree / hedge pruning) to allow for visibility splays at the entrance to A-47 will be visible from the road. The remaining vegetation at this access will be managed (pruned) to allow and visibility splays which will be reduced by temporary speed restrictions as noted in the **Outline Construction Traffic Management Plan** [**REP4-045]**. The magnitude of change will be **Low** and the level of effect will be **Minor** and **Not Significant** due to the fleeting nature of this view.

Level of effect	**Moderate / Minor** to **Minor / Negligible** and **Not Significant**
Type of effect	Short-term, temporary, direct, adverse, and neutral.

	Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.
During operation and maintenance: - Year 1	All construction areas will have been reinstated. However, new replacement planting will have been undertaken, but not yet established. The magnitude of change visible from the roadside however will be **Negligible-Zero** and the level of effect **Minor / Negligible** and **Not Significant** due to the limited visibility.
- Year 5	New replacement planting will have established along the roadside and managed vegetation will re-grow. There will be **No Effect** on the views and visual amenity of this transport route.
- Year 10	There will be **No Effect** on the views and visual amenity of this transport route.
Whole Proposed Development effects	The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible. The offshore elements of the Proposed Development will not be visible.
Cumulative effects assessment	There will be no cumulative effects with other development.

Table 1-26 Visual effects of onshore cable corridor on Transport Routes: B2135

B2135: A283 to A24 via Horsebridge Common, Ashurst and Partridge Green	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	
Landscape designation	None
Route description	The B2135 is a minor road, routed north-south between the A283 and the A24 near West Grinstead. Within the study area, the road passes between Horsebridge Common, Ashurst and Partridge Green. The B2135 is generally lined with tall hedgerows and mature trees allowing intermittent glimpses across the surrounding farmland which includes a mix of pasture and arable fields.
Sensitivity	**Medium:** The transport route is not a designated tourist route and does not pass through an area designated for its scenic value. The value of the transport route is therefore assessed as **Medium**. Most of the road users will experience the landscape transiently whilst driving or cycling and experiencing a sequence of enclosed views, often in one direction and focused on the direction of travel (Medium susceptibility).
Magnitude of change and level of residual effect	
During construction:	Between the A283, Horsebridge Common and Ashurst there will be very limited visibility of the onshore cable corridor and trenchless crossing construction compound (TC-21) due to the limited ZTV coverage and the mature woodland, tree and hedge screening along this part of the B2135. Despite the proximity of the proposed DCO Order Limits, the magnitude of change, even in winter when there is no leaf cover, will be **Low** to **Negligible-Zero** and the level of effect will be **Minor** to **Minor / Negligible** and **Not Significant**. The onshore cable corridor crosses the B2135 via a trenchless crossing at Blakes Farm.

B2135: A283 to A24 via Horsebridge Common, Ashurst and Partridge Green

The onshore cable corridor is routed to the east of Ashurst almost parallel to the B2135 at approximately 150m distance. Views from the road are largely outwith the ZTV (**No View**) or well screened by intervening vegetation and even during the winter months and the magnitude of change would be **Negligible-Zero**. New construction access (A-48) will be visible just to the north of an existing access to Eatons Farm and a low hedge (H269) will be cleared to 20m to allow for construction access. New bell mouth, signage and vegetation management at the entrance to A-48 will be visible and the magnitude of change from the B2135 will be **Low**.

North of Ashurst the onshore cable corridor continues north, roughly parallel with the B2135 at between 150m – 650m distance to the east. Visibility of the temporary construction works, including trenchless crossing construction compounds will continue to be very limited due to the limited ZTV coverage and the successive layers of intervening roadside and field boundary tree and hedge screening. The magnitude of change, even in winter will be **Low** to **Negligible-Zero** and the level of effect will be **Minor** to **Minor / Negligible** and **Not Significant**.

Construction access (A-50 and A50a) off the B2135 will use an existing farm access (Hylands Farm and Brightham's Farm) and part of hedge (H309) will be cleared to allow access further back from the road. The hedge will be managed to allow for visibility splays. New bell mouth and road signage at the entrance to A-50 and A50a will be visible and the magnitude of change will be **Low** to **Negligible-Zero** and the level of effect will be **Minor** to **Minor / Negligible** and **Not Significant**.

North of construction access A-50 and A50a there will be limited visibility due to the screening effects of vegetation and through partridge Green and further north there will be very limited ZTV and **No Effect** on the views.

Level of effect	**Minor** to **Minor / Negligible** and **Not Significant**
Type of effect	Short-term, temporary, direct, adverse, and neutral. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.

B2135: A283 to A24 via Horsebridge Common, Ashurst and Partridge Green	
During operation and maintenance: - Year 1	All construction areas will have been reinstated. However, new replacement planting (H309) will have been undertaken, but not yet established. The magnitude of change glimpsed from the roadside however will be **Negligible-Zero** and the level of effect **Minor / Negligible** and **Not Significant**.
- Year 5	New replacement planting will have established along the roadside and there will be **No Effect** on the views and visual amenity of this transport route.
- Year 10	There will be **No Effect** on the views and visual amenity of this transport route.
Whole Proposed Development effects	The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible. The offshore elements of the Proposed Development will not be visible.
Cumulative effects assessment	There will be no cumulative effects with other development.

Table 1-27 Visual effects of onshore cable corridor on Transport Routes: B2116

B2116: Partridge Green and Shermanbury	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	**See Viewpoint T (Figure 18.61a-b, Volume 3) of the ES (Document Reference: 6.3.18)**

B2116: Partridge Green and Shermanbury

Landscape designation	None
Route description	The B2116 is a minor road, routed east - west between Partridge Green and Shermanbury. A further section of this road is located to the north of Henfield, although it is outwith the ZTV and will be unaffected.
Sensitivity	**Medium:** The transport route is not a designated tourist route and does not pass through an area designated for its scenic value. The value of the transport route is therefore assessed as **Medium**. Most of the road users will experience the landscape transiently whilst driving / cycling or walking on the footpath and experience a sequence of largely enclosed views, often in one direction and focused on the direction of travel (Medium susceptibility).
Magnitude of change and level of residual effect	
During construction:	The onshore cable corridor crosses the B2116 via a trenched or open cut crossing at KP 31.9km, between Partridge Green and Shermanbury. Hedges on either side of the road will be affected. On the northern side H378 will be notched to 14m, opening up views to the field beyond and the associated onshore cable corridor construction works. A range of temporary construction activity will be visible including the open cut trench beyond the trenchless sections, soil storage, fencing, construction vehicles and equipment. Local task and vehicle lighting may be visible in the view in poor weather / light conditions. The scrub at the next hedgerow (HS1389) will be cleared to 30m and this loss will be visible from the road at approximately 500m. Beyond this the onshore cable corridor turns north-east, although it may be possible to see part of the next hedgerow (HS 5804) also cleared to 30m. On the southern side the treeline (W185) will be retained, although the hedge beneath (H377) will also be notched to 14m, opening up views to the field beyond and the associated onshore cable corridor construction works. The next hedgerow (H372, notched to 14m) will also be visible and it may be possible to see part of the third hedgerow (H359 / H358) also notched to 14m further along the line of the onshore cable corridor at approximately 550m distance. A range of temporary construction activity will be visible including the open cut trench, soil storage,

fencing, construction vehicles and equipment. Local task and vehicle lighting may be visible in the view in poor weather / light conditions.

The magnitude of change will be High and the level of effect will be **Major / Moderate** and **Significant**, affecting the views from 250m of the road.

Further east of the crossing point, road users on the B2116 will be able to view the onshore cable corridor, crossing the field to the north at approximately 100m distance, over the top of the existing hedge, affecting the views from a further 250m of the road. The magnitude of change will be Medium and the level of effect will be **Moderate** and **Significant** as it will be experienced sequentially with the trenched crossing.

Construction access (A-53) off the B2116, north of the King George V playing fields at Partridge Green will use an existing field access and part of the hedge (W380) will be cleared to 6m. New bell mouth, signage and vegetation management (pruning) will be visible leading to a **Low** magnitude of change and a **Minor** and **Not Significant** level of effect. The vegetation at this access will be managed (pruned) to allow and visibility splays which will be reduced by temporary 30mph speed restrictions as noted in the **Outline Construction Traffic Management Plan [REP4-045]**.

Level of effect	**Major / Moderate to Moderate** and **Significant** (<500m)
Type of effect	Short-term, temporary, direct, and adverse. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.
During operation and maintenance: - Year 1	All construction areas will have been reinstated. However, new replacement planting within the notches, will have been undertaken, but not yet established. The magnitude of change visible from the roadside however will be **Medium-low** and the level of effect **Moderate / Minor** and **Not Significant**.

B2116: Partridge Green and Shermanbury	
- Year 5	Replacement planting will be established along with retained hedges between the notches. Therefore, the magnitude of change visible from the roadside will reduce to **Negligible-Zero** and the level of effect **Minor / Negligible** and **Not Significant**.
- Year 10	There will be **No Effect** on the views and visual amenity of this transport route.
Whole Proposed Development effects	The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible. The offshore elements of the Proposed Development will not be visible.
Cumulative effects assessment	There will be no cumulative effects with other development.

Table 1-28 Visual effects of onshore cable corridor on Transport Routes: A281

A281: Cowfold to Henfield	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	
Landscape designation	None

A281: Cowfold to Henfield

Route description	The A281 is a main road routed roughly northwest-southeast between Guilford and Pyecombe. Within the LVIA Study Area, it is routed between Cowfold and Henfield. Views of the surrounding landscape along this section of the transport route are intermittent and occur where tall hedgerows and roadside trees / treebelts give way to lower lying hedgerows or where views are filtered between mature trees. Settlement and woodland along the transport route further screen views along the transport route.
Sensitivity	**Medium:** The transport route is not a designated tourist route and does not pass through an area designated for its scenic value. The value of the transport route is therefore assessed as **Medium**. Most of the road users will experience the landscape transiently whilst driving or cycling and experiencing a sequence of enclosed views, often in one direction and focused on the direction of travel (Medium susceptibility).
Magnitude of change and level of residual effect	
During construction:	Almost all of the route of the A281 is out with the ZTV and there will be **No View** of the onshore cable corridor. The section of road between the River Adur and the B2116 and north of here including the properties at Wymarks, The Barracks and Morley are partly within the ZTV although well screened by mature trees and hedges such that the magnitude of change will be **Negligible-Zero**. The A281 is crossed via a trenchless crossing and construction compound (TC-24) and construction access (A-56) are located in a small field to the west of the road beyond woodland, near Greentree Farm. The construction access bell mouth will require clearance of 10m of woodland, allowing a glimpsed view of the construction works and TC-24 and affecting approximately 25m of the route. Further north approximately 100m, construction access (A-57) will require the roadside hedge (H406) and treeline (W367) to be cleared to 20m to allow for the bell mouth and this will also allow glimpsed views from the road east to the cable corridor. Vegetation at both accesses will be managed to allow for visibility splays pruning back trees and trimming hedges. Visibility splays will also be reduced by temporary speed restrictions as noted in the **Outline Construction Traffic Management Plan** [**REP4-045**]. Consequently, the magnitude of change affecting the views from the A281 will range between **Medium to Negligible-Zero**. Construction accesses (A-52 and A-57) are also routed along an existing access, off the A281 and turning construction traffic will lead to a **Negligible-Zero** magnitude of change.

	Overall, the magnitude of change will be **Medium to Negligible-Zero**. The level of effect will be **Moderate** and **Significant** (affecting sequentially glimpsed views of construction and vegetation clearance near Greentree Farm) to **Minor / Negligible** and **Not Significant**.	
	Level of effect	**Moderate** to **Minor / Negligible** and **Significant to Minor / Negligible** and **Not Significant**
	Type of effect	Short-term, temporary, direct, and neutral. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.
During operation and maintenance: - Year 1	All construction areas will have been reinstated. However, new replacement planting, will have been undertaken, but not yet established. The magnitude of change visible from the roadside will be **Medium-low** and the level of effect **Moderate / Minor** and **Not Significant**.	
- Year 5	New trees and hedgerow would be established and managed vegetation will re-grow. The magnitude of change will reduce to **Low** (all seasons) and the level of effect **Minor** and **Not Significant**.	
- Year 10	The re-established trees and hedgerow will be approaching semi-maturity. The magnitude of change will reduce to **Negligible – Zero** and the level of effect **Minor / Negligible** and **Not Significant**.	

A281: Cowfold to Henfield	
Whole Proposed Development effects	The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible. The offshore elements of the Proposed Development will not be visible.
Cumulative effects assessment	There will be no cumulative effects with other development.

Table 1-29 Visual effects of onshore cable corridor on Transport Routes: A272

A272: Cowfold to Crosspost	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoint: SA2 (Figure 18.11a-e, Volume 3) of the ES (Document Reference: 6.3.18)**
Landscape designation	None
Route description	The A281 is a main road routed east-west between the A3 at Petersfield and the A22 near Uckfield. Within the LVIA Study Area it is routed between Cowfold and Crosspost near Bolney. This route is also assessed in relation to the onshore substation at Oakendene.
Sensitivity	**Medium:** The transport route is not a designated tourist route and does not pass through an area designated for its scenic value. The value of the transport route is therefore assessed as Medium. Most of the road users will

	experience the landscape transiently whilst driving or cycling and experiencing a sequence of enclosed views with occasionally more open views, often in one direction and focused on the direction of travel (Medium susceptibility).
Magnitude of change and level of residual effect	
During construction:	Most of the A272 is out with the ZTV and there will be **No View** of the onshore cable corridor and associated construction works. A short section within the ZTV occurs between the junction with Kent Street and Greenacres Farm at approximately 300m distance. This section of the transport route is well screened by mature trees and hedges in addition to successive layers of intervening field boundary vegetation. During the winter months the magnitude of change will be **Negligible-Zero** and the level of effect **Minor / Negligible**. Construction works for the Oakendene substation and construction compounds will be sequentially visible from the A272 and these have been assessed separately in **Chapter 18: Landscape and visual impact assessment, Volume 2** of the ES **[APP-059]**. The visual effects resulting from the formation of access A-63 and the northern Oakendene construction compound will be **Significant**.
Level of effect	**Minor / Negligible** and **Significant**
Type of effect	Short-term, temporary, direct, and neutral. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.
During operation and maintenance: - Year 1	Excluding Oakendene substation all construction areas will have been reinstated and there will be **No Effect** on the views and visual amenity experienced from the A272.

A272: Cowfold to Crosspost	
- Year 5	There will be **No Effect** on the views and visual amenity of this transport route.
- Year 10	There will be **No Effect** on the views and visual amenity of this transport route.
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible. The onshore substation and temporary construction compounds at Oakendene will be significantly visible from this road and an assessment is provided in **Chapter 18: Landscape and visual impact assessment, Volume 2** of the ES (Document Reference: 6.2.18).
Cumulative effects assessment	There will be no cumulative effects with other development.

Table 1-30 Visual effects of onshore cable corridor on Transport Routes: King's Lane

King's Lane: Kent Street to Moatfield Farm	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	
Landscape designation	None
Route description	King's Lane is a minor road linking Moatfield Farm with Kent Street, via Moatfield Lane.

King's Lane: Kent Street to Moatfield Farm

Sensitivity	**High to Medium:** The transport route is not a designated tourist route and does not pass through an area designated for its scenic value. The value of the transport route is therefore assessed as **Medium**. Most of the road users will experience the landscape transiently whilst driving and experiencing a sequence of enclosed views, often in one direction and focused on the direction of travel (Medium susceptibility). Walkers and horse riders will be travelling at a slower pace and have been assessed as of High sensitivity.
Magnitude of change and level of residual effect	
During construction:	This is a short length of minor road and approximately 100m is overlapped by the ZTV. King's Lane is crossed via a trenched or open cut crossing and the mature hedges (H481 and H482) on both sides of the lane will be notched to 14m. Short glimpsed views of the onshore cable corridor construction work will be opened up to the north across the field and the next hedgerow (H544) will be cleared for 20m. A range of temporary construction activity will be visible including the open cut trench beyond the trenchless sections, soil storage, fencing, construction vehicles and equipment. Local task and vehicle lighting may be visible in the view in poor weather / light conditions. To the south further hedgerow notching to 14m will be visible at (H476 and H475), <200m to the south, before the cable corridor turns west out of sight. Although some vegetation will be retained between the notches the visual effect during construction will be **High** immediately as one crosses the onshore cable corridor with evidence of construction works on both sides, affecting the views from approximately 100m of the lane. The magnitude of change will be **Major to Major / Moderate** and **Significant**.
Level of effect	**Major to Major / Moderate** and **Significant** (100m)
Type of effect	Short-term, temporary, direct, and adverse. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.

King's Lane: Kent Street to Moatfield Farm	
During operation and maintenance: - Year 1	All construction areas will have been reinstated. However, new replacement planting will have been undertaken, but not yet established between the 'notches'. The magnitude of change visible from the roadside however will be **Medium-low** and the level of effect **Moderate to Moderate / Minor** and **Significant** for walkers and horse riders who will have a slower speed.
- Year 5	Replacement planting will be established along with retained hedges between the notches. The magnitude of change visible from the roadside will reduce to **Negligible-Zero** and the level of effect will be **Minor to Minor / Negligible** and **Not Significant** due to the limited visibility.
- Year 10	There will be **No Effect** on the views and visual amenity of this transport route.
Whole Proposed Development effects	The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible. The offshore elements of the Proposed Development will not be visible.
Cumulative effects assessment	There will be no cumulative effects with other development.

Table 1-31 Visual effects of onshore cable corridor on Transport Routes: Kent Street

Kent Street: A272 to Wineham Lane	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoints: SA1 (Figure 18.10a-e, Volume 3) and SA2 (Figure 18.11a-e, Volume 3) of the ES (Document Reference: 6.3.18)**

Kent Street: A272 to Wineham Lane	
Landscape designation	None
Route description	Kent Street is a minor road, routed south from the A272, along the eastern boundary of the onshore substation site at Oakendene for 1.5km, before turning east to connect to Wineham Lane, north of Wineham Lane Caravan Site. This route is also assessed in relation to the onshore substation at Oakendene in **Chapter 18: Landscape and visual impact assessment, Volume 2** of the ES **[APP-059]**.
Sensitivity	**High to Medium:** The transport route is not a designated tourist route and does not pass through an area designated for its scenic value. The value of the transport route is therefore assessed as **Medium**. Most of the road users will experience the landscape transiently whilst driving / cycling or walking and experiencing a sequence of enclosed views, often in one direction and focused on the direction of travel (Medium susceptibility). Walkers and horse riders will be travelling at a slower pace and have been assessed as of High sensitivity.
Magnitude of change and level of residual effect	
During construction:	Kent Street is well screened by mature trees, woodland and hedges that line the roadside. Construction access (A-61) south of Oakendene substation will require clearance of a hedgerow and treeline (H505) to 20m to allow for the bell mouth and vegetation pruned back to allow for visibility splays. The visibility splays will be reduced as noted in the **Outline Construction Traffic Management Plan** [**REP4-045]**. This will allow views of the cable corridor construction. The magnitude of change will be **Medium** and the level of effect **Major / Moderate** to **Moderate** and **Significant**. The onshore cable corridor crosses Kent Street via a trenchless crossing to the south of Southland's Farm. Construction access (A-64) south of Southland's Farm will be taken from an existing farm road / field access and will require clearance of a hedgerow and one oak tree to 10m to allow for the bell mouth. The hedge will be managed (pruned) to allow for visibility splays which will be reduced by temporary speed restrictions as noted in the

Outline Construction Traffic Management Plan [**REP4-045]**. The magnitude of change will be **Medium** and the level of effect **Major / Moderate** to **Moderate** and **Significant**.

Up to four passing places will be created along Kent Street between the A272 and Kings Lane within the existing road corridor. This will create localised widening and alter the small-scale character to the lane at these locations. In addition, vegetation will be cleared from the western corner / junction of the A272 and Kent Street to allow for the turning of large construction vehicles. The magnitude of change will be **Medium** and the level of effect **Major / Moderate** to **Moderate** and **Significant**.

Between KP 35.6km near Wilcock's Farm and King's Barn Farm the onshore cable corridor is routed roughly parallel to Kent Street at between 40-80m distance, beyond the roadside screening of trees and hedges. Occasional open stretches occur that will allow views over the hedge into the adjacent fields and the onshore cable corridor and trenchless crossing construction compound (TC-27 and alternative TC-27a). A range of construction activity will be visible including the open cut trench, soil storage, fencing, construction vehicles and equipment. Local task and vehicle lighting may be visible in the view in poor weather / light conditions. Up to five hedges / tree lines will be affected by the onshore cable corridor (W110, H475 / H474, H476, H481 and 482, H497 all notched to 14m, and hedge H544 / HS1414 cleared to 20m) and viewed obliquely from the road. The magnitude of change will be **Medium**, allowing for the fore-ground hedge, and the level of effect **Moderate** and **Significant** affecting a total of approximately 250m of the road.

For the remaining sections the magnitude of change will be **Negligible-Zero** and the level of effect **Minor / Negligible** and **Not Significant**.

Overall, the magnitude of change will be **High** and the level of effect will be **Major to Major / Moderate** and **Significant**, affecting the views from up to approximately 1.5km of the road length.

Level of effect	**Major to Major / Moderate** and **Significant** (total 1.5km)
Type of effect	Short-term, temporary, direct, and adverse.

	Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.
During operation and maintenance: - Year 1	All construction areas will have been reinstated. However, new replacement planting will have been undertaken, but not yet established. The magnitude of change viewed obliquely, over the roadside hedge and at accesses will be **Medium-low** and the level of effect **Moderate to Moderate / Minor** and **Significant** for walkers and horse riders who will have a slower speed.
- Year 5	Replacement planting will be established along with retained hedges between the notches. The magnitude of change visible from the roadside will reduce to **Negligible-Zero** and the level of effect will be **Minor to Minor / Negligible** and **Not Significant** due to the limited visibility.
- Year 10	There will be **No Effect** on the views and visual amenity of this transport route.
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible. The onshore substation and construction compounds at Oakendene will be significantly visible from this road and an assessment is provided in **Chapter 18: Landscape and visual impact assessment, Volume 2** of the ES (Document Reference: 6.2.18).
Cumulative effects assessment	There will be no cumulative effects with other development.

Table 1-32 Visual effects of onshore cable corridor on Transport Routes: Wineham Lane

Wineham Lane: A272 to B2116 via Wineham	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoint: SB3 (Figure 18.16a-b, Volume 3) of the ES (Document Reference: 6.3.18)**
Landscape designation	None
Route description	Wineham Lane is a minor road that runs roughly north-south between Wheatsheaf Road (B2116) and the A272, via Wineham. Much of the roadside is well vegetated or built up through Wineham and the road corridor is enclosed. This route is also assessed for the onshore substation at the existing National Grid Bolney substation extension.
Sensitivity	**High to Medium:** The transport route is not a designated tourist route and does not pass through an area designated for its scenic value. The value of the transport route is therefore assessed as **Medium**. Most of the road users will experience the landscape transiently whilst driving / cycling or walking and experiencing a sequence of enclosed views, often in one direction and focused on the direction of travel (Medium susceptibility). Walkers and horse riders will be travelling at a slower pace and have been assessed as of High sensitivity.
Magnitude of change and level of residual effect	
During construction:	Wineham Lane is outwith the ZTV except for a short 300m section of road north of the existing National Grid Bolney substation. This part of the transport route is well screened by mature trees and hedges and during the winter months the magnitude of change will be **Negligible-Zero** and the level of effect **Minor to Minor / Negligible**. Wineham Lane is crossed via a trenchless crossing and the associated roadside vegetation will be retained as a result. There is, however, a short section (affecting the views for approximately 50m) coinciding with **Viewpoint SB3, Figure 18.16a-b, Volume 3** of the ES (Document Reference: 6.3.18)) where the eastern roadside is bounded

	by a post a rail fence. From here there will be clear views of the onshore cable corridor and trenchless crossing construction compound (TC-29) adjacent to the roadside. Two hedges and tree lines in the fields beyond (W387 / W677 cleared and notched to 20m, and H469 notched to 14m) are crossed by the onshore cable corridor and the effects on these will also be visible. Overall, the magnitude of change will be **High** and the level of effect **Major to Major / Moderate** and **Significant**.
	Level of effect — **Major / Moderate** and **Significant**
	Type of effect — Short-term, temporary, direct, and adverse. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.
During operation and maintenance: **- Year 1**	All construction areas will have been reinstated. However, new replacement planting (W387 / W677 and H469) will have been undertaken, but not yet established. The magnitude of change glimpsed from the roadside at 220m distance will be **Negligible-Zero** and the level of effect **Minor to Minor / Negligible** and **Not Significant**.
- Year 5	Replacement planting will be established along with retained hedges between the notches. The magnitude of change visible from the roadside will reduce (**Negligible-Zero**) and the level of effect will be **Minor to Minor / Negligible** and **Not Significant** due to the limited visibility.
- Year 10	There will be **No Effect** on the views and visual amenity of this transport route.

Wineham Lane: A272 to B2116 via Wineham	
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible. The onshore substation and associated temporary construction compound at the existing National Grid Bolney substation extension will be visible from this road and an assessment is provided in **Chapter 18: Landscape and visual impact assessment, Volume 2** of the ES (Document Reference: 6.2.18).
Cumulative effects assessment	The onshore cable corridor will be experienced cumulatively with grid stability infrastructure (ID 57, application ref DM/21/4285) viewed concurrently from Wineham Lane in the vicinity of **Viewpoint: SB3** (**Figure 18.16a-b, Volume 3** of the ES (Document Reference: 6.3.18)). In addition, the onshore cable corridor will also be experienced cumulatively with energy storage development at Ghyll Farm to the south of Bob Lane and east of Wineham (ID 51 and application ref.DM/21/2554 and ID 49, application ref DM/21/2276) viewed sequentially from different parts of the transport route. The combined cumulative effect will be **Significant** as of all of these developments experienced together. The nature of these effects will be long-term, temporary cumulative, direct, and adverse.

Table 1-33 Visual effects of onshore cable corridor on Transport Routes: Bob Lane

Bob Lane: Wineham Lane to Twineham Green	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoint: SB7 (Figure 18.18a-b, Volume 3) of the ES (Document Reference: 6.3.18)**
Landscape designation	None

Bob Lane: Wineham Lane to Twineham Green	
Route description	Bob lane is a minor road, routed between Wineham Lane, to the south of the existing National Grid Bolney substation, to Twineham Green on Chapel Road. Much of the roadside is well vegetated and the road corridor is enclosed.
Sensitivity	**High to Medium:** The transport route is not a designated tourist route and does not pass through an area designated for its scenic value. The value of the transport route is therefore assessed as **Medium**. Most of the road users will experience the landscape transiently whilst driving / cycling or walking and experiencing a sequence of enclosed views with occasionally more open views, often in one direction and focused on the direction of travel (Medium susceptibility). Walkers and horse riders will be travelling at a slower pace and have been assessed as of High sensitivity.
Magnitude of change and level of residual effect	
During construction:	Bob lane is out with the ZTV and well screened from the onshore cable corridor and associated construction by intervening vegetation, landform and the existing National Grid Bolney substation. There will be **No View** of the onshore cable corridor and associated construction works.
	Level of effect **No effect**
	Type of effect N/A
During operation and maintenance: - Years 1-10	There will be **No Effect** on the views and visual amenity of this transport route.

Bob Lane: Wineham Lane to Twineham Green	
Whole Proposed Development effects	The offshore elements of the Proposed Development will not be visible. The onshore substation and associated temporary construction compound at the existing National Grid Bolney substation extension will be visible from this road and an assessment is provided in **Chapter 18: Landscape and visual impact assessment, Volume 2** of the ES (Document Reference: 6.2.18).
Cumulative effects assessment	N/A

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1.4 Visual effects on views from recreational routes

Overview

1.4.1 The visual assessment has considered the potential visual effects likely to be experienced by people (walkers / cyclists / horse riders / joggers / others) on recreational routes within the LVIA Study Area. It has been split into long distance routes (including National Trails, Sustrans National Cycle Routes (NCR) and regionally promoted routes), and local routes on the Public Rights of Way (PRoW) Network (footpaths, bridleways, byways).

1.4.2 Each of these recreational routes were walked and/or visited and walked in sections according to the ZTV coverage and the assessment has been assisted on-site with the use of sequential wirelines.

1.4.3 All of the routes have been assessed as of **High** sensitivity on account of their High to Medium value as recreational routes, some routed through or close to the SDNP and the High susceptibility of the people using these routes, mostly walkers horse riders and cyclists, whose attention will be focused on the landscape around them.

1.4.4 The ZTV and viewpoint analysis indicate that significant visual effects will extend up to 650m from the onshore cable corridor. As a result of this, only recreational routes within the ZTV and within 1km of the onshore cable corridor are included in the detailed assessment as receptors beyond this distance will either have no view of the onshore elements of the Proposed Development or very limited visibility due to screening from intervening vegetation, built-form and/or landform. However, long-distance routes are assessed within the full 2km LVIA Study Area.

1.4.5 There are five long-distance recreational routes within the Study Area including the South Downs Way National Trail, Sustrans NCR 2 (partly overlapped with the locally promoted South Coast Cycle Route), Sustrans NCR 223 (overlapped with the locally promoted Downs Link), and two other locally promoted routes comprising the Arun Way and the Monarch's Way. The England Coast Path National Trail has been approved by the Secretary of State (SoS) but it is not yet formally open. PRoW 829 (which also partly overlaps with the Arun Way) has been used as a proxy and is included in the assessment.

1.4.6 In summary, the views from relatively short sections of up to six routes (a number of which are overlapped) will be significantly affected by the onshore cable corridor during the construction phase as follows:

- National Trails:
  - South Downs Way: Up to 1.5km of the route between Chantry Post and Barnsfarm Hill depending on the detailed route options; and
  - England Coast Path / Arun Way / PRoW 829: approximately 400m.
- Sustrans NCRs:
  - Sustrans NCR 2 / South Coast Cycle Route: approximately 200m of the route overlapping with Ferry Road and the A259 see **Table 1-14** and **Table**

1-15 and a further 150m of the South Coast Cycle Route overlapping with Church Lane see **Table 1-16**; and

- Sustrans NCR 223 / Downs Link: approximately 430m of the route.

- Other locally promoted long distance routes:
  - Arun Way: significant effects overlap with those previously assessed for the England Coast Path and the South Coast Cycle Route, totalling 550m of the route.
  - Monarch's Way: approximately 450m.

1.4.7 There are a number of PRoWs within the LVIA Study Area and 114 have been included in the assessment in **Table 1-35**. In summary, the views and visual amenity of relatively short sections of approximately 47 PRoWs will be significantly affected by the onshore cable corridor during the construction phase and 24 of these are within the SDNP.

1.4.8 People, including walkers on Climping Beach and within areas of Open Access Land are assessed under recreational and tourist destinations in **Section 1.5**.

Operational and maintenance phase

1.4.9 During construction, many of the affected areas of vegetation (woodland / treelines / hedges and scrub) will be cleared or 'notched' a process that would see the maximum extent of vegetation retained between the cable trenches. A cross section illustrating the various approaches is provided in **Annex A** of the **Outline LEMP** (Document Reference: 7.10).

1.4.10 As a consequence, there will be some limited, although significant visual effects arising during Years 1-5 of the operation and maintenance phase resulting from vegetation removal and its subsequent reinstatement with native plants and their establishment and management. The areas of significant effects are summarised as follows:

- Sustrans NCR 2 / South Coast Cycle Route: Walkers and cyclists will be able to see reinstated planting at the access (A-05) to the temporary Climping construction compound during Years 1-5, significantly affecting approximately 20m of the recreational route, as it becomes established.
- Sustrans NCR 223 / Downs Link: Walkers and cyclists will be able to see reinstated hedges and linear woodland immediately adjacent to both sides of the cycleway during Years 1-5, significantly affecting approximately 20m of the recreational route and viewing the replacement planting as it becomes established.
- Similar circumstances will affect up to 20 PRoW (seven within the SDNP) where vegetation (woodland / treelines and hedges) will be cleared on either side of a PRoW allow the walkers to see these effects are close quarters. During Years 1-5 and whilst the new planting is becoming established the visual effects on the views and amenity of the footpath will be significant. In some cases, permanent 'notches' or gaps will be left in treelines / woodland and opportunities for new views across the landscape opened up.

- Significantly affected PRoW include footpaths and bridleways near the Hammerpot and A27, and Kitpease Copse, Michelgrove, Rowdell, A283 The Pike, Buncton House, Guessgate Farm, College Wood Farm, Doves Farm, Eatons Farm, near Ashurst, Downs link, Kings Lane, and North of Eastridge Farm.

1.4.11 Although replacement vegetation planting will continue to grow and establish between Years 5-10, and there will be a difference in the maturity of different plants / sections of vegetation, it is not considered that this increased diversity of age structure will significantly affect the views and visual amenity of recreational routes. Walkers, cyclists and horse riders will be able to see the new vegetation, although once established, and in particular if the hedge is managed and cut regularly it will blend into adjacent vegetation, capable of being missed by the casual observer. All vegetation will be managed for 10 years to ensure its establishment and there will be **No Effect** beyond Year 10.

Long distance recreational routes

South Downs Way National Trail

1.4.12 The South Downs Way National Trail is approximately 160km following old routes, bostals and droveways along the chalk escarpment and ridges of the South Downs and the SDNP.

1.4.13 The LVIA Study Area focuses on a relatively short section of the route (PRoW 2693 and 2673), approximately 8km (or 11km if the diversion through Washington over the A24 is included).

1.4.14 Within the LVIA Study Area the South Downs Way is aligned east-west along the chalk escarpment between Lions Bank, south of Chanctonbury Ring to Springhead Hill in the west. Along this section of the South Downs Way the route passes the landmark hills and key viewpoints of Chanctonbury Ring, Sullington Hill and Chantry Hill, before leaving the Study Area at Springhead Hill and continuing further west along the escarpment via Rackham Hill and Amberley Mount.

1.4.15 Where available, the principal views are north, encompassing long distant panoramic views across the Low Weald towards the High Weald Area of Outstanding Natural Beauty (AONB) and towards the east and west, where one can see the dramatic landform of the chalk escarpment, falling steeply to the north. Views to the south tend to be less dramatic but are deeply rural and tranquil, viewing across the undulating landscape of the dip-slope, in contrast to the northern views. These views encompass Special Quality 1 of the SDNP ("*Diverse, inspirational landscapes and breathtaking views"*). Other SDNP special qualities that are relevant to this assessment include Special Quality 3 "*Tranquil and unspoilt places"* and Special Quality 5 "*Great opportunities for recreational activities and learning experiences".* The SDNP and its special qualities are assessed further in **Appendix 18.3: Landscape Assessment, Volume 4** of the ES (**[APP-169]**, updated for Deadline 5).

1.4.16 Recreational facilities along the route include information boards and car parks provided off the A24 and at Chanctonbury Ring Road, Chantry Hill, Kithurst Hill and Springhead Hill.

Sensitivity

1.4.17 The South Downs Way National Trail is a nationally promoted tourist route within the SDNP, and the value of the route is therefore assessed as High. People along the route will mostly be walking although mountain biking and horse riding are also popular. These receptors will be viewing the landscape in all directions and its appreciation is an important part of the activities along the route such that the receptor susceptibility to development change of the type proposed will also be High. As a result, the overall sensitivity of people on the South Downs Way and this route as a whole is assessed as **High**.

Sequential viewpoint analysis

1.4.18 A summary of the sequential route assessment viewpoints located along the route of the South Downs Way is provided in **Table 1-34**. Allowing for 360° views and the subtle changes in the way that the topography can open or restrict the view, significant effects experienced from the South Downs Way will occur in response to the onshore cable corridor crossing Sullington Hill, either easterly via TC-15a / TC-15c or westerly via TC-15a / TC-15b within the proposed DCO Order Limits.

Magnitude of change: Construction phase

1.4.19 Management of the South Downs Way will be undertaken in accordance with the **Outline PRoW Management Plan (PRoWMP) [REP3-033]** and the route will remain open during the construction phase, with a short temporary diversion and / or managed crossing that will be permanently manned by banksman during the appropriate construction works.

1.4.20 The onshore cable corridor is aligned north – south and will cross the South Downs Way once, near Sullington Hill descending the chalk escarpment or via a trenchless crossing (underground) and beneath the Sullington Hill open access land and Local Wildlife Site. Trenchless crossing sections will be terminated by a trenchless crossing construction compounds located either at the top or bottom of the chalk escarpment (Eastern option TC-15a or TC-15c and Western option TC-15a or TC-15b). TC-15a is located at the foot of the chalk scarp and would not be visible from the South Downs Way. Trenched sections of the onshore cable will typically be contained within a 40m wide corridor (At other discrete locations this may be expanded to accommodate working area, for example for HDD), comprising perimeter stock fencing, soil storage, open cut cable installation with internal temporary construction haul road, and associated construction machinery as indicated in **Graphic 4.19, Chapter 4: The Proposed Development, Volume 2** of the ES **[APP-045]**.

1.4.21 Two options are proposed within the DCO Order Limits as follows:

- Eastern Option: The route of the South Downs Way will be crossed at Kilometre Point (KP) 16.8km, as part of the trenchless crossing of the chalk scarp and not directly affected by the onshore cable corridor. A total of 1.2km of the route (comprising 600m west bound and 1km east bound, allowing for some overlap) would be significantly affected by views of the trenched cable corridor and temporary trenchless crossing compounds between the western

shoulder of Barnsfarm Hill (Viewpoint H7h) and Sullington Hill (Viewpoints LD2 and G).

- Travelling west from Barnsfarm Hill the top of temporary trenchless crossing compound TC-15c would come into view over the broad landform (Viewpoint H7h) along with the trenched cable corridor to the south. The magnitude of change would range between High (within 200-300m of TC-15c) reducing to Medium and Low as the trenched cable corridor crosses between the shoulder of Barnsfarm Hill and the col to the east of Sullington Hill, before receding beyond landform. The level of effect would range between **Major** to **Moderate** and **Significant**, extending along 600m of the route. There would be no views of the cable corridor or alternative TC-15a to the north (located at the foot of the scarp) due to the landform screening and the trenchless crossing. Further west of the col (to the east of Sullington Hill) the cable corridor and TC-15c would be behind the direction of travel.
- Travelling east from Chantry Post (Viewpoint G) the cable corridor construction works and the top of TC-15c would not come into view until further east as illustrated in Viewpoint LD2. Progressing further east and crossing the DCO boundary both TC-15c and the trenched cable corridor to the south would be visible. The visual effect would increase until just past TC-15c which would then be behind the direction of travel. The magnitude of change would range between High (within 200-300m of TC-15c) to Medium and Low as the route crosses between the east of Chantry Post and east of TC-15c, before receding beyond landform. The level of effect would range between **Major** to **Moderate** and **Significant**, extending along 1km of the route when travelling in this direction. There would be no views of the cable corridor or alternative TC-15a to the north due to the landform screening and the trenchless crossing.
- Elsewhere along the SDW visibility of the cable corridor would be restricted to long range views (Low to Negligible magnitude) and not significant.

- Western Option: The route of the South Downs Way will be crossed via an open cut trench or trenched crossing. A total of 1.5km of the route would be significantly affected (comprising 600m west bound and 1km east bound, allowing for some overlap) between Sullington Hill and the western shoulder of Barnsfarm Hill (Viewpoint H7h).
  - Travelling west from Barnsfarm Hill the top of TC-15b would come into view over the broad landform (Viewpoint H7h) and the trenched cable corridor to the south would come into view, crossing the route of the South Downs Way. There would be no views of the cable corridor or alternative TC-15a to the north due to the landform screening and the trenchless crossing of the chalk scarp. The magnitude of change would range between High (within 200-300m of TC-15b) reducing to Medium and Low as the cable corridor crosses between the shoulder of Barnsfarm Hill and Sullington Hill, before receding beyond landform. The level of effect would range between **Major** to **Moderate** and **Significant**, extending along 1km of the route. Further west of Sullington Hill the cable corridor and TC-15b would be behind the direction of travel.

- Travelling east from Chantry Post (Viewpoint G) the cable corridor construction works (trenched crossing of the South Downs Way) and the top of TC-15b would not come into view until further east as illustrated in Viewpoint LD2. Progressing further east and crossing the DCO boundary both TC-15b and the trenched crossing of the cable corridor would be visible crossing the route of the South Downs Way. The visual effect would increase until just past TC-15b (at a point to the southeast of Sullington Hill) beyond which the construction works would be behind the direction of travel. The magnitude of change would range between High (within 200-300m of TC-15b) to Medium and Low as the route crosses between the east of Chantry Post and east of TC-15b, before receding beyond landform. There would be no views of the trenchless cable corridor or alternative TC-15a to the north due to the landform screening and the trenchless crossing of the chalk scarp. The level of effect would range between **Major** to **Moderate** and **Significant**, extending along 600m of the route when travelling in this direction.
- Elsewhere along the SDW visibility of the cable corridor would be restricted to long range views (Low to Negligible magnitude) and not significant.

1.4.22 In summary, the views from the South Downs Way will be significantly affected for up to 1.5km of the route subject to the detailed route options at this location. Although the construction works will not significantly affect the panoramic northern views from the South Downs Way, the views from the open access land at Sullington Hill (**Viewpoint NP5: Sullington Hill, Figure 18.49a-c, Volume 3** of the ES (Document Reference: 6.3.18)) will also be significantly affected and it is reasonable to expect that some of the walkers on the South Downs Way will venture into this area.

1.4.23 Therefore, the effects on this part of the South Downs Way will affect some of the special qualities of the SDNP including perceptual 'breathtaking views' and perceptual qualities of 'tranquillity'. The nature of this effect will be short term and temporary, being limited to within the 3.5 year construction phase.

1.4.24 Elsewhere the onshore cable corridor trench will be 'open cut' extending south into the South Downs and northeast, across the fields at the foot of the escarpment into the wider landscape on the edge of the SDNP and beyond. The lower, northern section of the onshore cable corridor will also be partly visible from above via locations at the edge of the escarpment, although the South Downs Way is set well back from the escarpment edge in this area.

1.4.25 East of Barnsfarm Hill the route of the South Downs Way extends north (3km diversion to cross over the A24) across the slopes of Barnsfarm Hill to the foot of the chalk escarpment. Views of the onshore cable corridor will be visible in the landscape below, partly screened by intervening woodland and continuing north to Rowdel (see PRoW 2666 and 2697, **Table 1-36**) and through Washington before returning south to re-join the main route east of the A24. The magnitude of change will be **Low** to **Negligible-Zero** and the level of effect will be **Minor** and **Not Significant**.

1.4.26 Alternatively, the South Downs Way continues east across the eastern shoulder of Barnsfarm Hill, with limited and distant views south of the onshore cable corridor. The route then crosses through woodland and the A24 where it is outwith the ZTV.

The magnitude of change will be **Negligible-Zero** and the level of effect will be **Minor** and **Not Significant**.

1.4.27 Further east at the Chanctonbury open access land, Chanctonbury Hill, and Chanctonbury Ring, the magnitude of change will be **Low** to **Negligible-Zero** and the level of effect will be **Minor** and **Not Significant**.

1.4.28 Similarly, in the west at Chantry Post and beyond (Springhead Hill, Rackham Hill and Amberley Mount) the magnitude of change will be **Negligible-Zero** and the level of effect will be **Minor** and **Not Significant** or there will be **No effect**.

1.4.29 Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.

Magnitude of change: Operation and maintenance Years 1-10

1.4.30 The onshore cable corridor will be reinstated, and the bridleway surface reinstated a surface dressing and grass seeding or turfed as appropriate within Year 1 of the operation and maintenance phase. Consequently, the construction effects will be reversed, and the magnitude of change will reduce to **Negligible-Zero**. The level of effect will be **Minor** to **No view** and **Not Significant**. The nature of these views will be short-term, temporary, direct and neutral.

1.4.31 There will be **No Effect** on the views and visual amenity of the South Downs Way beyond Year 1 of the operation and maintenance phase.

Whole Proposed Development Effects

1.4.32 The visual effects of the offshore elements of the Proposed Development are assessed in detail in the SLVIA reported in **Chapter 15: Seascape, landscape and visual assessment, Volume 2** of the ES (Document Reference: 6.2.15). That assessment has a much larger Study Area than the LVIA Study Area, assessing the route of the South Downs Way between the Sussex Heritage Coast and the Queen Elizabeth Forest. The SLVIA reports on sections of the route, from which the south facing views will be significantly affected. Section 7 of the South Downs Way: Arun to Adur Downs, overlaps with the LVIA Study Area for the onshore cable corridor and the SLVIA reports a **Significant** (**Moderate**) effect on the southern views from the tops of the downs between the Adur and Arun Valleys passing Chanctonbury Ring, Chantry Hill and Amberley Mount. Conversely there will be no view / no significant effects from that part of the route within the dry valley containing the A24.

1.4.33 The likelihood of significant visual effects occurring concurrently due to the visibility of the offshore elements of the Proposed Development (installation and commissioning of the offshore substation and wind turbines) and the construction of the onshore cable corridor will be limited to approximately 12 months due to the overlap of the indicative construction programme.

Cumulative effects

1.4.34 There will be no significant cumulative effects arising from other development that may be visible in the far distance, subject to vegetation screening.

Table 1-34 South Downs Way: sequential route assessment during construction

Viewpoint Ref / Name	Distance*	Eastern Trenchless Crossing Option		Western Trenched Crossing Option	
		Magnitude	**Level of Effect**	**Magnitude**	**Level of Effect**
Viewpoint I: Chanctonbury Hill (**Figure 18.49a-c, Volume 3** of the ES (Document Reference: 6.3.18)). Note: located at trig point north of South Downs Way.	1.2km	Low to Negligible-Zero	Minor	Low to Negligible-Zero	Minor
Viewpoint Ia: Chanctonbury Hill (**Figure 18.76a, Volume 3** of the ES (Document Reference: 6.3.18))	1km	Low to Negligible-Zero	Minor	Low to Negligible-Zero	Minor
Viewpoint H7h: Barnsfarm Hill (**Figure 18.48a-b, Volume 3** of the ES (Document Reference: 6.3.18))	309m (TC-15c)	Medium (TC-15c)	**Major / Moderate**	Medium (TC-15b)	**Major / Moderate**
Viewpoint G2: Barnsfarm Hill (**Figure 18.76b, Volume 3**) of the ES (Document Reference: 6.3.18)	314m (TC-15c)	High (TC-15c)	**Major**	Medium (TC-15b)	**Major / Moderate**
Viewpoint LD2: Sullington Hill (**Figure 18.67a-b, Volume 3**) of the ES (Document Reference: 6.3.18)	113m (TC-15b)	Negligible-Zero (TC-15c)	Minor	Medium-high (TC-15b)	**Major**

Viewpoint Ref / Name	Distance*	Eastern Trenchless Crossing Option		Western Trenched Crossing Option	
		Magnitude	Level of Effect	Magnitude	Level of Effect
Viewpoint G: Chantry Hill (**Figure 18.30, Volume 3**) of the ES (Document Reference: 6.3.18)	3.5km	Negligible-Zero	Minor	Negligible-Zero	Minor
Viewpoint G3: Springhead Hill (**Figure 18.76c, Volume 3** of the ES (Document Reference: 6.3.18))	3.6km	Negligible-Zero	Minor	Negligible-Zero	Minor
Viewpoint G4: Rackham Hill (**Figure 18.76d, Volume 3** of the ES (Document Reference: 6.3.18))	Viewpoint location beyond LVIA Study Area	Zero	No Effect		
Viewpoint G5: Amberley Mount (**Figure 18.76d, Volume 3** of the ES (Document Reference: 6.3.18))		Zero	No Effect		

Note: All viewpoints assessed as High sensitivity and significant effects are shown in **bold**.
*Distance from nearest visible part of the onshore cable corridor construction works.

England Coast Path National Trail

1.4.35 An assessment of PRoW 829 (which also partly overlaps with the Arun Way) has been provided in **Table 1-35** and is used as a proxy for the England Coast Path National Trail, which is not yet formally open.

1.4.36 PRoW 829 is a coastal footpath, routed along the north of Climping Beach Atherington and Littlehampton Golf Course. The onshore cable corridor will be installed via horizontal directional drill (HDD) underground with no direct impact on the footpath. Views of the landfall and HDD construction compound will be visible from the route at <200-500m distance and the magnitude of change will be **Medium** as indicated by Viewpoint A (**Figure 18.19a-b, Volume 3** of the ES (Document Reference: 6.3.18)). The level of effect will be **Major / Moderate** and **Significant**, affecting approximately 400m of the route during the construction phase.

Magnitude of change: Operation and maintenance Years 1-10

1.4.37 The onshore cable corridor will be reinstated, and there will be **No Effect** on the views and visual amenity of this route beyond Year 1 of the operation and maintenance phase.

Whole Proposed Development Effects

1.4.38 The offshore elements of the Proposed Development including the wind turbines and offshore substations will be significantly visible (**Major**) from the England Coast Path National Trail / Arun Way / PRoW 829. The SLVIA for the offshore elements of the Proposed Development is reported in **Chapter 15: Seascape, landscape and visual impact assessment, Volume 2** of the ES (Document Reference: 6.2.15).

1.4.39 The onshore and offshore elements of the Proposed Development will be visible in opposite directions and the likelihood of significant visual effects occurring concurrently due to the visibility of the offshore elements of the Proposed Development (namely the installation and commissioning of the offshore substation and wind turbines) and the construction of the onshore cable corridor will be limited to approximately 12 months.

1.4.40 The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible.

Cumulative effects

1.4.41 There will be no significant cumulative effects arising from other development due to the intervening distance and vegetation screening.

Sustrans NCR 2 / South Coast Cycle Route

1.4.42 The Sustrans NCR 2 / South Coast Cycle Route is a long-distance route approximately 286km between Brockenhurst and Dover. Within the LVIA Study Area, the route is aligned roughly east-west between Middleton-On-Sea and

Littlehampton via Ferry Road and the A259. This part of the route is assessed in **Table 1-14** in **Section 1.3**.

1.4.43 The onshore cable corridor will be installed via a trenchless crossing with no direct impact on the cycle route. Much of the views towards the onshore cable corridor and associated trenchless crossing construction compounds TC-01a and / or TC-02 will be screened by mature roadside vegetation. Approximately 200m of the view south from the road and to the east of the onshore cable corridor is open, affecting the views experienced by east bound road users. The magnitude of change during the winter months will range between **Medium-low** to **Negligible-Zero**, affecting eastward views. Accounting for the high sensitivity of the route, the level of effect will be **Moderate** and **Significant** for 200m.

1.4.44 The Sustrans NCR 2 continues west from Ferry Road along the A259 to the edge of the LVIA Study Area. This part of the route is heavily screen by mature roadside vegetation and there will be no further significant effects.

1.4.45 The South Coast Cycle Route takes a different route and splits from the A259 to travel north along Church Lane (overlapping with the Arun Way). Although this route is lined by mature trees, there will be fleeting views of the Climping construction compound through gaps in the vegetation as illustrated by Viewpoint B1 (**Figure 18.21, Volume 3** of the ES (Document Reference: 6.3.18)). The existing gate / field entrance will be enlarged and the vegetation (H10) at this location cleared to 20m to allow for the temporary construction access (A-05) and managed (pruning) for visibility splay requirements. The magnitude of change at this point will be **High**, affecting views in both directions for approximately 150m of the cycle route. Accounting for the high sensitivity of the route the level of effect will be **Major Significant** as assessed for Church Lane under transport routes.

1.4.46 Beyond this the South Coast Cycle Route continues west and out of the ZTV (**No Effect**) along Horsemere Green Lane and Yapton Road on the edge of the LVIA Study Area.

1.4.47 In total, there will be significant visual effects on 200m of the Sustrans NCR 2 and up to 350m of the South Coast Cycle Route, experienced mostly in the winter months as gaps through and between the roadside vegetation and via the temporary construction access (A-05) into the Climping construction compound.

Magnitude of change: Operation and maintenance Years 1-10

1.4.48 By Year 1 all construction areas will have been reinstated and new replacement planting (H10), will have been undertaken, but not yet established. The magnitude of change visible from the roadside will be Medium-low and the level of effect **Moderate** and **Significant**.

1.4.49 By Year 5 new trees and hedgerow would be established and vegetation managed for visibility spays will re-grow. The magnitude of change will reduce to Low (all seasons) and the level of effect **Moderate** and **Not Significant**.

1.4.50 By Year 10 the re-established trees and hedgerow will be approaching semi-maturity and the magnitude of change will reduce to Negligible – Zero and the level of effect **Minor** and **Not Significant**.

Whole Proposed Development Effects

1.4.51 The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will have very limited visibility (not significant) to the south from the Sustrans NCR 2 / South Coast Cycle Route. The SLVIA for the offshore elements of the Proposed Development is reported in **Chapter 15: Seascape, landscape and visual impact assessment, Volume 2** of the ES (Document Reference: 6.2.15).

1.4.52 The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible.

Cumulative effects

1.4.53 The onshore elements of the Proposed Development will be experienced cumulatively with residential development. In particular at Horsemere Green (ID 13 / 14, application CM/48/21/RES) and Ferry Road (ID 61 / 62, Arun Local Plan - reference site SD9). Development at both locations will be experienced sequentially from different parts of the route (viewing north from Ferry Road and A259 and viewing west from Church Lane in respect of the South Coast Cycle Route only). Both the additional cumulative effects of the onshore elements of the Proposed Development and the combined cumulative effects with other development will be experienced sequentially and often in different directions and the level of effect will be **Significant** (**Major**) assuming they all occur either simultaneously and/or consecutively in separate phases over a longer time period.

Sustrans NCR 223 / Downs Link

1.4.54 The Sustrans NCR 223 / Downs Link is a long-distance route between linking the North Downs Way at St. Martha's Hill in Surrey with the South Downs Way near Steyning (approximately 58km). Within the LVIA Study Area, the Sustrans NCR 223 / Downs Link is routed roughly north-south between Henfield and Needs Bridge north of Partridge Green following a disused rail line. Views are often enclosed along this part of the route due to the mature vegetation and trees lining the route. There is an open section, approximately 400m in length, coinciding with the River Adur valley.

1.4.55 The onshore cable corridor will cross the Downs Link as an open cut crossing to the north of the River Adur and east of Brightham’s Farm. Access along the route will be temporarily diverted approximately 100 metres around the affected area. Walkers and cyclists on the route will be able to see the onshore cable corridor extending across a wide angle of view (approximately 800m to the south-west as far as the River Adur crossing and trenchless crossing construction compound (TC-23), and just over 1km to the north). They will also be able to see the 40m wide onshore cable corridor at close range, comprising perimeter stock fencing, soil storage, open cut cable installation with internal temporary construction haul road, and associated construction machinery as indicated in **Graphic 4.19, Chapter 4: The Proposed Development, Volume 2** of the ES (Document Reference: 6.2.4).

1.4.56 In order to allow for access / cycle route diversions, hedges / woodland (W1002, H317 and H312) will be notched to 6m and a further hedge (H308) will be notched to 14m.

1.4.57 These views will affect 430m of the route as walkers and cyclists emerge from the treelined sections and enter into the 'open' section of the route where the magnitude of change will range between High and Medium. Consequently, the level of effect will be **Major** to **Moderate** and **Significant** for 430m. From within the treelined sections of the route, the visual effects will reduce to Medium-low to Negligible -Zero magnitude (according to the season) and the level of effect will range between **Moderate** to **Minor** and **Not Significant**, due to the intervening vegetation, immediately adjacent to both sides of the cycle track.

Magnitude of change: Operation and maintenance Years 1-10

1.4.58 All construction areas will have been reinstated at Year 1. However, new replacement planting within the notched hedges, will have been undertaken, but not yet established. The magnitude of change visible from alongside the cycle route will be **Medium-low**, experienced as a series of notches or breaks, thinning the vegetation. The level of effect, experienced close to the cycle route and visible for approximately 20m of the route will be **Moderate** and **Significant**.

1.4.59 By Year 5, replacement planting will be established along with retained hedges between the notches. Although not yet as mature as the adjunct hedges the gaps will have been infilled with vegetation. The magnitude of change visible from the roadside will reduce to **Negligible-Zero** and the level of effect **Minor** and **Not Significant**.

1.4.60 By Year 10 the replacement vegetation will have fully established and there will be **No Effect** on the views and visual amenity of this route.

Whole Proposed Development Effects

1.4.61 The onshore substation at Oakendene and the existing National Grid Bolney substation extension will not be visible.

1.4.62 Equally, the offshore elements of the Proposed Development will not be visible.

Cumulative effects

1.4.63 Residential development to the north of Partridge Green (ID 47, application DC/20/1697) will be experienced sequentially, although the site is well screened by intervening mature vegetation. Consequently, there will be no significant cumulative effects arising from other development.

Other promoted long-distance routes

1.4.64 There are two locally promoted long-distance routes which are crossed by the onshore cable corridor. These are the Arun Way and the Monarch's Way. Each of these routes is assessed in **Table 1-35** and **Table 1-36** respectfully.

Arun Way

1.4.65 The Arun Way is a long-distance route that follows the River Arun valley for approximately 36km between Littlehampton and Pulborough. Within the LVIA Study Area, the Arun Way is routed roughly north-south between Littlehampton, Climping Beach and Arundel, via Church Lane, Ford Road and PRoW.

1.4.66 In summary, the Arun Way overlaps with the England Coast Path National Trail / PRoW 829 (significantly affected over a 400m section of the route along the coast near Climping Beach) and part of the South Coast Cycle Route on Church Lane (also significantly affected for 150m along Church Lane). No other part of the Arun Way will be significantly affected and there will be no effects during the operation and maintenance phase.

1.4.67 Within Littlehampton the Arun Way is routed through the built-up streets, crossing the River Arun via a footbridge on to Rope Walk and continuing south through Littlehampton Golf Course (assessed in **Section 1.5**). Views from this section of the route are restricted by the screening of vegetation and buildings and there would be no significant effects on the views and visual amenity of the Arun Way.

1.4.68 The Arun Way then meets up with the England Coast Path National Trail / PRoW 829, assessed previously and illustrated by **Viewpoint A** (**Figure 18.24a-b, Volume 3** of the ES (Document Reference: 6.3.18)). There will be significant effects on the northern views from approximately 400m of this route combined with significant whole project effects on account of the offshore elements of the Proposed Development, namely the wind turbines. The Arun Way is then routed north along Climping Street (assessed in **Table 1-13**) and west along PRoW 169 (assessed in **Table 1-35**). No significant effects are reported for this section.

1.4.69 The Arun Way continues north along Church Lane (assessed in **Table 1-16**) where it overlaps with the South Coast Cycle Route. There will be significant effects on the eastern views from approximately 150m of this route, due to the Climping temporary construction compound and construction access (A-05) as illustrated by **Viewpoint B1** (**Figure 18.26a-c, Volume 3** of the ES (Document Reference: 6.3.18)).

1.4.70 Beyond Horsemere Green Lane (at the end of church Lane) the Arun Way continues north, beyond 1km distance from the onshore cable corridor. The route continues north along Ford Road, past Ford Prison and through Ford Station, Tortington, and further north into Arundel. There would be no significant effects on the views from this part of the Arun Way as illustrated by **Viewpoint D** (**Figure 18.29, Volume 3** of the ES (Document Reference: 6.3.18)) and **Viewpoint E1b** (**Figure 18.32, Volume 3** of the ES (Document Reference: 6.3.18)).

1.4.71 North of Arundel the Arun Way is routed outwith the ZTV and there would be no views of the onshore elements of the Proposed Development.

1.4.72 Cumulative and whole project effects will be the same as assessed previously in respect of the England Coast Path National Trail / PRoW 829 and the South Coast Cycle Route.

Monarch's Way

1.4.73 Monarch's Way is a long-distance route between Bath and Brighton (approximately 936km). Within the LVIA Study Area, Monarch's Way is routed roughly east-west between Arundel and woodland at Angmering Park and Michelgrove Park, beyond which the route follows PRoW across the open downs before reaching the edge of the LVIA Study Area at its junction with the A280.

1.4.74 The Monarch's Way will be crossed via trenchless crossing and there will be no visual effects on the views and visual amenity experienced from the Monarch's Way at this point.

1.4.75 Much of the route of the Monarch's Way around Arundel is outwith the ZTV and there would be no view of the onshore cable corridor. Continuing east, the Monarch's Way passes through ancient woodland at Wepham Wood, Oaken Copse, and Michelgrove Park where the onshore cable corridor crosses the route via a trenchless crossing (underground) before emerging at the foot of a chalk escarpment near the farm complex at Michelgrove (PRoW 2175, 2211 and 2208 – assessed in **Table 1-36**). Views from this section of the route will be screened by woodland and there will be **No Effect**. From here the Monarch's Way follows PRoW 2208 north to join the access road to Michelgrove. Although there would be no visibility of the onshore cable corridor, the access road to Michelgrove will be used for construction access (A-26). The movement of periodic construction traffic along this route will not have a significant effect on the views although there will be an effect on perceptions of tranquillity (SDNP special quality) during the peak traffic movements. Although road improvements to provide passing places will be more noticeable this activity falls within the scope of periodic road maintenance / improvements. The magnitude of change will be **Negligible / Zero** and the level of effect on views will be **Minor** and **Not Significant**.

1.4.76 North of Michelgrove, the Monarch's Way turns east along PRoW 2264 (assessed in **Table 1-34**) and continues east through Myrtle Grove Farm. The cable corridor construction works will be visible crossing the field at approximately 200m distance and the visual effect is illustrated by **Viewpoint H7a** (**Figure 18.42, Volume 3** of the ES (Document Reference: 6.3.18)). Hedgerow H589 and treeline W6 in the middle distance left of the photo (west) will be notched to 14m and the cable corridor will emerge into the field at this point. On the opposite side of the field on the right (east) treeline W4 will also be notched to 14m due to the onshore cable corridor works. Existing trees at the end of the field and across the skyline are beyond the cable corridor and will not be affected. Construction access (A-26) will be located to the left of the hedge along Michelgrove Lane and construction traffic will be visible along the top of the hedge line. The magnitude of change will be High (all seasons) and the level of effect **Major** and **Significant** affecting a total of approximately 450m of the route between Michelgrove Lane and woodland to the wets of Myrtle Grove Farm.

1.4.77 East of Myrtle Grove Farm the Monarch's Way crosses over Longfurlong Lane (outwith the ZTV), before continuing further east along PRoW 2091 to the south of Blackpatch Hill prior to the junction with the A280 on the edge of the LVIA Study Area. Due to the broad topography and intervening distance, there would be no significant effects on the views from this section of the Monarch's Way. Overall,

the magnitude of change will be **Negligible / Zero** and the level of effect on views will be **Minor** and **Not Significant**.

1.4.78 By Year 1 of the operation period all construction areas will have been reinstated and hedgerow H589 and treelines W6 and W4 will have been replanted with native plants / smaller tree species and maintained. The magnitude of change on the view will reduce to Medium-low (all seasons) and the level of effect **Moderate** and **Not Significant**.

1.4.79 By Year 5 new trees and hedgerow would be established and the magnitude of change will reduce to Low to Negligible (all seasons) and the level of effect **Moderate to Minor** and **Not Significant**.

1.4.80 By Year 10 the reinstated planting will be well established, and the variable profile of the hedge and treelines will not be affected. The magnitude of change will reduce to Negligible – Zero and the level of effect **Minor** and **Not Significant**.

1.4.81 There will be no significant cumulative effects arising from other development and in respect of whole project effects the onshore substation at Oakendene and the existing National Grid Bolney substation extension will not be visible. The visual effects of the offshore elements of the Proposed Development are assessed in detail in the SLVIA reported in **Chapter 15: Seascape, landscape and visual assessment, Volume 2** of the ES (Document Reference: 6.2.15).

Local Recreational Routes (PRoW Network)

1.4.82 An assessment of the PRoW crossing the onshore cable corridor or within 1km and the ZTV have been provided in **Table 1-35** to **Table 1-37**.

1.4.83 In total, 114 PRoW have been included in the assessment in **Table 1-35**. In summary, the views and visual amenity of relatively short sections of approximately 63 PRoWs / groups of PRoW will be significantly affected by the onshore cable corridor during the construction phase and 21 of these are within the SDNP. This total number would drop from 63 to 23 in Year 1 of operation with no PRoW affected beyond Year 10. A summary of these effects is provided in **Table 1-2**.

1.4.84 PRoW 2701, is routed through the main construction compound at Washington as well as two trenchless crossing points. PRoW 2701 will be subject to a temporary closure and diversion with the indicative diversion (round the eastern extent of the Washington temporary construction compound) shown on sheet 22 in the **Access, Rights of Way and Streets Plan [APP-012]**. The new route will direct users around the affected area for the duration of the construction period and reinstated thereafter. This route has therefore been excluded from the assessment and a PRoWMP will be submitted prior to commencement of the stage of works as set out in the **Outline PRoWMP [REP3-033]**.

Whole Proposed Development Effects on PRoW

1.4.85 A number of routes on PRoW network, particularly towards the coast and those on higher ground within the SDNP will have views of the offshore elements of the Proposed Development. The visual effects of the offshore elements of the Proposed Development are assessed in the SLVIA reported in **Chapter 15:**

Seascape, landscape and visual assessment, Volume 2 of the ES (Document Reference: 6.2.15).

1.4.86 PRoW 1786, 1787, 1788, 1775 and 1777 in the northern (Part 3) of the LVIA Study Area are also included in the visual assessment of the substation at Oakendene, reported in **Section 18.9**, **Chapter 18: Landscape and visual assessment, Volume 2** of the ES (Document Reference: 6.2.18). Significant effects would also affect the views and visual amenity of PRoW 1786 and 1787 with short sections of PRoW 1787 significantly affected in Years 1-5 of the operation and maintenance phase due to vegetation removal during construction and its subsequent replanting with native species.

1.4.87 In respect of the existing National Grid Bolney substation extension, PRoW 1T, 36Bo, 8T, and 34Bo are included in the visual assessment and reported in **Section 18.10**, **Chapter 18: Landscape and visual assessment, Volume 2** of the ES (Document Reference: 6.2.18). Significant effects would also affect the views and visual amenity of PRoW 1T and 36Bo during the construction phase only.

Cumulative Effects on PRoW

1.4.88 A small number of PRoW will experience significant additional and combined cumulative visual effects as a result of the onshore elements of the Proposed Development other development being experienced sequentially along the route of the PRoW or simultaneously from points along the route. The following PRoW will be cumulatively affected in this manner as follows:

- PRoW 168, 174, 173 and 206 where these routes are close to residential development at Ferry Road and the A259 (ID 61 / 62, Arun Local Plan - reference site SD9);
- PRoW 168 where part of this route commences on Church Lane there will be cumulative effects related to residential development at Horsemere Green (ID 13 / 14, application CM/48/21/RES) and the Climping construction compound.
- PRoW 2163 will be crossed by both the Lyminster Bypass (ID59, application SCC/049/18/LY) and the onshore cable corridor. The Lyminster Bypass is due to be completed by 2024 and has been included in the future baseline; and
- PRoW 1T and 36Bo will experience significant cumulative effects with other development including grid stability infrastructure to the north of the existing National Grid Bolney substation (ID 57 and application DM/21/4285), and battery storage and solar farm development to the south of Coombe House (ID 54, application DM/15/0644 and ID56, application DM/23/0769).

Table 1-35 Public Rights of Way (PRoW) along the onshore cable corridor - Part 1: Climping to SDNP

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
Onshore cable corridor: Climping coastline to River Arun				
The ZTV within this section of the LVIA Study Area is constrained between the urban edge of Littlehampton and the River Arun in the east and land/built form in the west along Climping Street, Atherington, Horsemere Green and Ford Prison. Therefore, PRoW within these areas (masked out in **Figures 18.7bi-bvii, Volume 3** of the ES (Document Reference: 6.3.18)) are excluded from the assessment. They include PRoW within the built-up areas of Littlehampton, Ford Industrial Estate (PRoW 175) and other PRoW outwith the ZTV or otherwise beyond 1km distance from the proposed DCO Order Limits.				
PRoW 829 (Footpath and Open Access Land)	**Arun Way and England Coastal Path National Trail (approved)** Footpath routed along coastline / sea defences between Elmer, Atherington and Littlehampton Golf Course. There is Open Access Land and a carpark at Atherington and interpretation boards along the route.	Cable will be installed via HDD underground and there will be no effect on the PRoW.	Approximately 1km of the route between Atherington and Littlehampton Golf Course <200-500m of the onshore cable corridor, landfall and HDD construction compound indicating **Medium** magnitude of change as indicated by Viewpoint A (**Figure 18.19a-b, Volume 3** of the ES (Document Reference: 6.3.18)).	The onshore cable corridor will be reinstated with no visual evidence of the construction works remaining visible in the middle distance.

PRoW No.	Route description	Construction phase (up to 3.5 years) **PRoW Management** (see **Outline PRoWMP** (Document Reference: 7.8))	 **Visual effects** (areas overlapped by ZTV)	Operation and maintenance phase (Years 1-10)
	Level of effect:	N/A	**Significant**: **Major / Moderate** (400m of PRoW)	**No Effect**
PRoW 174 (Footpath)	**Kent Street to Littlehampton Golf Course** Most of this PRoW is atop a coastal bund with some woodland and tree screening towards the eastern end of the footpath.	Open trench crossing with multiple temporary closure and diversion for few days between Kents Farm and golf course.	When not closed 500m of the PRoW to Kents Farm will be 0-500m of the onshore cable corridor, landfall and HDD construction compound and not otherwise screened by vegetation indicating **High to Medium** magnitude of change.	The onshore cable corridor will be reinstated with little or no visual evidence of the construction works remaining. All vegetation retained.
	Level of effect:	N/A no receptors present during closure.	**Significant**: **Major** to **Major / Moderate** (500m of PRoW)	**Minor to None** and **Not Significant**
PRoW 173	**Atherington to Ferry Road** Routed between Climping Street, Atherington to Ferry Road.	Trenchless crossing with multiple temporary closure / diversion due to haul road installation and reinstatement for a few days per occasion, south of Ferry Road.	Whole route (1.5km) is within the ZTV) between Climping Street and Ferry Road all within 400m of the onshore cable corridor, landfall and HDD construction compound indicating a **High to Medium** magnitude of change as	The onshore cable corridor will be reinstated with little or no visual evidence of the construction works remaining. All vegetation retained. **Negligible - Zero**.

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			indicated by Viewpoint A (**Figure 18.24a-b, Volume 3** of the ES (Document Reference: 6.3.18)).	
	Level of effect:	N/A no receptors present during closure.	**Significant**: **Major** to **Major / Moderate** (400m of PRoW)	Not Significant: **Minor to None**
PRoW 197 (Byway)	**Bread Lane** Routed between Kent's Farm and Atherington.	Used for operational access only.	Whole PRoW (1.km) is within the ZTV and all within 500m of the proposed DCO Order Limits, viewing onshore cable corridor, landfall and HDD construction compound indicating a **Medium** magnitude of change as indicated by Viewpoint A (**Figure 18.24a-b, Volume 3** of the ES (Document Reference: 6.3.18)).	The onshore cable corridor will be reinstated with no visual evidence of-the construction works remaining visible in the middle distance.
	Level of effect:	N/A	**Significant**: **Major / Moderate** (1km of PRoW)	**No Effect**

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
PRoW 172 (Footpath)	**Climping Street to Kent Farm** Footpath routed through fields and provides access between campsite and amenities on Climping Street.	PRoW crosses Bread Lane which will be used for operational access only.	All of the PRoW (500m) through open fields is <400-700m of the onshore cable corridor, landfall and HDD construction compound with one intervening sparse hedgerow / trees indicating **Medium** to **Low** magnitude of change.	The onshore cable corridor will be reinstated with no visual evidence of the construction works remaining visible in the middle distance.
	Level of effect:	N/A	**Significant**: **Major / Moderate** to **Moderate** (500m)	**No Effect**
PRoW 169 (Footpath)	**Arun Way (part) Climping Street to Kent Farm** Footpath routed through open fields between primary school, Kent's Farm and Climping Street.	PRoW crosses Bread Lane which will be used for operational access only.	All of the PRoW (400m) through open fields is <700m-1km of the onshore cable corridor, landfall and HDD construction compound with one intervening sparse hedgerow / trees indicating **Low** magnitude of change.	The onshore cable corridor will be reinstated with no visual evidence of the construction works remaining visible in the middle distance.
	Level of effect:	N/A	**Significant**: **Moderate** (400m)	**No Effect**

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
PRoW 168 (Footpath)	**Church Lane, Climping to River Arun** Footpath routed through fields and provides access between campsite and Climping / Littlehampton amenities.	Crosses construction access A-05 and cable corridor with open trench crossing. Temporary closure (no diversion) for few days.	When not closed, all of the PRoW (1.2km) through open fields is <160m of the Climping construction compound, construction access A-05 and / or the onshore cable corridor. Hedge (H10) will be cleared to 20m to allow access and managed (pruning) to allow for visibility splays. Visibility of construction activity from much of the PRoW indicates **High** to **Medium** magnitude of change. as indicated by Viewpoints B and B1 (**Figures 18.20a-b-21, Volume 3** of the ES (Document Reference: 6.3.18)).	All construction activity will be reinstated with little or no visual evidence of the construction works remaining. The 20m gap in the hedge will be visible as young plants establish through Years 1-10 and vegetation managed for visibility splays will re-grow. **Medium - Zero**.
	Level of effect:	N/A no receptors present during closure.	**Significant**: **Major to Major / Moderate** (1.2km)	**Significant**: **Moderate** (Year 1) to Not Significant: **None**

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
PRoW 3110 (Footpath)	**Arun Way (part)** Routed along eastern edge of Littlehampton Golf Course.	Routed beyond 1km distance.	Approximately 600m of the PRoW (within the ZTV) on the eastern edge of Littlehampton Golf Course is within 1-1.5km of the onshore cable corridor, landfall and HDD construction compound, beyond golf course screening indicating **Low** to **Negligible** magnitude of change.	The onshore cable corridor will be reinstated with no visual evidence of the construction works remaining visible in the middle distance
	Level of effect:	N/A	**Not Significant**: **Moderate** to **Minor** (600m)	**No Effect**
PRoW 206 (Footpath)	**River Arun: A259 to Ford Prison** Footpath routed along western embankment of River Arun between A259 and Arundel.	PRoW crosses PRoW and River Arun via trenchless crossing – and will be kept open.	Approximately 1km of the PRoW (within the ZTV) is <180m from the onshore cable corridor (excluding trenchless section) and alternative trenchless crossing construction compound TC-03a. There will be close range, elevated views of construction works indicating **High** (TC-03a)	All construction activity will be reinstated. Three successive notches will have limited visibility from small section of PRoW <400m as young plants establish through Years 1-10. (Tree lines H16 and W52 notched to

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			to **Medium** magnitude and more distant views of the cable corridor and top of cement bound sand batching plant at Climping construction compound. The remaining section of this PRoW is partly screened by successive trees / woodland with **Low** to **Negligible** magnitude of change.	14m and scrub HS 48 and 49 cleared to 30m). **Negligible - Zero** magnitude of change.
	Level of effect:	N/A due to trenchless crossing	**Significant**: **Major** to **Major / Moderate** (1km of PRoW) **Not Significant**: **Moderate** to **Minor** remainder of PRoW	**Not Significant**: **Minor to None**
PRoW 206 and 200/5 (Footpath)	**River Arun: Ford Prison to Arundel** Footpath routed along western embankment	PRoW beyond proposed DCO Order Limits.	This section of the PRoW is routed beyond successive layers of intervening trees / hedges and vegetation along	The onshore cable corridor will be reinstated with no visual

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
	of River Arun for 4.5km within the ZTV.		the railway line, often beyond 500m and up to 2km distance. **Low** to **Negligible** magnitude of change.	evidence remaining at this distance.
	Level of effect:	N/A	**Not Significant**: **Moderate** to **Minor**	**No Effect**
PRoW 2165 (Footpath)	**Footpath to the south of Lyminster** Connecting Lyminster to the west of the A284 through arable field.	PRoW crosses open trench section of cable corridor with short (<100m) diversion for whole construction phase.	PRoW crosses open field with 170m of route <50m of the onshore cable corridor. Trenchless crossing construction compound TC-05 and construction access A-12 also visible beyond hedge (H27 / HS8 cleared and managed to 30m) along A284. **High** magnitude of change as indicated by Viewpoint H1a (**Figure 18.33a-b, Volume 3** of the ES (Document Reference: 6.3.18)).	The onshore cable corridor will be reinstated. The 30m gap in the hedge will be visible as young plants establish and managed vegetation re-grows through Years 1-10. **Medium-low to Zero**.

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
	Level of effect:	Receptors present during construction phase due to short diversion.	**Significant: Major** (170m)	Not Significant: Moderate-Minor to No Effect
PRoW 2163/1 (Footpath)	**Footpath to the south of Lyminster** Connecting Lyminster to the east of the A284 through paddocks / pasture fields.	PRoW crosses open trench section of cable corridor with temporary closure for a few days.	PRoW crosses open field with 400m of PRoW <150m of the onshore cable corridor. Trenchless crossing construction compound TC-05 and construction access A-11 and 12 also visible beyond hedge (retained) along A284. **High** magnitude as indicated by Viewpoint H1c (**Figure 18.34a-b, Volume 3** of the ES (Document Reference: 6.3.18)).	The onshore cable corridor will be reinstated and small isolated area of removed scrub will be visible, re-establishing years 1-5. **Negligible - Zero** magnitude of change.
	Level of effect:	N/A no receptors present during closure.	**Significant**: **Major** (400m)	**Not Significant**: **Minor to None**
PRoW 2207	**Lyminster to Arundel Station**	PRoW beyond proposed DCO Order	Approximately 400m of the PRoW, north of Lyminster is within the ZTV and <500m of the DCO order limit with	The onshore cable corridor will be reinstated with no visual

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
	Routed to the east of the railway line between Lyminster and Priory Farm at Arundel station.	Limits and north of Lyminster.	theoretical visibility screened by successive trees / hedges / woodland indicating **Negligible-Zero** magnitude of change.	evidence remaining at this distance.
	Level of effect:	N/A	**Not Significant**: **Minor**	**No Effect**
PRoW 2163 (Bridleway)	**Lyminster to Poling** Routed along a farm access track between Lyminster and Poling passing between large arable fields.	Open trench crossing with temporary closure and diversion for few days. Construction accesses A-15-A16.	PRoW routed north of hedge (H608 to be retained) partly screening onshore cable corridor and trenchless crossing construction compound TC-06 / 06a to south of hedge (H608). At trenchless crossing works will be partly visible (beyond vegetation) to the north and south with Hedges H601, H600 and W9 notched to 14m. **High** to **Medium** magnitude of change affecting 1km of PRoW as indicated by Viewpoint WS1 (**Figure 18.74a-c, Volume 3** of	All construction activity will be reinstated. Three notches will have limited visibility from small section of PRoW as young plants establish through Years 1-10. **Negligible - Zero** magnitude of change.

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			the ES (Document Reference: 6.3.18)).	
	Level of effect:	N/A no receptors present during closure.	**Significant**: **Major** to **Major / Moderate** (1km)	**Not Significant**: **Minor to None**
PRoW 2202/1 (Footpath)	**West of Polling to north of Calceto Farm** Routed through arable fields and field edges.	Open trench crossing with temporary closure and diversion for few days.	At trenchless crossing construction works will be visible with treeline W9 and hedge H521 notched to 14m. **High** to **Medium** magnitude of change affecting 1km of PRoW.	All construction activity will be reinstated. Two 14m notches in treeline and hedge will be visible as young plants establish through Years 1-10. **Low** to **Negligible - Zero** magnitude of change.
	Level of effect:	N/A no receptors present during closure.	**Significant**: **Major** to **Major / Moderate** (1km)	**Not Significant**: **Minor to None**
PRoW 3096	**Poling to Wick**	Route beyond proposed DCO Order Limits.	Approximately 450m of the PRoW, north of Wick is within the ZTV and <450m of the	The onshore cable corridor will be reinstated with no visual

PRoW No.	Route description	Construction phase (up to 3.5 years) **PRoW Management** (see **Outline PRoWMP** (Document Reference: 7.8))	Construction phase (up to 3.5 years) **Visual effects** (areas overlapped by ZTV)	Operation and maintenance phase (Years 1-10)
	Routed south of Bridleway (PRoW 2163) to Wick.		proposed DCO Order Limits. Theoretical visibility is screened by successive trees / hedges indicating **Low** to **Negligible-Zero** magnitude of change.	evidence remaining at this distance.
	Level of effect:	N/A	**Not Significant**: **Minor**	**No Effect**
PRoW 2200 (Footpath)	**Poling Street to The Vinery** Routed through arable fields north of Poling.	Much of PRoW within proposed DCO Order Limits, open trench crossing with short (<100m) diversion for whole construction phase.	Onshore cable corridor and trenchless crossing construction compound TC-07 / 07a will be visible at close range <150m for 600m of PRoW with treeline along Poling Street retained and scrub (HS1) removed. **High** (within proposed DCO Order Limits) to **Medium** magnitude of change affecting 600m of PRoW as indicated by Viewpoint H2a (**Figure 18.36a-b, Volume 3** of the ES (Document Reference: 6.3.18)).	All construction activity will be reinstated. One small area of scrub will be visible, re-establishing years 1-5. **Negligible - Zero** magnitude of change.

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
	Level of effect:	Receptors present during construction phase due to short diversion.	**Significant**: **Major** to **Major / Moderate** (600m)	**Not Significant**: **Minor**
PRoW 2201 (Footpath)	**East of Poling** Routed between PRoW 2199 and 2155, through arable fields and field edges.	PRoW beyond proposed DCO Order Limits.	Although within the ZTV, much of the PRoW is screened by trees / hedges with **Low** to **Negligible-Zero** magnitude of change.	The onshore cable corridor will be reinstated with no visual evidence remaining at this distance.
	Level of effect:	N/A	**Not Significant**: **Minor**	**No Effect**
PRoW 2199 (Footpath)	**East of The Vinery** Routed through arable fields and field edges.	Open trench crossing with multiple temporary closures and diversion for few days.	Onshore cable corridor and trenchless crossing construction compound TC-08 / 08a will be visible to north and south at close range <150m for 250m of PRoW with hedges (H528 and H527) notched to 6m and visible to southwest. **High** (within proposed DCO	All construction activity will be reinstated. Two 6m notches to hedges be visible, re-establishing years 1-10. **Negligible - Zero** magnitude of change.

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			Order Limits) to **Medium** magnitude of change affecting 250m of PRoW as indicated by Viewpoint WS3 (**Figure 18.75a-b, Volume 3** of the ES (Document Reference: 6.3.18)).	
	Level of effect:	N/A no receptors present during closures.	**Significant**: **Major** to **Major / Moderate** (250m)	**Not Significant**: **Minor to None**
PRoW 2198 (Footpath)	**Angmering to A27** Routed through woodland and field edges.	Trenchless crossing with multiple temporary closure and diversion for few days, due to haul road access.	At trenchless crossing construction works will be visible with woodland (W38 to W40) notched to 6m. **High** magnitude of change affecting 25m of PRoW. Elsewhere construction screened by trees.	All construction activity will be reinstated. Two 6m notches in woodland will be visible adjacent to PRoW as young plants establish through Years 1-10. **High** to **Negligible** magnitude of change.
	Level of effect:	N/A no receptors present during closures.	**Significant**: **Major** (25m)	**Significant**: **Major** reducing to **Moderate** (Years 1-5) and to

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
				Minor and **Not Significant** at Year 10.
PRoW 2176 (Footpath)	**Newplace Farm** Routed north from Angmering to A27 through woodland and arable fields / field edges.	Open trench crossing with multiple temporary closures and diversion for few days.	Onshore cable corridor and alternative trenchless crossing construction compounds TC-09a and TC10a will be visible to east and southwest <100m for 230m of PRoW with woodland (W49) notched to 6m and visible to west. **High** (within proposed DCO Order Limits) to **Medium** magnitude of change affecting 250m of PRoW as indicated by Viewpoint H3a (**Figure 18.39a-b, Volume 3** of the ES (Document Reference: 6.3.18)).	All construction activity will be reinstated. Woodland notched to 6m will be visible at 220m, re-establishing years 1-10. **Low** to **Negligible - Zero** magnitude of change.
	Level of effect:	N/A no receptors present during closures.	**Significant**: **Major** to **Major / Moderate** (230m)	**Significant**: **Moderate** (Years 1-5) reducing to **Minor** and **Not Significant** at Year 10.

Note: all distances are approximate.

Table 1-36 Public Rights of Way (PRoW) along the onshore cable corridor - Part 2: SDNP

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
PRoW 2190 (Footpath)	**West of Hammerpot** Routed north of A27 through arable fields to woodland at Butler's Copse.	Open trench crossing with multiple temporary closures and diversion for few days.	Onshore cable corridor, construction accesses A-22, and trenchless crossing construction compounds TC-010 and TC11 will be visible to east and west <150m through gap in vegetation - treelines (W8 and W12) notched to 14m and understorey scrub cleared to 30m. Beyond TC-11, treelines W15 and W16, notched to 6m will be visible. **High** magnitude of change (affecting 160m of PRoW within the proposed DCO Order Limits) to **Medium** magnitude of change affecting 260m of remaining PRoW.	All construction activity will be reinstated. Treelines notched to 14m and scrub cleared to 30m will be visible adjacent to PRoW as young plants establish through Years 1-10. Notched vegetation (W15-16) will be visible with hedge plants establishing through Years 1-10 as trees close canopy. **High** to **Low** magnitude of change.
	Level of effect:	N/A no receptors present during closures.	**Significant**: **Major** to **Major / Moderate** (420m)	**Significant**: **Major** (Years 1-5) reducing to

PRoW No.	Route description	Construction phase (up to 3.5 years) **PRoW Management** (see **Outline PRoWMP** (Document Reference: 7.8))	 **Visual effects** (areas overlapped by ZTV)	Operation and maintenance phase (Years 1-10)
				Moderate and Not Significant at Year 10.
PRoW 2188 (Bridleway)	**Hammerpot** Routed north from Hammerpot and A27 through 'green lane' with dense vegetation and trees enclosing the route.	Trenchless crossing with short (<100m) diversion for whole construction period.	Onshore cable corridor, haul road and trenchless crossing construction compounds TC-11 or TC11a will be visible to east or west adjacent to PRoW with adjacent treelines (W15 and W16) notched to 6m. Through gap in vegetation treeline (W8) notched to 6m and understorey scrub cleared to 30m will be visible to east at 250m distance. **High** magnitude of change (affecting 100m of PRoW within the proposed DCO Order Limits). Beyond this view is restricted by vegetation.	All construction activity will be reinstated. Two 6m notches will be visible adjacent to PRoW hedge plants establishing through Years 1-10 as existing trees close canopy. Notched vegetation (W8) will be visible with hedge plants (30m) establishing through Years 1-10 as existing trees close canopy. **High** to **Low** magnitude of change.
	Level of effect:	Receptors present during construction	**Significant**: **Major** (100m)	**Significant**: **Major** (Years 1-5) reducing to

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
		phase due to short diversion.		**Moderate** and **Not Significant** at Year 10.
PRoW 2187 (Footpath) and 2787/1 (Bridleway)	**Hammerpot to Swillage Lane** Routed along field boundaries.	Routes beyond the proposed DCO Order Limits.	Trenchless crossing construction compounds TC-11 or TC-11a will be visible to north at 300-400m distance with the onshore cable corridor continuing north. Treelines (W15 and W16) notched to 6m will be visible to the east. Woodland (W5 and W4) cleared to 23m will be visible to the east. **High** to **Medium** magnitude of change affecting 450m of PRoW 2187 and **Low** magnitude of change for 300m PRoW 2187/1 on Swillage Lane. Further north PRoW of PRoW 2187/1 screened by woodland.	Two 6m notches will be visible adjacent to PRoW hedge plants establishing through Years 1-10 as existing trees close canopy. A gap in the woodland to the north (W5 and W4) will also re-establish to a dip in the profile. **Low** to **Negligible – Zero** magnitude of change.

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			See Viewpoint H5a (**Figure 18.40, Volume 3** of the ES (Document Reference: 6.3.18)).	
	Level of effect:	N/A	PRoW 2187 - **Significant**: **Major** to **Major / Moderate** (450m) PRoW 2187/1 - **Moderate** and **Not Significant** (300m)	**Moderate** and **Significant** (Years 1-5) reducing to **Minor** and Not Significant at Year 10.
PRoW 2186 (Footpath)	**Swillage Lane to Seldon Lane** Routed through fields and woodland.	Route beyond the proposed DCO Order Limits.	Trenchless crossing construction compound TC-11a will be just visible to east at 250-430m distance with the onshore cable corridor continuing north beyond Norfolk House. Treelines (W15 and W16) notched to 6m will just be visible beyond TC-11a. **Low** magnitude of change affecting 200m of PRoW beyond vegetation.	All construction activity will be reinstated. Notched vegetation will be visible at distance with existing trees closing canopy Years 1-5. **Negligible - Zero** magnitude of change.

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
	Level of effect:	N/A	**Moderate** and **Not Significant** (200m)	**Not Significant**: **Minor to None**
PRoW 2208 to 2187/1 **(Footpath)**	**Hammerpot Copse** Routed from Dover Lane through woodland and open field to Swillage Lane / PRoW 2187/1.	Open trench crossing with multiple temporary closures and short (<100m) diversion for few days.	Woodland (W4 and W5) cleared to 23m on either side of PRoW and open trench will be visible to walkers and riders from short diversion for 100m of PRoW before woodland screening takes over. From this part of the PRoW the onshore cable corridor (open trench) will be visible to the south for 600m and the north for 300m. Hedge (H540) will be notched to 14m and visible to the north at 175m through felling gap. **High** magnitude of change (affecting 100m of PRoW within the proposed DCO Order Limits) only. See Viewpoint NP3 (**Figure 18.71a-b, Volume 3** of the ES (Document Reference: 6.3.18)).	All construction activity will be reinstated. Notched vegetation and 23m cleared woodland will be visible adjacent to PRoW as young plants establish through Years 1-10. A permanent 'notch' will remain in the woodland (new views opened up). **High** magnitude of change (Years 1-5), reducing to **Low** magnitude of change (Year 10).

PRoW No.	Route description	Construction phase (up to 3.5 years) **PRoW Management** (see **Outline PRoWMP** (Document Reference: 7.8))	 **Visual effects** (areas overlapped by ZTV)	**Operation and maintenance phase (Years 1-10)**
	Level of effect:	Receptors present during construction phase due to short diversion.	**Significant**: **Major** (100m)	**Significant**: **Major** (Years 1-5) reducing to **Moderate** and not significant at Year 10.
PRoW 2174/1 (Footpath)	**Angmering Park** Routed from Wepham Wood through pasture at Angmering Park Stud Farm to woodland north of Swillage Lane.	Open trench crossing with multiple temporary closures and diversion for few days.	Hedge (H540) will be notched to 14m and visible along south side of footpath and the onshore cable corridor will be visible to the north into the next field, through a further hedge notched to 14m (H541) at 150m distance. To the south at 175m felling of woodland (W4 and W5) to 23m will be visible with the onshore cable corridor continuing beyond. **High** magnitude of change (affecting 100m of PRoW within the proposed DCO Order Limits) reducing to **Medium** for a further 150m to the west. Otherwise screened by intervening woodland.	All construction activity will be reinstated. Two 14m notches (H540 and H541) will be visible as young plants establish through Years 1-5 to match closely managed existing hedge. A permanent 'dip' in the canopy profile of woodland (W4 and W5) to the south will remain. **Medium** magnitude of change (Year 1), reducing to **Negligible** magnitude (Years 5-10).

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			See Viewpoint H6a (**Figure 18.41a-c, Volume 3** of the ES (Document Reference: 6.3.18)).	
	Level of effect:	N/A no receptors present during closures.	**Significant**: **Major** (100m) and **Major / Moderate** (150m).	**Significant**: **Major / Moderate** (Years 1-5) reducing to **Minor** and not significant at Year 10.
PRoW 2175, 2211 and 2180/1 (Bridleway) PRoW 2185 and 2210 (Footpath)	**Part Monarch's Way and Chalk escarpment at Michelgrove Park** Multiple PRoW routed through woodland.	Trenchless crossing – all PRoW to be kept open with PRoW 2211 (Monarch's Way) used for operational access A-25 only.	All woodland and PRoW will be retained with no views of construction activity due to dense woodland screening. Small area (<80m) of scrub will be cleared to allow for TC-12b adjacent to PRoW 2175 (**Low** magnitude of change).	Small area of scrub will regenerate years 1-5 - **Negligible** magnitude of change.
	Level of effect:	N/A	**No Effect**. **Not Significant**: **Moderate**	**Minor** and **Not Significant** (Years 1-5)
	Harrow Hill to Michelgrove	PRoW 2208/1 crosses open trench section of	The hedge (H589 and H590) and treeline (W6) on either side	All construction activity will be reinstated.

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
PRoW 2208/1 (Bridleway)	PRoW 2208/1 is routed south of Harrow Hill (PRoW 2260) to Michelgrove Park where it joins the Monarch's Way.	the onshore cable corridor with temporary closure for a few days. Construction access (A-26) is routed along track part PRoW 2208 – 2208/1 and part Monarch's Way.	of PRoW 2208/1 will be notched to 14m and the onshore cable corridor will be visible to the east, continuing down the hill through treeline (W4) also notched to 14m at 200m distance, with the onshore cable corridor continuing for a further 200m beyond before being screened by landform. Part of construction access (A-26) will be visible to the south. To the west the onshore cable corridor will continue through hedges / treeline (W5 and H551, notched to 14m and H553 notched to 6m) at 150m distance. The onshore cable corridor then continues further west (800m) through hedge (H549 notched to 14m), before terminating at alternative trenchless crossing construction compound (TC-	Hedgerows notched to 14m (H589, H590 and W6) will be visible adjacent to track as young plants establish through Years 1-5. It will also be possible to see gaps in the next field boundary vegetation to the east and west establish through Years 1-5. Years 5-10 new hedge continue to grow up alongside larger existing and mature hedges. A 'dip' in the treelines will remain until mature trees are able to close canopy. **Medium** magnitude of change (Years 1-5), reducing to **Low** (Years 5-10) to **Negligible**

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			12d). TC-12 and associated onshore cable corridor will be screened beyond woodland. **High** magnitude of change (affecting 100m of PRoW within the proposed DCO Order Limits) reducing to **Low** for a further 300m to the north as PRoW 2208/1 views from hillside, subject to vegetation and landform screening. See Viewpoint H7a (**Figure 18.42, Volume 3** of the ES (Document Reference: 6.3.18)).	magnitude of change (Year 10).
	Level of effect:	N/A no receptors present during closure.	PRoW 2208/1: **Significant**: **Major** (100m) to **Not Significant** and **Moderate** (300m).	**Significant**: **Major / Moderate** (Years 1-5) reducing to **Moderate** and then **Minor** (**Not Significant**) at Year 10.
PRoW 2260 (Bridleway) and Open	**Harrow Hill to Michelgrove / PRoW 2208/1**	PRoW 2260 is outwith the proposed DCO Order Limits.	PRoW 2260 crosses open fields on the shoulder of Harrow Hill providing elevated	All construction activity will be reinstated.

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
Access Land (OAL 1)	PRoW 2260 is routed over southern shoulder of Harrow Hill and joins onto PRoW 2208/1 to Michelgrove Park, passing Open Access Land in a valley or dip to the east.		views of the cable corridor, TC-12 or TC-12a and vegetation removal (W5, H551, H553, H549) affecting 600m of the PRoW at 800-500m, viewing towards the base of the wooded chalk escarpment. Further south of junction with PRoW 2208/2 the PRoW and views are contained by vegetation Views from the Open Access Land are also limited by topography. **Medium** magnitude of change (600m). See Viewpoint H7b (**Figure 18.43a-b, Volume 3** of the ES (Document Reference: 6.3.18)).	Gaps (and new planting) in the hedgerows / treelines will not be significantly visible at this distance (**Low** magnitude) although it will take up to Year 10 for new plants to mature sufficient to create a visual impact at this distance. **Low** (Years 1-10) to **Negligible** magnitude of change (Year 10).
	Level of effect:	N/A no receptors present during closure.	**Significant**: **Major / Moderate** (600m)	**Not Significant**: **Moderate** (Years 1-10) reducing to **Minor** (Year 10).

PRoW No.	Route description	Construction phase (up to 3.5 years) **PRoW Management** (see **Outline PRoWMP** (Document Reference: 7.8))	Construction phase (up to 3.5 years) **Visual effects** (areas overlapped by ZTV)	Operation and maintenance phase (Years 1-10)
PRoW 2208, 2208/1, 2174 (Bridleway) 2263 (Footpath)	**Part Monarch's Way and access to Michelgrove Park** PRoW 2208, 2208/1 are routed partly along the access road to Michelgrove Park and form part of the Monarch's Way for 350m. PRoW 2174 and 2263 cross the access road to Michelgrove Park.	Construction access A-26 follows the access road to Michelgrove Park. Road will be widened to accommodate 8 passing paces increasing the width to 8m.	PRoW 2208 to 2208/1 and Monarch's Way – increase in traffic and road maintenance visible - **Negligible** magnitude of change. PRoW 2263: Crossing access road to Michelgrove Park at farm buildings – increase in traffic and road maintenance visible from crossing and north along PRoW (300m) - **Negligible** magnitude of change. PRoW 2174: Crossing access road to Michelgrove Park at existing passing place – increase in traffic and road maintenance visible - **Negligible** magnitude of change.	Access to Michelgrove Park and new passing places left in-situ, no vegetation affected. No change.
	Level of effect:	N/A no receptors present during closure.	**Not Significant**: **Minor**	**No effect.**

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
PRoW 2264 and 2091 (Bridleway)	**Monarch's Way to A280** Routed from Michelgrove Park to Longfurlong / A280.	Route beyond the proposed DCO Order Limits.	Onshore cable corridor (open trench) construction will be just visible to north at end of field with vegetation removal obliquely visible (150m-300m distance). **Low** to **Negligible** magnitude of change affecting 700m of PRoW. See Viewpoint H7a (**Figure 18.42, Volume 3** of the ES (Document Reference: 6.3.18)). Further east PRoW passes through Myrtle Grove Farm (no view) and views are screened by trees and buildings. PRoW 2091 is beyond 1km distance and there are long views of the onshore cable corridor **Low** to **Negligible** magnitude of change. See Viewpoint NP4 (**Figure 18.72a-b, Volume 3** of the ES (Document Reference: 6.3.18)).	All construction activity will be reinstated. Vegetation reinstatement obliquely visible at distance. **Negligible - Zero** magnitude of change.

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
	Level of effect:	N/A	**Not Significant**: **Moderate** to **Minor** (1km)	**Not Significant**: **Minor to None**
PRoW 2262 and 2260/1 (Footpath)	**Myrtle Grove Farm** Routed northwest of Myrtle Grove Farm to Bridleway 2209.	Both routes cross open trench section of cable corridor with temporary closure and diversion for a few days.	Both routes cross series of paddocks and open fields. Views of the onshore cable corridor will be visible from most of the routes (1.2km) within 250m distance. Treeline W10 will be notched to 14m and visible to the north at 50m distance from PRoW 2262. **High to Medium** magnitude of change (1.2km).	All construction activity will be reinstated. A 'dip' in the treeline will remain until mature trees are able to close canopy. **Negligible** magnitude of change.
	Level of effect:	N/A no receptors present during closure.	**Significant**: **Major / Moderate** (1.2km)	**Not Significant**: **Minor to None**.
PRoW 2208/2 (Footpath)	**Harrow Hill** Routed to southeast of Harrow Hill connecting bridleways (PRoW) 2260 and 2209.	Route beyond the proposed DCO Order Limits.	Onshore cable corridor (open trench) construction will be visible to south and east, crossing the landscape partly beyond trees at 500-250m	All construction activity will be reinstated. Vegetation reinstatement obliquely visible at distance.

PRoW No.	Route description	Construction phase (up to 3.5 years) **PRoW Management** (see **Outline PRoWMP** (Document Reference: 7.8))	 **Visual effects** (areas overlapped by ZTV)	Operation and maintenance phase (Years 1-10)
			distance. Vegetation removal will be obliquely visible (Negligible magnitude). Overall **Low** to **Medium** magnitude of change affecting 800m of PRoW. See Viewpoint H7a (**Figure 18.42, Volume 3** of the ES (Document Reference: 6.3.18)).	**Negligible - Zero** magnitude of change.
	Level of effect:	N/A	**Significant**: **Moderate** (800m)	**Not Significant**: **Minor to None**
PRoW 2209 (Bridleway)	**Michael Grove to north of Blackpatch Hill** Routed from near Michael Grove Farm through valley between Harrow Hill and Blackpatch Hill to meet up with PRoW 2173.	Route beyond the proposed DCO Order Limits.	Onshore cable corridor (open trench) construction will be most visible at the southern end of the PRoW (800m), crossing the landscape partly beyond trees at 30m-250m distance. Further north (Viewpoint LD5 visibility is more limited and the roue is below the onshore cable corridor.	All construction activity will be reinstated. Vegetation reinstatement obliquely visible at distance. **Negligible - Zero** magnitude of change.

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			Overall **High** to **Medium** magnitude of change affecting 800m of PRoW. Reducing to **Low** to **Negligible** magnitude of change elsewhere. See Viewpoint LD5 (**Figure 18.69a-b, Volume 3** of the ES (Document Reference: 6.3.18)).	
	Level of effect:	N/A	**Significant**: **Major to Major / Moderate** (800m)	**Not Significant**: **Minor to None**
PRoW 2173 (Bridleway)	**Blackpatch Hill** Routed between Longfurlong Lane, Blackpatch Hill and Chantry Post near Sullington Hill.	Route crossed by open trench section of cable corridor with temporary closure and diversion. Southern section between Longfurlong Lane and Blackpatch Hill will be used for operational access (A-27).	When not closed, walkers and riders will be able to see the onshore cable corridor from the shoulders and summit of Blackpatch Hill affecting 180° of the field of view (from south to north) at distances of <1km affecting 800m to the PRoW south of the cable corridor crossing. **High to Medium** (600m) to **Low** (200m)	All construction activity will be reinstated. **Negligible - Zero** magnitude of change.

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			magnitude of change. Note the closest sections of the cable corridor will be partly screened by convex landform profiles. See Viewpoint H7d (**Figure 18.45a-f, Volume 3** of the ES (Document Reference: 6.3.18, updated at Deadline 4 **[REP4-029]**). PRoW 2173 will be used for operational access only. To the north of the cable corridor crossing the construction works will continue to be visible for the remainder of this PRoW to Sullington Hill (1.8km), mainly to the north as the PRoW ascends Sullington Hill. Much of the visual impact is mitigated by the topography and angle of view so the works will appear as a 'line' in the landscape with some construction traffic dotted along the PRoW.	

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			High to **Medium** magnitude of change (400m) see Viewpoint F3 (**Figure 18.29, Volume 3** of the ES (Document Reference: 6.3.18)) to **Low** magnitude of change (1.4km) and Viewpoint LD1 (**Figure 18.66a-b, Volume 3** of the ES (Document Reference: 6.3.18)). No trees / woodland or hedges will be affected by the trenched crossing and there is limited vegetation along this PRoW.	
	Level of effect:	N/A no receptors present during closure.	**Significant**: **Major** to **Major / Moderate** (1km, Blackpatch Hill) and **Moderate** and not significant (1.6km).	**Not Significant**: **Minor to None**
PRoW 2282/1 (Bridleway)	**South of Sullington Hill** Routed south from South Downs Way to join PRoW 2173.	Two alternative open trench crossings with short (<100m) diversion and multiple	The 1.2km route is <300m of the proposed DCO Order Limits and the majority (900m) is routed along the boundary of the proposed DCO Order	All construction activity will be reinstated. **Negligible - Zero** magnitude.

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
		temporary closures for a few days.	Limits, including for two (one alternative) short diversions. The onshore cable corridor will be visible, adjacent to the PRoW, extending from north to south (180°) to the east. **High** magnitude of change (1.2km of PRoW). No trees / woodland or hedges will be affected by the trenched crossing and there is limited vegetation along this PRoW.	
	Level of effect:	Receptors present during construction phase due to short diversion.	**Significant**: **Major** (1.2km)	**Not Significant**: **Minor to None**
PRoW 2092 (Byway)	**Byway Longfurlong to Sullington Hill** Routed between Longfurlong (A280), north to join the SDW near Sullington Hill.	Route crossed by open trench section of the onshore cable corridor with temporary closure and diversion.	Most of the byway (3.2km) will be used for construction access (A-28) and widened to 6m, avoiding trees / hedges. All of the PRoW (3.5km as far as the South Downs Way) is within the	All construction activity will be reinstated. **Negligible - Zero** magnitude of change.

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
		Southern section between Sullington Hill and A280 the PRoW is used for construction access (A-28).	proposed DCO Order Limits. People travelling along the construction access route will be aware of a change to the byway width, surface and the periodic presence of construction vehicles (**Medium-low** magnitude of change). Views of the onshore cable corridor will be distant, beyond Blackpatch Hill (**Low to Negligible**). There will be a **High** to **Medium** magnitude of change for the last 800m where the easterly onshore cable corridor at Sullington Hill will be visible <250m along with TC-15c and TC-15b beyond. Alternatively, for the westerly onshore cable corridor at Sullington Hill there will be a **Medium** magnitude of change.	

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			No trees / woodland or hedges will be affected.	
	Level of effect:	N/A no receptors present during closure.	**Significant**: **Major** to **Major / Moderate** (800m, Sullington Hill) and **Not Significant**: **Moderate** to **Minor** for the remainder of the byway route.	**Not Significant**: **Minor**
PRoW 2260 (Bridleway)	**Chantry Post to Harrow Hill** Routed south from Chantry Post to join bridleway leading to Lee Farm, west of Harrow Hill.	Route beyond the proposed DCO Order Limits.	Onshore cable corridor construction will be just visible from 1.4km of the PRoW at between 400m to 1km distance. This includes the onshore cable corridor either easterly via TC-15a/TC-15c or westerly via TC-15a/TC-15bat Sullington Hill. There will be a **Low** magnitude of change. No trees / woodland or hedges will be affected.	All construction activity will be reinstated. **Negligible - Zero** magnitude of change.

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
	Level of effect:	N/A	**Not Significant**: **Moderate** (1.4km)	**Not Significant**: **Minor to None**
PRoW 2693 and 2673 (Byway) – see South Downs Way previously assessed.				
PRoW 2108/1, 2689 and 2282 (Bridleway) and Open Access Land at Sullington Hill (OAL 2)	**Sullington Hill** All of these PRoW are closely routed, almost in parallel, within the steeply sloping chalk escarpment and the Open Access Land, connecting on to the South Downs Way at the top of the escarpment.	Trenchless crossing – all PRoW and Open Access Land to be kept open.	The southern sections of these routes (500m) and part of the Open Access Land are within the proposed DCO Order Limits and although they are all crossed by trenchless crossings, there will be views of the alternative trenchless crossing construction compounds (TC-15b and TC15c and associated cable corridors at the top of the escarpment <300m (**High** magnitude of change). Viewing east from the rest of these routes and the Open Access Land trenchless crossing construction compound (TC-	All construction activity will be reinstated. Distant gaps / notches (and new planting) in vegetation will not be significantly visible at this distance (**Low** magnitude of change) although it will take up to Year 10 for new plants to mature sufficient to create a visual impact at this distance. **Low** to **Negligible** (Years 1-10) to **Negligible** magnitude of change (Year 10).

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			15a and associated cable corridor will be visible at the bottom of the escarpment (100-300m distance), continuing east along the base of the escarpment into the distance. (**High** to **Medium** magnitude of change). See Viewpoint NP5 (**Figure 18.73a-b, Volume 3** of the ES (Document Reference: 6.3.18)). No trees / woodland or hedges will be affected.	
	Level of effect:	N/A	**Significant**: **Major** to **Major / Moderate** (1km of PRoW 2108/1, 2689, 2282 and Open Access Land).	Not Significant: **Moderate** to **Minor** (Years 1-10) reducing to **Minor** (Year 10).
PRoW 2671/1 (Bridleway)	**Chantry Hill** Routed from Chantry Post, west to Chantry Hill to the north of the South Downs Way and	Route beyond the proposed DCO Order Limits.	Onshore cable corridor construction will be mostly screened by topography at Sullington Hill / the chalk escarpment. The top of	All construction activity will be reinstated.

PRoW No.	Route description	Construction phase (up to 3.5 years) **PRoW Management** (see **Outline PRoWMP** (Document Reference: 7.8))	 **Visual effects** (areas overlapped by ZTV)	Operation and maintenance phase (Years 1-10)
and 2684 and 2683 (Footpath)	rejoining the South Downs Way at Springfield Hill. Footpaths 2684 and 2683 are routed lower down the escarpment.		alternative trenchless crossing construction compounds (TC-15b) will be visible at >400m, affecting 1.3km of the PRoW. Operational access (A-30) will be visible. No trees / woodland or hedges will be affected. Most of footpaths 2684 and 2683 are outwith the ZTV. (**Negligible** magnitude of change).	
	Level of effect:	N/A	**Not Significant**: **Minor** (1.3km)	**No Effect.**
PRoW 2686 (Bridleway)	**Sullington** Routed between Chantry Lane and Sullington Manor Farm.	Route beyond the proposed DCO Order Limits.	Construction of the onshore cable corridor at the bottom of the chalk escarpment will be mostly screened by intervening vegetation at >900m distance affecting 500m of PRoW. Operational access (A-31) will be visible. No trees / woodland	All construction activity will be reinstated.

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			or hedges will be affected. (**Negligible** magnitude of change).	
	Level of effect:	N/A	**Not Significant**: **Minor** (500m)	**No Effect.**
PRoW 2691 (Bridleway)	**Barns Farm** Routed between A283 and Barns Farm.	Route beyond the proposed DCO Order Limits.	Construction of the onshore cable corridor at the bottom of the chalk escarpment will be mostly screened by intervening buildings and vegetation at >280m distance. The whole route will be used for operational access (A-32) will be visible. No trees / woodland or hedges will be affected. (**Negligible** magnitude of change).	All construction activity will be reinstated.
	Level of effect:	N/A	**Not Significant**: **Minor** (1.2km)	**No Effect.**
PRoW 2665 (Bridleway)	**Sullington to Rowdell**	Open trench crossing	Construction of the onshore cable corridor will be visible	All construction activity will be reinstated.

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
	Routed from Sullington (Sullington Manor Farm) through Barns Farm to Rowdell.	with multiple temporary closures and short (<100m) diversion for a few days. Section at Barns Farm will be used for construction access (A-32).	close to the crossing point and <800m, partly screened by vegetation, as it extends along the foot of the chalk escarpment. Trenchless crossing construction compound (TC-15a) will be visible at 900m and traffic on construction access (A-33) will also be visible. Hedges (H146 / H146a and H157), notched to 14m will be visible along the path and to the north at <300m distance. Other hedgerows affected will be obliquely visible to receptors on the PRoW and viewed at distance. Overall **High** to **Medium** magnitude of change affecting 750m of the PRoW, otherwise **Low** to **Negligible**.	Hedges (H146 / H146a and H157) will be replanted (**Medium-low** magnitude of change). It will take up to Year 10 for new plants to mature sufficient to create a visual impact. **Low** to **Negligible** (Years 1-10) to **Negligible** magnitude of change (Year 10).
	Level of effect:	Receptors present during construction	**Significant**: **Major** to **Major / Moderate** (750m between Barns Farm and Rowdell) and	**Significant**: **Moderate** to Not Significant **Minor**

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
		phase due to short diversion.	**Not Significant**: **Moderate** to **Minor** for the remainder of the PRoW.	(Years 1-10) reducing to **Minor** (Year 10).
PRoW 2697 (Bridleway)	**Part of South Downs Way A283 to Rowdell** Routed from A283 to Rowdell.	Route crossed by open trench section of the onshore cable corridor with multiple temporary closures for few days, each co-ordinated with residents (route provides residential access). Route also used for operational access (A-34).	Construction of the onshore cable corridor will be largely screened by vegetation. However, woodland (W1364) within the proposed DCO Order Limits and along both sides of the PRoW will be cleared to 30m, affecting <150m of the PRoW, leading to a **High** magnitude of change. Elsewhere, the magnitude of change will be **Low** to **Negligible**.	All construction activity will be reinstated. Cleared woodland (W1364) will be visible adjacent to PRoW as young plants establish through Years 1-10. A permanent 'dip' will remain in the woodland prolife. **High** magnitude of change (Years 1-5), reducing to Low magnitude (Year 10).
	Level of effect:	Receptors present during construction phase due to short diversion.	**Significant**: **Major** (<150m due to woodland clearance). Elsewhere **Not Significant**: **Moderate** to **Minor** for the remainder of the PRoW.	**Significant**: **Major** (Years 1-5) reducing to **Moderate** and **Not Significant** at Year 10.

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
PRoW 2666 (Bridleway)	**Part of South Downs Way - Rowdell to Barns Farm Hill** Routed between Rowdell, through the wooded chalk escarpment to the SDW at Barns Farm Hill.	Route beyond the proposed DCO Order Limits.	Construction of the onshore cable corridor at the bottom of the chalk escarpment will be mostly screened by intervening vegetation at >350m distance (**Negligible** magnitude of change). Construction work will be most visible from the upper part of the chalk escarpment (beyond woodland) affecting 550m of the PRoW, viewing southeast from above at 700m with the onshore cable corridor extending into the landscape beyond (**Low** to **Negligible** magnitude of change). There will be no view from the upper part of the PRoW, close to the South Downs Way due to landform screening.	All construction activity will be reinstated. Distant gaps / notches (and new planting) in vegetation will not be significantly visible at this distance and largely screened by other vegetation, **Negligible** (Years 1-10) to **Negligible** magnitude of change (Year 10).
	Level of effect:	N/A	**Not Significant**: **Moderate** to **Minor** (550m)	**Not Significant**: **Minor** (Years 1-10 and 10)

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
PRoW 2698 and 3181 (Footpath)	**A283 Washington** PRoW 2698 routed from A283 to Washington via woodland to east of the A24. PRoW 3181 routed along northern edge of Washington.	Trenchless crossing – all PRoW to be kept open.	The onshore cable corridor construction works entail a trenchless crossing under the A24 and the A283. No trees / woodland or hedges will be affected and there will be no view of the construction works beyond the trenchless crossing due to the screening effects of vegetation and built form. PRoW 3181 will view some traffic from the light construction access (A-37 and A-39) Negligible to Zero magnitude of change.	All construction activity will be reinstated.
	Level of effect:	N/A	**Not Significant**: **Minor**	**No effect.**
PRoW 2623 (Bridleway and Open Access Land)	**Washington Common** Open Access Land at Washington Common and PRoW routed between this and the A283 to the south.	Route beyond the proposed DCO Order Limits.	Construction of the onshore cable corridor will be mostly screened by intervening vegetation along the PRoW and within the Open Access Land (which is wooded) <900m	All construction activity will be reinstated.

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			distance affecting 500m of PRoW and the Open Access Land. Construction access (A-35) will be visible off the A283. No trees / woodland or hedges will be affected. (**Negligible** magnitude of change).	
	Level of effect:	N/A	**Not Significant**: **Minor**	**No Effect.**
PRoW 2699 (Footpath)	**Washington** PRoW routed between eastern edge of Washington and Tilley's Farm.	Route beyond the proposed DCO Order Limits.	Construction of the onshore cable corridor will be mostly screened by intervening vegetation along the PRoW and beyond at <250m distance affecting 300m of PRoW. No trees / woodland or hedges will be affected. Top of sand cement bound batching plant may be visible from part of route above trees at 350m distance. (**Low to Negligible** magnitude of change).	All construction activity will be reinstated.

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
	Level of effect:	N/A	**Not Significant**: **Moderate to Minor**	**No effect.**
PRoW 2701 (Footpath)	**Washington** PRoW routed through temporary construction compound at Washington between the caravan park and the A283 (The Pike).	Temporary closure with diversion via new temporary route through whole of construction period.	PRoW will be diverted onto defined routes directing users around the affected area. Construction of the onshore cable corridor will be visible close to the crossing point within the proposed DCO Order Limits and for 180m of the PRoW route, partly screened by vegetation. Alternative trenchless crossing construction compound (TC-17a) will be visible at 175m and traffic on construction access (A-40) will also be visible. Hedgerows (H162 and H163) will be notched to 14m on either side of the PRoW and H167 will be cleared to 12m to allow for construction access (A-40) and visibility splays, and	All construction activity will be reinstated. Hedgerows (H167, H162 and H163) will be replanted and managed vegetation will re-grow. It will take up to Year 10 for new plants to mature sufficient to match existing hedges. **Medium** to **Low** (Years 1-5) to **Negligible** magnitude of change (Year 10).

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			HS1258 coppiced. The construction compound and cement bound sand batching plant would be partly visible beyond trees. Further 14m notching of hedgerows and treelines to the east and west field boundaries will also be visible. Overall **High** magnitude of change affecting 180m of the PRoW, otherwise **Low** to **Negligible**.	
	Level of effect:	Receptors present during construction phase due to short diversion.	**Significant**: **Major** to **Major / Moderate** (180m) and **Not Significant**: **Moderate** to **Minor** for the remainder of the PRoW.	**Significant**: **Moderate** (Year 1) reducing to **Moderate** (Year 5) and then **Not Significant**: **Minor** (Year 10).
PRoW 2703 (Bridleway)	**The Pike** PRoW routed A283 (The Pike), south through Lock's farm to the bottom of the chalk	Open trench crossing with temporary closure and short (<100m) diversion for a few days.	Construction of the onshore cable corridor will be visible close to the crossing point within the proposed DCO Order Limits and for 180m of the PRoW route, partly screened	All construction activity will be reinstated. Hedgerows (H167, H162 and H163) will be replanted and managed

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
	escarpment near Chanctonbury Hill.	Junction with A283 to be used for construction access (A-40).	by vegetation. Alternative trenchless crossing construction compound (TC-17a) will be visible at 175m and traffic on construction access (A-40) will also be visible. Hedgerows (H162 and H163) will be notched to 14m on either side of the PRoW and H167 will be cleared to 12m to allow for construction access (A-40) and visibility splays, and HS1258 coppiced. The construction compound and cement bound sand batching plant would be partly visible beyond trees. Further 14m notching of hedgerows and treelines to the east and west field boundaries will also be visible. Overall **High** magnitude of change affecting 180m of the PRoW, otherwise **Low** to **Negligible**.	vegetation will re-grow. It will take up to Year 10 for new plants to mature sufficient to match existing hedges. **Medium** to **Low** (Years 1-5) to **Negligible** magnitude of change (Year 10).

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
	Level of effect:	Receptors present during construction phase due to short diversion.	**Significant**: **Major** to **Major / Moderate** (180m) and **Not Significant**: **Moderate** to **Minor** for the remainder of the PRoW.	**Significant**: **Moderate** (Year 1) reducing to **Moderate** (Year 5) and then **Not Significant**: **Minor** (Year 10).
PRoW 2089/2 (Footpath)	**Washington** PRoW routed between eastern edge of Washington, Tilley's Farm and bottom of chalk escarpment near Chanctonbury Hill.	Route beyond the proposed DCO Order Limits.	Construction of the onshore cable corridor will be mostly screened by intervening vegetation along the PRoW and beyond at <250m distance affecting 1.1km of PRoW. No trees / woodland or hedges will be affected. (**Negligible** magnitude of change).	All construction activity will be reinstated.
	Level of effect:	N/A	**Not Significant**: **Minor**	**No Effect.**

Note: all distances are approximate.

Table 1-37 Public Rights of Way (PRoW) along the onshore cable corridor - Part 3: SDNP to Oakendene / Bolney

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
PRoW 2710 (Footpath)	**Near Buncton** Routed north from A283 to Wiston, parallel with Water Lane of A27 through arable fields.	Open trench crossing with temporary closure and short (<100m) diversion for a few days.	Onshore cable corridor, construction work and trenchless crossing construction compounds TC-19 will be visible <175m across the field affecting 375m of the route of the PRoW. Woodland (W5792) will be cleared to 30m and creating a break in the linear woodland, visible from 310m (Overall **High** to **Medium** magnitude of change). Beyond the field, to the north and south, views from the PRoW will be partly screened by intervening vegetation (**Low** magnitude of change).	All construction activity will be reinstated. Woodland (W5792) will be replanted, and it will take up to Year 10 for new plants to mature sufficient to create a visual impact and there will be a permanent 'dip' in the woodland profile. **Low** (Years 1-10) to **Negligible** magnitude of change (Year 10).
	Level of Effect	Receptors present during construction phase due to short diversion.	**Significant**: **Major** to **Major / Moderate** (375m) and **Not Significant**: **Moderate** to **Minor** for the remainder of the PRoW.	**Not Significant**: **Moderate** (Years 1-10) reducing to **Minor** (Year 10).

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
PRoW 2709 (Footpath)	**Wiston Church** Routed west from 2710 through churchyard at Wiston.	Route beyond the proposed DCO Order Limits.	Onshore cable corridor, construction work and trenchless crossing construction compounds TC-19 will be visible >30m across the field and from part of the churchyard affecting 150m of the route of the PRoW. Woodland (W5792) will be cleared to 30m and creating a break in the linear woodland, visible from 300m (Overall **High** magnitude of change). Beyond the church views will be largely screened by intervening vegetation (**Low** to **Negligible** magnitude of change). See Viewpoint J1 (**Figure 18.50a-b, Volume 3** of the ES (Document Reference: 6.3.18)).	All construction activity will be reinstated. Woodland (W5792) will be replanted, and it will take up to Year 10 for new plants to mature sufficient to create a visual impact and there will be a permanent 'dip' in the woodland profile. **Low** (Years 1-10) to **Negligible** magnitude of change (Year 10).
	Level of Effect	N/A	**Significant**: **Major** (150m) and **Not Significant**: **Moderate** to	**Not Significant**: **Moderate** (Years 1-

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			Minor for the remainder of the PRoW.	10) reducing to **Minor** (Year 10).
PRoW 2617, 2604 and 2604/1 (Footpath)	**Upper Chancton Farm** PRoWs routed between A24 and Wiston.	Route beyond the proposed DCO Order Limits.	PRoWs are routed beyond 475m from the proposed DCO Order Limits with views towards the cable corridor construction works partly screened by intervening woodland / hedges and buildings at Upper Chancton Farm. **Negligible - Zero** magnitude of change see Viewpoint J2 (**Figure 18.51a-b, Volume 3** of the ES (Document Reference: 6.3.18)) and Viewpoint J5 (**Figure 18.53, Volume 3** of the ES (Document Reference: 6.3.18)).	All construction activity will be reinstated.
	Level of Effect	N/A	**Minor** to **No Effect**.	**No Effect.**
PRoW 2711 (Bridleway)	**Buncton House** Routed north from A283 to Buncton House,	Open trench crossing with multiple temporary closures	Woodland (W5792) will be cleared to 30m along either side of the PRoW creating a break in the linear woodland. Onshore cable	All construction activity will be reinstated.

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
	along access road, east of Wiston.	and diversion for a few days.	corridor, construction work and trenchless crossing construction compounds TC-19 will be visible 350m to the west and the onshore cable corridor construction works will also be visible to the east with hedges (H214 and H211 notched to 14m) at 250m and 375m respectfully. The southern part of the PRoW will be used for construction access (A-43 and A-43a) hedgerow (H210) will be notched to 6m and managed (pruned) for visibility splays. Overall **High** magnitude of change affecting 230m of the PRoW.	The cleared woodland adjacent to PRoW will be re-planted, although a permanent 'dip' will remain in the woodland profile. Managed vegetation will re-grow. **High** magnitude of change (Years 1-5), reducing to Low magnitude (Year 10). Hedgerows (H214 and H211) will be replanted. It will take up to Year 10 for new plants to mature sufficient to match existing hedges. **Medium** to **Low** (Years 1-10) to **Negligible** magnitude of change (Year 10).

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
	Level of Effect	N/A no receptors present during closure.	**Significant**: **Major** (230m).	**Significant**: **Major** (Years 1-5) reducing to **Moderate** and **Not Significant** at Year 10.
PRoW 2514 (Footpath)	**Guessgate Farm** Routed north from A283 past Guessgate Farm to Spithandle Lane.	Open trench crossing with temporary closure and short (<100m) diversion for a few days.	Hedge and treeline (H219 and W479) will be notched to 14m along either side of the PRoW. The onshore cable corridor construction work (open trench) will be visible to the southwest (230m) with the next hedges to the east (H220) also notched to 14m. The onshore cable corridor will also be visible to the northeast (750m), and it may be possible to see up to three successive hedges also notched to 14m (H228, H230, and H235/7) although the latter is likely to be **Negligible**. Overall **High** magnitude of change affecting 180m of the PRoW,	All construction activity will be reinstated. All hedgerows will be replanted. It will take up to Year 10 for new plants to mature sufficient to match existing hedges. **Low** (Years 1-5) to **Negligible to Zero** magnitude of change (Year 10).

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			reducing to **Low** to **Negligible** elsewhere.	
	Level of Effect	Receptors present during construction phase due to short diversion.	**Significant**: **Major** (180m).	**Significant**: **Moderate** (Years 1-5) reducing to **Minor** and **Not Significant** at Year 10.
PRoW 2594 (Bridleway)	**College Wood Farm** Routed north from Wappingthorn Wood on track, through pasture field past College Wood Farm and via track to Spithandle Nursery.	Open trench crossing with temporary closure and short (<100m) diversion for a few days.	Hedges (H237 and H235) will be notched to 14m along either side of the PRoW. The onshore cable corridor construction work (open trench) will be visible to the southwest (750m) and it may be possible to see up to three success 14m notches to hedges (H230, H228, and W479) although the latter is likely to be **Negligible**. The onshore cable corridor will also be visible to the northeast (650m). Overall **Medium-High** magnitude of change affecting 460m of the	All construction activity will be reinstated. All hedgerows will be replanted. It will take up to Year 10 for new plants to mature sufficient to match existing hedges. **Low** (Years 1-5) to **Negligible to Zero** magnitude of change (Year 10).

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			PRoW, reducing to **Negligible to Zero** elsewhere due to vegetation. See Viewpoint K1 (**Figure 18.55a-b, Volume 3** of the ES (Document Reference: 6.3.18)).	
	Level of Effect	Receptors present during construction phase due to short diversion.	**Significant**: **Major / Moderate** (460m) and not significant **Moderate** to **Minor** for the remainder of the PRoW.	**Not Significant**: **Moderate** (Years 1-5) reducing to **Minor** (Year 10).
PRoW 2589/1 (Bridleway)	**Spithandle Road to Horsham Road** Routed between Spithandle Road to Horsham Road via west of Calcot Wood.	Open trench crossing with temporary closure and short (<100m) diversion for a few days.	Hedges (H246 and H245) will be notched to 14m adjacent to the PRoW. The onshore cable corridor construction work (open trench) will be visible to the southwest (<800m) and it may be possible 14m notches to hedges (H237 and H235) although the latter is likely to be **Negligible**. The onshore cable corridor will also be visible to the east adjacent to the PRoW with trenchless crossing construction compound (TC-20)	All construction activity will be reinstated. All hedgerows will be replanted. It will take up to Year 10 for new plants to mature sufficient to match existing hedges. **Low** (Years 1-5) to **Negligible to Zero** magnitude of change (Year 10).

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			<30m. Overall **High** magnitude of change affecting 400m of the PRoW, reducing to **Negligible to Zero** elsewhere due to vegetation and woodland screening.	
	Level of Effect:	Receptors present during construction phase due to short diversion.	**Significant**: **Major** (400m) and not significant **Minor** for the remainder of the PRoW.	**Not Significant**: **Moderate** (Years 1-5) reducing to **Minor** (Year 10).
PRoW 2587 (Bridleway)	**Northover** Route between Northover Farm and Upper Northover Farm	Route beyond the proposed DCO Order Limits.	Due to mature intervening vegetation, buildings and distance visibility will be limited to **Negligible-Zero** magnitude of change.	All construction activity will be reinstated.
	Level of effect:	N/A	**Not Significant**: **Minor**	**No Effect.**
Horsebridge Common (Open	**Northover** Located along B2135 between Northover Farm and Blakes Farm	Route beyond the proposed DCO Order Limits.	Due to mature woodland along the B2135 visibility will be limited to **Negligible-Zero** magnitude of change.	All construction activity will be reinstated.

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
Access Land)	**Level of effect:**	N/A	**Not Significant**: **Minor**	**No Effect.**
PRoW 2588 (Footpath)	**Ashurst to Blakes Farm, B2135** Routed between School Lane, Ashurst and Blakes Farm, B2135.	PRoW to remain open with trenchless crossing under the B2135.	Walkers may be able to see the top of trenchless crossing construction compound (TC-21) beyond trees and hedges. No trees of hedges will be affected. (**Negligible to Zero** magnitude of change).	All construction activity will be reinstated.
	Level of effect:	Receptors will be present.	**Not Significant**: **Minor**	**No Effect.**
PRoW 2583/2 (Footpath)	**Blakes Farm to Upper Northover Farm** Routed between Blakes Farm to Upper Northover Farm.	Route beyond the proposed DCO Order Limits.	Due to mature vegetation and buildings to the north and along the route, visibility will be limited to **Negligible-Zero** magnitude of change.	All construction activity will be reinstated.
	Level of effect:	N/A	**Not Significant**: **Minor**	**No Effect.**

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
PRoW 2519 (Footpath) and Bines Green Open Access Land	**Northwest of Ashurst** Routed between B2135 at Ashurst and Eatons Farm and then north to Yokenclose Barn and Bines Green Open Access Land.	Two crossings of PRoW 2519: To the North trenchless crossing (either TC-22 or TC-22a) and to the South open trench crossing with multiple temporary closures and diversion for a few days.	North crossing: Trenchless crossing construction compound (TC-22) or alternative (TC-22a) and part of the onshore cable corridor construction works will be visible through vegetation <40m, **Medium** magnitude of change affecting 400m of the PRoW. No trees / woodland or hedges will be affected. From the northern part of the PRoW (within Bines Green Open Access Land) trenchless crossing construction compound (TC-23) and part of the cable corridor construction works will be visible through vegetation (100m to 175m) **Low** to **Negligible** magnitude of change affecting 400m of the PRoW. South crossing: Hedge (H263) will be notched to 14m adjacent to the	All construction activity will be reinstated. All hedgerows will be replanted. It will take up to Year 10 for new plants to mature sufficient to match existing hedges. **Medium-low to Low** (Years 1-5) to **Negligible to Zero** magnitude of change (Year 10).

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			PRoW and hedges (H257 and H271) also notched to 14m will be visible to the south and north at approximately 150-200m distance. The onshore cable corridor construction work (open trench) will be visible to the north and west (<230m) and construction access road (A-48) adjacent and to the north of the PRoW for 160m, beyond a hedge and trees. Vegetation (H269) along the B2135 will be removed to allow for construction access. Overall **High to Medium** magnitude of change affecting 600m of the PRoW, reducing to **Negligible to Zero** elsewhere due to vegetation screening. See Viewpoint K (**Figure 18.45a-f, Volume 3** of the ES (Document Reference: 6.3.18)).	

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
	Level of effect:	North: PRoW will remain open and South: No receptors present during closure due to diversion.	**Significant**: **Major / Moderate** to **Moderate** affecting two locations (totalling 1km) and **Not Significant**: **Minor** for the remainder of the PRoW and Bines Green Open Access Land.	**Not Significant**: **Moderate** (Years 1-5) reducing to **Minor** at Years 5-10.
PRoW 2520 (Footpath)	**Northwest of Ashurst** Routed between B2135 at Ashurst and Eatons Farm and then north to Yokenclose Barn and Bines Green Open Access Land.	Open trench crossing with multiple temporary closures and diversion for a few days.	The onshore cable corridor construction work (open trench) will be visible to the west (<300m). Hedge (H271) will be notched to 14m and visible at 60m distance, beyond hedges (H277 and H263) will also be visible notched to 14m. Overall **Medium** magnitude of change affecting 300m of the PRoW, reducing to **Negligible to Zero** elsewhere due to vegetation screening.	All construction activity will be reinstated. All hedgerows will be replanted. It will take up to Year 10 for new plants to mature sufficient to match existing hedges. **Medium-low to Low** (Years 1-5) to **Negligible to Zero** magnitude of change (Year 10).

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
	Level of effect:	N/A: No receptors present during closure due to diversion.	**Significant**: **Major / Moderate** to **Moderate** (300m) and **Not Significant**: **Minor** for the remainder of the PRoW.	**Not Significant**: **Moderate** (Years 1-5) reducing to **Minor** at Years 5-10.
PRoW 3200 (Footpath)	**River Adur** Route following the River Adur	Route beyond the proposed DCO Order Limits.	Due to mature intervening vegetation and buildings to the west, visibility will be limited to **Negligible-Zero** magnitude of change.	All construction activity will be reinstated.
	Level of effect:	N/A	**Not Significant**: **Minor**	**No Effect.**
PRoW 2525, 3517, 2530 and 2531 (Footpath)	**River Adur / Henfield** Routes located east of the River Adur and west of Henfield.	Routes all beyond the proposed DCO Order Limits.	Due to mature intervening vegetation and distance, visibility will be limited to **Negligible-Zero** magnitude of change.	All construction activity will be reinstated.
	Level of effect:	N/A	**Not Significant**: **Minor**	**No Effect.**
PRoW 2372 (Footpath)	**River Adur / Henfield**	Route beyond the proposed DCO Order Limits.	Due to mature intervening vegetation and distance, visibility	All construction activity will be reinstated.

PRoW No.	Route description	Construction phase (up to 3.5 years) **PRoW Management** (see **Outline PRoWMP** (Document Reference: 7.8))	Construction phase (up to 3.5 years) **Visual effects** (areas overlapped by ZTV)	**Operation and maintenance phase (Years 1-10)**
	Routes located east of the River Adur and west of Henfield.		will be limited to **Negligible-Zero** magnitude of change.	
	Level of effect:	N/A	**Not Significant**: **Minor**	**No Effect.**
PRoW 2372 (Footpath)	**Brightham's Farm** Routed between B2135, Bines Farm, Brightham's Farm and the Downs Link.	Temporary closure and short (<100m) diversion for a few days.	PRoW will be routed alongside construction access (A-50 and A50a) affecting the views from 250m of the PRoW. Hedges (H297 and H295) will be notched to 14m at >250m (**Medium-low** magnitude of change). Otherwise, onshore cable construction works will be partly visible to the south at >450m distance or screened by intervening buildings (Brightham's Farm) or vegetation indicating **Negligible-Zero** magnitude of change.	All construction activity will be reinstated. All hedgerows will be replanted. It will take up to Year 10 for new plants to mature sufficiently to match existing hedges. **Low** (Years 1-5) to **Negligible to Zero** magnitude of change (Year 10).
	Level of effect:	Receptors present during construction	**Significant**: **Moderate** (250m) Due to construction access.	**Not Significant**: **Moderate** (Years 1-5)

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
		phase due to short diversion.		reducing to **Minor** at Years 5-10.
PRoW 2372/1, 2372 (Footpath) and 2372/2 (Bridleway)	**Partridge Green** Routed between Downs Link and along the eastern side of Partridge Green past the Sewage Works.	Route beyond the proposed DCO Order Limits. (Part of PRoW 2372/2 will be used for operational access (A-51).	Due to mature intervening vegetation and distance, visibility will be limited to **Negligible-Zero** magnitude of change. See Viewpoint T1 (**Figure 18.62, Volume 3** of the ES (Document Reference: 6.3.18))	All construction activity will be reinstated.
	Level of effect:	N/A	**Not Significant**: **Minor**	**No Effect.**
PRoW 3514 – see Downs Link previously assessed in Table 1-15.				
PRoW 2374 (Footpath)	**South of Shermanbury** Routed between Wychwood Farm near Shermanbury and Downs Link.	Open trench crossing with temporary closure and short (<100m) diversion for a few days.	The onshore cable corridor construction work (open trench) will be visible extending to the north and south as far as Downs Link. Hedges close to and along the Downs Link (H317 and H312) will be notched to 6m and	All construction activity will be reinstated. All hedgerows will be replanted. It will take up to Year 10 for new plants to mature sufficient to match

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			woodland (W1002) notched to 6m. These will be visible >200m distance. Overall **High** magnitude of change affecting 100m of the PRoW within the DCO order limit and **Medium** to **Low** magnitude for a further 400m of the PRoW route. Reducing to **Negligible to Zero** magnitude of change elsewhere due to vegetation screening and distance.	existing when viewed at this distance. **Low** (Years 1-5) to **Negligible to Zero** magnitude of change (Year 10).
	Level of Effect:	Receptors present during construction phase due to short diversion.	Significant: **Major** (400m) and not significant **Minor** for the remainder of the PRoW.	Not significant: **Moderate** (Years 1-5) reducing to **Minor** at Years 5-10.
PRoW 2808 (Footpath)	**Partridge Green** Routed between B2116, south to PRoW 1841.	Route beyond the proposed DCO Order Limits. (Entrance to PRoW will be used for construction access (A-53).	Due to mature intervening vegetation and distance visibility of the onshore cable corridor construction works will be limited to **Negligible-Zero** magnitude of change. However, construction	All construction activity will be reinstated.

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			traffic and construction access (A-53) will be visible at junction off B2116 with 6m of hedge removed and vegetation manged (pruned) for visibility splays. The mature trees would be retained, **Medium** magnitude of change for 10m.	
	Level of effect:	N/A	**Significant**: **Major / Moderate** (10m)	**No Effect.**
PRoW 1841 (Footpath)	**Shermanbury to Partridge Green** Route links Shermanbury to Partridge Green, via existing track and crossing pasture fields.	Open trench crossing with multiple temporary closures and diversion for a few days. PRoW also used for construction access (A-52).	The onshore cable corridor construction work (open trench) will be visible extending to the north and south. Hedges (H359 and H358) will be notched to 14m alongside the PRoW. Viewing north at 230m woodland (H363 and W479) will be cleared to 30m. Viewing south at 320m distance hedge (H349) will also be notched to 14m. The construction access (A-52) and associated traffic will	All construction activity will be reinstated. All hedgerows will be replanted. It will take up to Year 10 for new plants to mature sufficient to match existing hedges. **Medium-low to Low** (Years 1-5) to **Negligible to Zero**

PRoW No.	Route description	Construction phase (up to 3.5 years) **PRoW Management** (see **Outline PRoWMP** (Document Reference: 7.8))	 **Visual effects** (areas overlapped by ZTV)	**Operation and maintenance phase (Years 1-10)**
			also affect 750m, and be visible at 60m distance. Overall **Medium** magnitude of change affecting 830m of the PRoW, reducing to **Negligible to Zero** magnitude of change elsewhere due to vegetation screening.	magnitude of change (Year 10).
	Level of effect:	N/A: No receptors present during closure due to diversion.	**Significant**: **Major / Moderate** (830m) and **Not Significant**: **Minor** for the remainder of the PRoW.	**Not Significant**: **Moderate** (Years 1-5) reducing to **Minor** at Years 5-10.
PRoW 2800 (Bridleway)	**Northeast of Partridge Green** Routed north of Dunstan's Farm and the B2116.	Route beyond the proposed DCO Order Limits.	Some vegetation (hedgerow and mature trees) along B2116 will be lost as the onshore cable corridor crosses the road via open cut trenching method. The onshore cable corridor construction works will be visible at between 75-350m distance from the PRoW. Overall **Medium** magnitude of change.	All construction activity will be reinstated.

PRoW No.	Route description	Construction phase (up to 3.5 years) **PRoW Management** (see **Outline PRoWMP** (Document Reference: 7.8))	 **Visual effects** (areas overlapped by ZTV)	Operation and maintenance phase (Years 1-10)
			See Viewpoint T (**Figure 18.61a-b, Volume 3** of the ES (Document Reference: 6.3.18))	
	Level of effect:	N/A	**Significant**: **Major / Moderate** (150m) reducing to **Not Significant** and **Moderate** for remainder, due to increased distance.	**Moderate** and **Significant** (Year 1) reducing to **Moderate to Minor** and **Not Significant** for Years 5-10.
PRoW 1774 (Bridleway)	**Blanches Farm to A281 at Parkminster Wood** Routed along Reeds Lane and north of Wymarks Wood to the A281, via Greentree Lane at Greentree Farm.	Route beyond the proposed DCO Order Limits.	Construction access (A-56) and associated traffic will use the PRoW (Greentree Lane) junction with the A281 and woodland (W503) will be cleared to 10m to allow access. The onshore cable corridor construction works and trenchless crossing construction compound (TC-24) will be visible beyond a hedge, at between 25-40m distance from the PRoW. Woodland (W505) will be cleared	All construction activity will be reinstated. All woodland (W505) will be replanted, although there will be limited visibility of this due to intervening hedge along PRoW. A permanent 'notch' will remain in the woodland although there will be limited

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			to 30m and visible beyond TC-24 at 130m distance. Woodland and mature trees along the A281 will be retained. Overall **High** magnitude of change affecting 150m of the PRoW, reducing to **Negligible to Zero** magnitude of change elsewhere due to vegetation screening. See Viewpoint W (**Figure 18.64, Volume 3** of the ES (Document Reference: 6.3.18)).	visibility of this due to the existing hedge. **Negligible to Zero** magnitude of change (Years 1- 10).
	Level of effect:	N/A	**Significant**: **Major** (150m) and **Not Significant**: **Minor** for the remainder of the PRoW.	**Not Significant**: **Minor** at Years 1-10.
PRoW 1781 (Footpath)	**Park Farm to Crateman's Farm** Route links Park Farm to Crateman's Farm to south of Cowfold, via tracks and mixed arable and pasture fields.	Open trench crossing with temporary closure and diversion for a few days.	The onshore cable corridor construction work (open trench) will be visible extending to the north and south and alternative trenchless crossing construction compound (TC-25a) will be visible to the south <230m distance.	All construction activity will be reinstated. All hedgerows will be replanted. It will take up to Year 10 for new plants to mature

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			Hedge (H450) will be notched to 14m perpendicular to the end of the PRoW and scrub (HS1388b/c) will be notched to 6m and 14m. Overall **High** magnitude of change affecting 360m of the PRoW, reducing to **Negligible to Zero** magnitude of change elsewhere due to vegetation screening at Cowfold Stream.	sufficient to match existing hedges. **Medium-low to Low** (Years 1-5) to **Negligible to Zero** magnitude of change (Year 10).
	Level of effect:	N/A: No receptors present during closure due to diversion.	**Significant**: **Major / Moderate** (830m) and **Not Significant**: **Minor** for the remainder of the PRoW.	**Not Significant**: **Moderate** (Years 1-5) reducing to **Minor** at Years 5-10.
PRoW 1776/1 (Footpath)	**Park Farm to Crateman's Farm** Route links Park Farm to Crateman's Farm, south of Cowfold, via mixed arable and pasture fields.	Open trench crossing with temporary closure and diversion for a few days.	The onshore cable corridor construction work (open trench) will be visible extending to the north and south and trenchless crossing construction compound (TC-26) will just be visible to the north at <100m distance.	All construction activity will be reinstated. All hedgerows will be replanted. It will take up to Year 10 for new plants to mature

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			Hedge (W557a) will be notched to 14m adjacent to the PRoW and scrub (HS1389 / 558) 80m to the north, will be cleared to 30m. Overall **High** magnitude of change affecting 150m of the PRoW, reducing to **Negligible to Zero** magnitude of change elsewhere due to vegetation screening at Cowfold Stream.	sufficient to match existing hedges. **Medium-low to Low** (Years 1-5) to **Negligible to Zero** magnitude of change (Year 10).
	Level of effect:	N/A: No receptors present during closure due to diversion.	**Significant**: **Major / Moderate** (150m) and **Not Significant**: **Minor** for the remainder of the PRoW.	**Not Significant**: **Moderate** (Years 1-5) reducing to **Minor** at Years 5-10.
PRoW 1782 (Footpath)	**Park Farm to Lower Barn Farm** Route links Park Farm to Lower Barn Farm via farm tracks through mixed arable and pasture fields.	Open trench crossing with temporary closure and diversion for a few days. PRoW to be used for operational access (A-60) near Crateman's Farm.	The onshore cable corridor construction work (open trench) will be visible extending to the northeast and southwest and trenchless crossing construction compound (TC-26) will just be visible to the south at <640m distance. Hedge (H464b) will be notched to 14m adjacent to the	All construction activity will be reinstated. All hedgerows will be replanted. It will take up to Year 10 for new plants to mature

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			PRoW. Overall **High** magnitude of change affecting 125m of the PRoW, reducing to **Negligible to Zero** magnitude of change elsewhere due to vegetation screening at Cowfold Stream.	sufficient to match existing hedges. **Medium-low to Low** (Years 1-5) to **Negligible to Zero** magnitude of change (Year 10).
	Level of effect:	N/A: No receptors present during closure due to diversion.	**Significant**: **Major / Moderate** (150m) and **Not Significant**: **Minor** for the remainder of the PRoW.	**Not Significant**: **Moderate** (Years 1-5) reducing to **Minor** at Years 5-10.
PRoW 1783 and 1784 (Footpath)	**King's Lane to Wilcock's Farm** Route links King's Lane, off Kent Street via 1783 to 1784 and on to Wilcock's Farm and Buckhatch lane. Crossing through mixed arable and pasture fields.	Open trench crossing with temporary closure and diversion for a few days.	The onshore cable corridor construction work (open trench) will be visible extending to the east and west through notches in field boundary vegetation. Hedge and treeline (H464b and W110) will be notched to 14m at 125m to 175m distance. Overall **Medium** magnitude of change affecting 130m of the PRoW, reducing to **Low to Negligible or**	All construction activity will be reinstated. All hedgerows will be replanted. It will take up to Year 10 for new plants to mature sufficient to match existing hedges. **Medium-low to Low** (Years 1-5) to

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			Zero magnitude of change elsewhere due to vegetation screening.	**Negligible to Zero** magnitude of change (Year 10).
	Level of effect:	N/A: No receptors present during closure due to diversion.	**Significant**: **Major / Moderate** (150m) and **Not Significant**: **Moderate** to **Minor** for the remainder of the PRoW.	**Not Significant**: **Moderate** (Years 1-5) reducing to **Minor** at Years 5-10.
PRoW 1730 (Bridleway)	**King's Lane to A281** Route links King's Lane, off Kent Street via Moatfield Lane, Lower Barn Farm, Crateman's Farm and Dragon's Farm to the A281.	Open trench crossing with temporary closure and diversion for a few days. Will be used for operational access (A-58 and A-60).	The onshore cable corridor construction work (open trench) will be visible extending to the north and south through notches in field boundary vegetation. Hedges (H482 and H481) on either side of King's Lane will be notched to 14m. Further treelines (W554) will be cleared to 20m, visible at 130m north and hedges and treelines (H476) to the south at 120m will be notched to 14m . Overall **Medium** magnitude of change affecting 80m of the PRoW, reducing to **Low to**	All construction activity will be reinstated. All hedgerows will be replanted. It will take up to Year 10 for new plants to mature sufficient to match existing hedges. **Medium-low to Low** (Years 1-5) to **Negligible to Zero** magnitude of change (Year 10).

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			Negligible or Zero magnitude of change elsewhere due to vegetation screening.	
	Level of effect:	N/A: No receptors present during closure due to diversion.	**Significant**: **Major / Moderate** (80m) and **Not Significant**: **Moderate** to **Minor** for the remainder of the PRoW.	**Significant**: **Moderate** (Year 1-5) reducing to **Minor** at Years 5-10.
PRoW 1787 (Footpath)	**Taintfield Wood** Route links Kent Street to Taintfield Wood through pasture fields to the east of Cowfold.	Open trench crossing with temporary closure and diversion for a few days.	The onshore cable corridor construction work (open trench) will be visible extending to the north and south and trenchless crossing construction compound (TC-27) will be visible to the north at <90m distance, with alternative TC-26a just visible beyond. Hedge (H497) will be notched to 14m adjacent to the PRoW and treeline / scrub (HS1414 and W544) will be cleared to 20m at 200m distance to the south. Construction access (A-61) and associated traffic will also enter the same field from Kent Street with hedgerow (H505)	All construction activity will be reinstated. All hedgerows will be replanted. It will take up to Year 10 for new plants to mature sufficient to match existing hedges. **Medium-low to Low** (Years 1-5) to **Negligible to Zero** magnitude of change (Year 10).

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			cleared to 20m and vegetation pruned back to allow for visibility splays. Overall **High to Medium** magnitude of change affecting 175m of the PRoW, reducing to **Negligible to Zero** magnitude of change elsewhere due to vegetation screening.	
	Level of effect:	N/A: No receptors present during closure due to diversion.	**Significant**: **Major** to **Major / Moderate** (175m) and **Not Significant**: **Minor** for the remainder of the PRoW.	**Not Significant**: **Moderate** (Years 1-5) reducing to **Minor** at Years 5-10.
PRoW 1789 (Footpath)	**East: Kent Street to Wineham Lane** Routed between Kent Street to Wineham Lane via farm tracks and paths, passing Westridge Farm and Eastridge Farm.	Route beyond DCO order limit.	Due to mature intervening vegetation, farm buildings and distance visibility will be limited to **Negligible-Zero** magnitude of change.	All construction activity will be reinstated.
	Level of effect:	N/A	**Not Significant**: **Minor**	**No effect**

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
PRoW 1789 (Footpath)	**West: Kent Street to Wineham Lane** Routed between Kent Street to Wineham Lane via farm tracks and paths, passing Westridge Farm and Eastridge Farm.	Open trench crossing with temporary closure and diversion for a few days.	The onshore cable corridor construction work (open trench) will be visible crossing the PRoW to the northwest of Eastridge Farm. Adjacent to the PRoW, woodland (W736) will be cleared to 20m. To the south at 150m distance Scrub (HS835) will be cleared to 30m and treeline (W473) will be notched to 14m. To the north at 150m distance treeline (W678) will be notched to 14m. Overall **High to Medium** magnitude of change affecting 150m of the PRoW, reducing to **Negligible to Zero** magnitude of change elsewhere due to vegetation screening.	All construction activity will be reinstated. All hedgerows / treelines will be replanted. It will take up to Year 10 for new plants to mature sufficient to match existing hedges / treelines and a 'dip' will be left in the profile of the tree canopy. **Medium to Low** (Years 1-5) to **Negligible to Zero** magnitude of change (Year 10).
	Level of effect:	N/A: No receptors present during closure due to diversion.	**Significant**: **Major** to **Major / Moderate** (150m). (See **Table 18.36** in **Chapter 18: Landscape and Visual Impact**	**Significant**: **Major / Moderate to Moderate** (Years 1-5)

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			Assessment, Volume 2 of the ES (Document Reference: 6.2.18) for assessment of the existing National Grid Bolney substation extension).	reducing to **Minor** at Years 5-10.
PRoW 1775 and 1777 (Footpath)	**South of Cowfold and Eastlands Farm** PRoW 1775 is routed between Eastland's Farm and Moatfield Lane and PRoW 1777 is routed between Eastland's Farm and Crateman's Farm, via farm tracks through mixed arable and paster fields.	Route beyond the proposed DCO Order Limits.	Due to successive layers of mature intervening vegetation, and distance visibility of the onshore cable corridor will be limited to **Negligible-Zero** magnitude of change.	All construction activity will be reinstated.
	Level of effect:	N/A	**Not Significant**: **Minor**	**No Effect.**
PRoW 1788 (Footpath)	**Oakendene Industrial Estate to King's Lane**	Route beyond the proposed DCO Order Limits.	Due to successive layers of mature intervening vegetation, and distance visibility of the onshore	All construction activity will be reinstated.

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
	PRoW 1788 is between King's Lane to the west of Taintfield Wood and into the Oakendene Industrial Estate. routed between Eastland's Farm and Moatfield Lane and PRoW 1777 is routed between Eastland's Farm and Crateman's Farm, via farm tracks through mixed arable and paster fields.		cable corridor will be limited to **Negligible-Zero** magnitude of change. See Viewpoint SA7 (**Figure 18.13a-h, Volume 3** of the ES (Document Reference: 6.3.18)).	
	Level of effect:	N/A	**Not Significant**: **Minor**	**No Effect.**
PRoW 1786 (Footpath)	**Taintfield Wood** Route links Kent Street to Taintfield Wood through pasture fields to the east of Cowfold.	Prolonged closure and diversion to allow for Oakendene West Construction Compound.	On emerging from Taintfield Wood, the onshore cable corridor construction work (open trench) will be screened by woodland, but trenchless crossing construction compound (TC-27) and its alternative (TC-27a) will be visible	All construction activity will be reinstated.

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			to the east at between 60m to 180m distance, beyond field boundary vegetation with alternative TC-26a just visible beyond (**Medium-low** magnitude of change). TC-28 will be visible from the route at further distance (between 280m to 380m distance and beyond trees (**Low** magnitude of change). See Viewpoint SA3 (**Figure 18.12a-e, Volume 3** of the ES (Document Reference: 6.3.18)).	
	Level of effect:	N/A: No receptors present during closure due to diversion.	**Significant**: **Moderate** (400m). (See **Table 18.34** in **Chapter 18: Landscape and Visual Impact Assessment, Volume 2** of the ES (Document Reference: 6.2.18), for Oakendene substation assessment).	**No Effect**.

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
PRoW 36Bo (Footpath)	**Coombe House - West** PRoW 36Bo is routed from north of Coombe House, passing to the west of the house along field boundary to woodland area.	Route beyond the proposed DCO Order Limits.	Due to successive layers of mature intervening vegetation / woodland and distance visibility of the onshore cable corridor will be limited to **Negligible-Zero** magnitude of change.	All construction activity will be reinstated.
	Level of effect:	N/A	**Not Significant**: **Minor** (See **Table 18.36** in **Chapter 18: Landscape and Visual Impact Assessment, Volume 2** of the ES (Document Reference: 6.2.18) for the assessment of the existing National Grid Bolney substation extension).	**No Effect.**
PRoW 1T (Footpath)	**Bolney Substation** Route links Wineham Lane, through Old Doctor's house and crossing field to the north of the existing National Grid Bolney	Open trench crossing with temporary closure and diversion for a few days.	The onshore cable corridor construction work (open trench) will be visible crossing the PRoW to the northeast and southwest with TC-29 visible beyond at 130m distance.	All construction activity will be reinstated. All hedgerows will be replanted. It will take up to Year 10 for new plants to mature

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
	substation to join PRoW 36Bo.		Adjacent to the PRoW, hedge (H469) will be notched to 14m and woodland / treeline (W387 and W677) will be notched to 20m at 220m distance. Scrub (HS560) along the northern edge of the existing Bolney Substation will be lost permanently. Overall **High to Medium** magnitude of change affecting 125m of the PRoW, reducing to **Negligible to Zero** magnitude of change elsewhere due to vegetation screening.	sufficient to match existing hedges. **Medium-low to Low** (Years 1-5) to **Negligible to Zero** magnitude of change (Year 10).
	Level of effect:	N/A: No receptors present during closure due to diversion.	**Significant**: **Major / Moderate** (125m). (See **Table 18.36** in **Chapter 18: Landscape and Visual Impact Assessment, Volume 2** of the ES (Document Reference: 6.2.18) for the assessment of the existing National Grid Bolney substation extension).	**Not Significant**: **Moderate** (Years 1-5) reducing to **Minor** at Years 5-10.

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
PRoW 8T (Footpath)	**Rampion 1 substation** PRoW 8T is routed from Bob Lane north, along the east of the Rampion 1 substation.	Route beyond the proposed DCO Order Limits.	Due to successive layers of mature intervening vegetation / woodland and distance visibility of the onshore cable corridor will be limited to **Negligible-Zero** magnitude of change with the exception of a 100m stretch to the north of the Rampion 1 substation, viewing at 275m distance (**Low** magnitude of change). No trees / woodland or hedges will be affected.	All construction activity will be reinstated.
	Level of effect:	N/A	**Not Significant**: **Moderate to Minor** (100m). (See **Table 18.36** in **Chapter 18: Landscape and Visual Impact Assessment, Volume 2** of the ES (Document Reference: 6.2.18) for the assessment of the existing National Grid Bolney substation extension).	**No Effect.**

PRoW No.	Route description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		PRoW Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
PRoW 34Bo (Footpath)	**Coombe House - East** PRoW 34Bo is routed from the east of Combe House, south across an arable field towards woodland north of the Rampion 1 substation.	Route beyond the proposed DCO Order Limits.	Due to successive layers of mature intervening vegetation / woodland and distance visibility of the onshore cable corridor will be limited to **Negligible-Zero** magnitude of change. No trees / woodland or hedges will be affected. See Viewpoint SB1 (**Figure 18.15a-b, Volume 3** of the ES (Document Reference: 6.3.18)).	All construction activity will be reinstated.

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Open access land

1.4.89 Many of the areas of open access land (OAL) are closely associated with the PRoW network and some are included in the PRoW assessment in **Table 1-35** to **Table 1-36** where they overlap with or are closely associated with the route of the PRoW.

1.4.90 A complete assessment of the OAL is provided in **Table 1-38** and a summary of these effects is provided in **Table 1-2**.

1.4.91 In summary, the views from two areas of OAL will be significantly affected by the onshore cable corridor during the construction phase as follows:

- Barpham Hill; and
- Sullington Hill.

1.4.92 There will be no effects on OAL during the operation and maintenance phase.

Whole Proposed Development Effects on open access land

1.4.93 A number of the OAL areas, particularly towards the coast and those on higher ground within the SDNP will have views of the offshore elements of the Proposed Development. These are assessed in **Chapter 15: Seascape, landscape and visual assessment, Volume 2** of the ES (Document Reference: 6.2.15).

1.4.94 The onshore substation at Oakendene and the existing National Grid Bolney substation extension will not be visible.

Cumulative Effects on open access land

1.4.95 There will be no significant cumulative effects arising from other development which is remote from areas of OAL.

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Table 1-38 Open access land (OAL) along the onshore cable corridor

Open access land (OAL)	Description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		OAL Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
Onshore cable corridor Part 1: Climping to SDNP				
Atherington	Wooded area surrounded by trees / woodland to the south-west of Atherington and to the north of the beach and beach car park.	OAL is outwith the proposed DCO Order Limits.	OAL is approximately 600m south-west of the landfall and HDD construction compound (TC-01) and screened by mature intervening trees / woodland indicating **Negligible-Zero** magnitude of change.	**No Effect.**
	Level of effect:	N/A	**Not Significant**: **Minor**	**No Effect.**
Onshore cable corridor Part 2: SDNP				
Barpham Hill	Area of steeply sloping grassland to the north and east side of Barpham Hill, accessed in the south by PRoW 2175.	OAL is outwith the proposed DCO Order Limits.	OAL is approximately >600m to the north-west of the onshore cable corridor and alternative trenchless crossing construction compound (TC-12d). There will be open	All construction activity will be reinstated. Gaps (and new planting) in the hedgerows / treelines will not be significantly visible at

Open access land (OAL)	Description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		OAL Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
			views of the construction works extending east from the base of a chalk escarpment at Lower Barpham and **Low** magnitude of change. See Viewpoint F1a (**Figure 18.28a-d, Volume 3** of the ES (Document Reference: 6.3.18)) and Viewpoint NP1 (**Figure 18.70, Volume 3** of the ES (Document Reference: 6.3.18)).	this distance (**Low** to **Negligible-Zero** magnitude of change) although it will take up to Year 10 for new plants to mature sufficiently to infill gaps. **Negligible-Zero** magnitude of change (Years 1-10).
	Level of effect:	N/A	**Significant**: **Moderate**	**Not Significant**: **Minor** (Years 1-10).
Patching Hill	Area of steeply sloping grassland to the north-east side of Patching Hill, crossed by PRoW 2174.	OAL is outwith the proposed DCO Order Limits. Construction access A-26 follows access road to Michelgrove Park. Road will be widened to allow 8 passing paces	OAL is over 1km distanced from the onshore cable corridor to the north (**Negligible-Zero** magnitude of change) but overlooks access road to Michelgrove Park and construction access (A-26) to the north-east.	**No Effect**.

Open access land (OAL)	Description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		OAL Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
		increasing width to 8m.	Increased in traffic and road improvements visible – **Negligible-Zero** magnitude.	
	Level of effect:	N/A	**Not Significant**: **Minor**	**No Effect.**
Open Access Land (OAL 1)	Linear area of sloping grassland in dry valley or 'dip' between PRoW 2260 and 2173 (both in higher ground to the east and west sides).	OAL 1 is outwith the proposed DCO Order Limits.	Views from the OAL 1 are limited by topography to the south, viewing the onshore cable corridor at over 1km distance between Harrow Hill and Blackpatch Hill (**Negligible-Zero** magnitude of change).	**No Effect.**
	Level of effect:	N/A	**Not Significant**: **Minor**	**No Effect.**
Sullington Hill	Steeply sloping grassland on chalk escarpment comprising west, north and east facing slopes of Sullington Hill to the north of the South	Sullington Hill OAL will be crossed by a trenchless crossing.	East facing slopes within the OAL will view trenchless crossing construction compound (TC-15a) and the cable corridor extending east along the foot of the escarpment. They will also view	Gaps (and new planting) in the distant hedgerows / treelines will not be significantly visible (**Low** to **Negligible-Zero** magnitude of change) although it will take up

Open access land (OAL)	Description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		OAL Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
	Downs Way. Accessed via PRoW 2689, 2282 and 2688).		alternative trenchless crossing construction compounds (TC-15b-c) at the top of the slope (**High** magnitude of change). See Viewpoint NP5 (**Figure 18.73a-b, Volume 3** of the ES (Document Reference: 6.3.18)).	to Year 10 for new plants to mature sufficiently to infill gaps. **Negligible-Zero** magnitude of change (Years 1-10).
	Level of effect:	N/A	**Significant**: **Major**	**Not Significant**: **Minor** (Years 1-10).
Chantry Hill	Steeply sloping grassland on chalk escarpment west of Sullington Hill, north of South Downs Way. Accessed via PRoW 2671/1, 2684 and 2251).	OAL 1 is outwith the proposed DCO Order Limits.	The onshore cable corridor will be screened by Sullington Hill / the chalk escarpment. Part of the OAL will view top of alternative TC-15b at >500m distance (**Negligible-Zero** magnitude of change).	**No Effect.**
	Level of effect:	N/A	**Not Significant**: **Minor**	**No Effect.**
Washington Common	Wooded common land to the north of the A283	OAL is outwith the proposed DCO Order Limits.	OAL is approximately 650m north of the onshore cable corridor and screened by	**No Effect.**

Open access land (OAL)	Description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		OAL Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
	between Washington and Storrington.		mature intervening trees / woodland and hedges with **Negligible-Zero** magnitude of change.	
	Level of effect:	N/A	**Not Significant**: **Minor**	**No Effect.**
Chanctonbury Hill	Sloping grassland on chalk escarpment west of A24 accessed via South Downs Way. West of Chanctonbury Hill and Chanctonbury Ring.	OAL is outwith the proposed DCO Order Limits.	OAL will view the onshore cable corridor and TC-17a to the north at >750m distance (**Negligible-Zero** magnitude of change).	**No Effect.**
	Level of effect:	N/A	**Not Significant**: **Minor**	**No Effect.**
Onshore cable corridor Part 3: SDNP to Oakendene / Bolney				
Horsebridge Common	Wooded common land to south and east of the proposed DCO Order Limits along the B2135.	OAL is outwith the proposed DCO Order Limits.	OAL is screened by mature intervening trees / woodland and hedges with **Negligible-Zero** magnitude of change.	**No Effect.**

Open access land (OAL)	Description	Construction phase (up to 3.5 years)		Operation and maintenance phase (Years 1-10)
		OAL Management (see **Outline PRoWMP** (Document Reference: 7.8))	**Visual effects** (areas overlapped by ZTV)	
	Level of effect:	N/A	**Not Significant**: **Minor**	**No Effect.**
Bines Green	Open grassland with perimeter trees to north of the proposed DCO Order Limits along the B2135.	OAL is outwith the proposed DCO Order Limits.	OAL is screened by mature intervening trees and hedges with **Negligible-Zero** magnitude of change.	**No Effect**.
	Level of effect:	N/A	**Not Significant**: **Minor**	**No Effect**

Note: all distances are approximate.

1.5 Visual effects on views from recreational and tourist destinations

1.5.1 The visual assessment has considered the potential visual effects likely to be experienced by people at recreational / visitor or tourist destinations or attractions, which are overlapped by the ZTV, within the study area. Each of these locations were visited and/or assessed with the use of ZTVs and wirelines.

1.5.2 All of the destinations have been assessed as of **High** sensitivity on account of their High to Medium value as recreational and tourist destinations, some located within designated landscapes and the High susceptibility of the people visiting these destinations, whose attention will be focused on the landscape around them,

1.5.3 The ZTV and viewpoint analysis in **Appendix 18.2: Viewpoint Analysis, Volume 4** of the ES (Document Reference: 6.4.18.2) indicates that significant visual effects will extend up to 650m from the onshore cable corridor. Consequently, only those receptors within 1km of the onshore cable corridor are included in the detailed assessment below.

1.5.4 In summary, the views from five recreational / visitor or tourist destinations will be significantly affected by the onshore cable corridor during the construction phase as follows:

- Littlehampton West Beach (Climping Beach);
- Climping Camp Site;
- Climping Caravan Park;
- Washington Recreation Ground; and
- Washington Caravan Park.

1.5.5 All construction areas will be reinstated and there will be no significant effects on the views and visual amenity of recreational / visitor or tourist destinations in the operation and maintenance phase.

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Table 1-39 Visual effects of onshore cable corridor on Recreational and Tourist Destinations: Littlehampton Golf Club

Littlehampton Golf Club	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	
Landscape designation	None
Description	Littlehampton Golf Club is located in the River Arun floodplain to the immediate west of the River Arun and north of the Littlehampton West Beach, with intervening sand dunes and coastline. The golf course is accessed from Rope Walk to the north-west and is bordered to the west and north by a woodland belt and berm which restrict views in this direction.
Sensitivity	**High**
Magnitude of change and level of residual effect	
During construction:	Views of the onshore cable corridor, landfall and HDD trenchless crossing construction compounds (TC-01, TC-01a and TC-02) at >500m distance will be screened by mature vegetation (trees, woodland and scrub) along the northern edges of the golf course The magnitude of change during the winter months will be **Negligible-Zero** and the level of effect **Minor** and **Not Significant**. The club house and carpark are outwith the ZTV and there would be no view.
Level of effect	**Minor** and **Not Significant**
Type of effect	Short-term, temporary, direct, and neutral.

Littlehampton Golf Club	
	Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.
During operation and maintenance: - Years 1-10	All construction areas will have been reinstated and there will be **No Effect** on the views and visual amenity.
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations will be significantly visible (**Major**) from the southern edge of Littlehampton as reported in **Chapter 15: Seascape, landscape and visual impact assessment, Volume 2** of the ES (Document Reference: 6.2.15). The likelihood of significant visual effects occurring concurrently due to the visibility of the offshore elements of the Proposed Development (namely the installation and commissioning of the offshore substation and wind turbines) and the construction of the onshore cable corridor will be limited to approximately 12 months. The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible.
Cumulative effects assessment	There will be no cumulative effects with other development.

Table 1-40 Visual effects of onshore cable corridor on Recreational and Tourist Destinations: Littlehampton West Beach

Littlehampton West Beach (Climping Beach)	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoint: A** (**Figure 18.24a-b, Volume 3**) of the ES (Document Reference: 6.3.18)
Landscape designation	None
Description	The beach at Littlehampton is divided into two separate beach areas, either side of the River Arun (East Beach and West Beach). West Beach is a sand and shingle beach located to the west of the River Arun estuary The beach is backed by sand dunes and sea defences which extend towards Atherington (Climping Beach) and the car park.
Sensitivity	**High**
Magnitude of change and level of residual effect	
During construction:	Most of the northward views from the beach will be screened by sand dunes and sea defences, but from the top of these and the northern extents of the beach (overlapping with PRoW 829 and part of the Arun Way). An assessment of PRoW 829 (which has been used as a proxy to assess the England Coast Path National Trail, which is not yet formally open) has been provided in **Table 1-35**. Construction works associated with the onshore cable corridor, in particular the landfall and associated trenchless crossing construction compound (TC-01), will be visible in the arable field in the middle distance beyond the Ryebank Rife tributary. TC-01 will be used for material / equipment storage, some welfare facilities, landfall and HDD activities. The onshore cable corridor will be approximately 40m wide, comprising perimeter stock fencing, open cut cable installation with internal haul road, associated construction machinery and soil storage as indicated in **Graphic 4.19, Chapter 4: The Proposed Development, Volume 2** of the ES (Document Reference: 6.2.4). Local task and vehicle lighting may be visible in poor weather / light conditions. Trenchless crossing construction compounds TC-01a and TC-02 will be screened by vegetation and not visible, even in the winter. Views of the landfall and HDD construction compound will be visible at <200-500m distance and the magnitude of change will be **Medium** as

	indicated by Viewpoint A (**Figure 18.19a-b, Volume 3** of the ES (Document Reference: 6.3.18)). The level of effect will be **Major / Moderate** and **Significant**.
	Level of effect — **Major / Moderate** and **Significant**
	Type of effect — Short-term, temporary, direct, and adverse. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.
During operation and maintenance: - Years 1-10	All construction areas will have been reinstated and there will be **No Effect** on the views and visual amenity.
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations will be significantly visible (**Major**) from the southern edge of Littlehampton as reported in **Chapter 15: Seascape, landscape and visual impact assessment, Volume 2** of the ES (Document Reference: 6.2.15). The likelihood of significant visual effects occurring concurrently due to the visibility of the offshore elements of the Proposed Development (namely the installation and commissioning of the offshore substation and wind turbines) and the construction of the onshore cable corridor will be limited to approximately 12 months. The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible.
Cumulative effects assessment	There will be no cumulative effects with other development.

Table 1-41 Visual effects of onshore cable corridor on Recreational and Tourist Destinations: Littlehampton East Beach

Littlehampton East Beach	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	
Landscape designation	None
Description	The beach at Littlehampton is divided into two separate beach areas at either side of the River Arun (East Beach and West Beach). East Beach is a sand and shingle beach forming the shoreline for the main settlement of Littlehampton and extending east approximately 1.6km from the River Arun estuary.
Sensitivity	**High**
Magnitude of change and level of residual effect	
During construction:	Views of the onshore cable corridor and associated construction works at the landfall and HDD trenchless crossing construction compounds (TC-01, TC-01a and TC-02) will be screened by landform, buildings and mature vegetation (trees, woodland and scrub) at Littlehampton and Littlehampton golf course There will be no view (Zero magnitude) of the onshore elements of the Proposed Development.
Level of effect	**No Effect**
Type of effect	N/A

Littlehampton East Beach	
During operation and maintenance: - Years 1-10	**No Effect**
Whole Proposed Development effects	See Littlehampton West Beach.
Cumulative effects	N/A

Table 1-42 Visual effects of onshore cable corridor on Recreational and Tourist Destinations: Climping Camp Site

Climping Camp Site	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoint: A** (**Figure 18.24a-b, Volume 3**) of the ES (Document Reference: 6.3.18)
Landscape designation	None
Description	The Climping Camp Site is located in a triangular field to the east of Climping Street and south of Kent's Farm, on the edge of the DCO boundary. The field is used for camping and is surrounded by scattered trees and shrubs along the perimeter boundary with open views across the surrounding fields.

Climping Camp Site

Sensitivity	**High**
Magnitude of change and level of residual effect	
During construction:	Although there are some perimeter trees and hedgerow vegetation around the camp site, the construction works associated with the onshore cable corridor and the landfall and associated trenchless crossing construction compound (TC-01) will be visible in the arable field at approximately >150m distance to the south-east. The onshore cable corridor will extend across the landscape to the east and trenchless crossing construction compounds TC-01a and TC-02 will also be visible, beyond vegetation along the intervening field boundary. Views will include construction traffic and activities along the onshore cable corridor - notably construction machinery, soil storage, fencing and welfare facilities associated with the construction works. Local task and vehicle lighting may be visible in poor weather / light conditions. The magnitude of change will be **Medium**. The level of effect will be **Major / Moderate** and **Significant**.
Level of effect	**Major / Moderate** and **Significant**
Type of effect	Short-term, temporary, direct, and adverse. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.
During operation and maintenance: - Years 1-10	All construction areas will have been reinstated and there will be **No effect** on the views and visual amenity.

Climping Camp Site	
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations will be significantly visible from coastal areas as reported in **Chapter 15: Seascape, landscape and visual impact assessment, Volume 2** of the ES (Document Reference: 6.2.15). The likelihood of significant visual effects occurring concurrently due to the visibility of the offshore elements of the Proposed Development and the construction of the onshore cable corridor will be limited to approximately 12 months. The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible.
Cumulative effects assessment	The onshore elements of the Proposed Development will be experienced cumulatively with residential development at Ferry Road (ID 61 / 62, Arun Local Plan - reference site SD9) affecting the views to the north-east and the onshore cable corridor and associated construction visible to the east and south. Both the additional cumulative effect on the onshore elements of the Proposed Development and the combined cumulative effects of other development will be **Significant** (**Major**) assuming they occur either simultaneously and / or consecutively in separate phases.

Table 1-43 Visual effects of onshore cable corridor on Recreational and Tourist Destinations: Climping Caravan Park

Climping Caravan Park	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	
Landscape designation	None
Description	Climping Caravan Park is located to the north of the A259 opposite the Ferry Road junction. It is situated in a relatively open area surrounded by open arable fields to the north, east and west. Caravans within the site are in

Climping Caravan Park	
	close proximity to each other and many have internal views of the caravan park only. Those situated on the edge of the caravan park, however, experience open views across the arable fields.
Sensitivity	**High**
Magnitude of change and level of residual effect	
During construction:	Although there are some perimeter trees and vegetation around the caravan site, properties / caravans on the eastern side of the Caravan Park will view the onshore cable corridor at between 100-150m distance to the east and north with minimal intervening screening. The onshore cable corridor will be approximately 40m wide, comprising perimeter stock fencing, open cut cable installation with internal temporary construction haul road, associated construction machinery and soil storage as indicated in **Graphic 4-19, Chapter 4: The Proposed Development, Volume 2** of the ES **[APP-045]**. The magnitude of change will be **Medium-low** resulting in a **Moderate adverse** visual effect that will be **Significant**. Properties / caravans on the western side of the Caravan Park will view the Climping construction compound 80m distance to the west also with minimal intervening screening. The construction compound will contain a cement bound sand batching plant (up to 20m high) construction vehicles, materials and equipment, welfare facilities and office space. Local task and vehicle lighting may be visible in poor weather / light conditions and construction traffic may also be visible crossing the fields to the north. An area of soil storage will be located to the eastern side (Work Area No. 11). Due to the intervening distance, the magnitude of change will be **Medium** resulting in a **Major / Moderate** adverse visual effect that will be **Significant**. Note: The Climping Caravan Park has also been assessed in **Appendix 18.5: Residential Visual Amenity Assessment, Volume 4** of the ES (**[APP-171]**, updated Deadline 5).
	Level of effect **Major / Moderate** and **Significant**

Climping Caravan Park		
	Type of effect	Short-term, temporary, direct, and adverse. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration. The construction compound will be present throughout the construction period.
During operation and maintenance: - Years 1-10	All construction areas will have been reinstated and there will be **No Effect** on the views and visual amenity.	
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will not be significantly visible to the south, subject to vegetation screening. The SLVIA of the offshore elements of the Proposed Development is reported in **Chapter 15: Seascape, landscape and visual impact assessment, Volume 2** of the ES (Document Reference: 6.2.15). The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible.	
Cumulative effects assessment	The onshore elements of the Proposed Development will be experienced cumulatively with residential development at Ferry Road (ID 61 / 62, Arun Local Plan - reference site SD9) affecting the views to the south, with the onshore cable corridor and associated construction visible to the east and west. Both the additional cumulative effect on the onshore elements of the Proposed Development and the combined cumulative effects of other development will be **Significant** (**Major / Moderate**) assuming they occur either simultaneously and / or consecutively in separate phases.	

Table 1-44 Visual effects of onshore cable corridor on Recreational and Tourist Destinations: Brookside Caravan Park

Brookside Caravan Park	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoint: H1a (Figure 18.33a-b, Volume 3)** of the ES (Document Reference: 6.3.18)
Landscape designation	None
Description	Brookside Caravan Park is located along the A284 to the north of Littlehampton and the south of Lyminster. The caravan park is bounded by tall hedgerow and trees to the north and west which restrict views into the surrounding landscape.
Sensitivity	**High**
Magnitude of change and level of residual effect	
During construction:	The northern and western edges of the caravan park are screened by a tall hedgerow and trees (see **Figure 18.33a, Volume 3** of the ES (Document Reference: 6.3.18) inset photograph). Screening will be provided by the construction of noise barrier / screen fencing and this in addition to the exiting perimeter trees will provide an almost complete visual screen of the construction works. At most the tops of construction vehicles or the extended arm of a JCB digger would be periodically visible at approximately >50m distance, through gaps in tree cover, above the fence line during the winter and less so in the summer months. The magnitude of change affecting the views from the norther edge of the site will be **Negligible to Zero** even during the winter months. Taking account of the intervening screening, the level of effect during the winter months therefore will be **Minor** and Not Significant.
	Level of effect **Minor** and **Not Significant**

Brookside Caravan Park

	Type of effect	Short-term, temporary, direct, and adverse. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.
During operation and maintenance: - Years 1-10	All construction areas will have been reinstated and there will be **No Effect** on the views and visual amenity.	
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will have very limited visibility (Not Significant). The SLVIA of the offshore elements of the Proposed Development is reported in **Chapter 15: Seascape, landscape and visual impact assessment, Volume 2** of the ES (Document Reference: 6.2.15). The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible.	
Cumulative effects assessment	There will be no cumulative effects with other development. Although the Lyminster Bypass is due for completion in 2024 and will be part of the future baseline, there will be little intervisibility between it and the caravan site due to intervening vegetation screening.	

Table 1-45 Visual effects of onshore cable corridor on Recreational and Tourist Destinations: Arundel Castle

Arundel Castle	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoint: E** (**Figure 18.25a-c, Volume 3**) of the ES (Document Reference: 6.3.18)
Landscape designation	SDNP
Description	This viewpoint is located at the highest publicly accessible location at Arundel Castle (The Keep). It may be noted that there are no 360-degree outward views from The Keep in one sweep due to the small outlook windows and the promoted views are only to the south-west, north-east and north-west. The north-east view looks across the Arun floodplain in the foreground with a complex of pastoral fields bounded by a combination of deciduous hedgerows and trees, and fencing. The River Arun is visible meandering through the floodplain. The undulating hills of Arundel Park form the horizon to the left of the view with Arundel Wetland Centre nestled below the park. The Arundel to Amberley railway line cuts through the landscape beyond the river with the hills of the South Downs forming the distant horizon. The small villages of Wepham and Burpham are partially visible on the lower Arun Valley Sides. The south-west view looks across the town of Arundel in the foreground with the Cathedral of our Lady and Phillip Howard clearly visible in the foreground. Beyond the town, the flat Arun Valley with the River Arun is visible extending out towards Littlehampton and the sea. The existing Rampion 1 offshore wind farm is visible in the long distance only in clear weather / light conditions.
Sensitivity	**High**
Magnitude of change and level of residual effect	

Arundel Castle	
During construction:	The views from the Castle Keep are assessed in **Appendix 18.2** and illustrated by Viewpoint E (**Figure 18.25a-c~~,b~~, Volume 3** of the ES (Document Reference: 6.3.18)). In summary, the onshore cable corridor and associated construction will be visible at over 2km distance to the south and the level of effect from that viewpoint will be **Moderate** to **Minor** and **Not Significant**. The onshore elements of the Proposed Development will not be visible from other areas of the Castle and taking account of the overall effect on the views, visual amenity and visitor experience the magnitude of change will be **Negligible-Zero** and the effect will be **Minor** and **Not Significant**.
Level of effect	**Minor** and **Not Significant**
Type of effect	Short-term, temporary, direct, and adverse. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.
During operation and maintenance: - Years 1-10	All construction areas will have been reinstated and there will be **No effect** on the views and visual amenity.
Whole Proposed Development effects	The offshore elements of the Proposed Development including the wind turbines and offshore substations as well as a shallow draught vessel during the construction phase will have some visibility to the south, subject to vegetation screening. The SLVIA of the offshore elements of the Proposed Development is reported in **Chapter 15: Seascape, landscape and visual impact assessment, Volume 2** of the ES (Document Reference: 6.2.15). The onshore substations at Oakendene and existing National Grid Bolney substation extension will not be visible.

Arundel Castle	
Cumulative effects assessment	Although other cumulative development will be visible in the distance to the south, the onshore elements of the Proposed Development will not contribute significantly to cumulative effects resulting from other development. Other development likely to be visible includes the urban fringes of Littlehampton and the Arundel Bypass.

Table 1-46 Visual effects of onshore cable corridor on Recreational and Tourist Destinations: Chanctonbury Ring

Chanctonbury Ring	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoint: I** (**Figure 18.49a-c, Volume 3**) of the ES (Document Reference: 6.3.18)
Landscape designation	SDNP
Description	Chanctonbury Ring is a prehistoric hill fort, crowned by mature beech trees on the top of the chalk escarpment in the SDNP. It is accessed via the South Downs Way and a car park at the bottom of Chanctonbury Ring Road off the A283. A trig point is located at Chanctonbury Hill, approximately 450m further west at 238m AOD and the Chanctonbury Hill OAL is located approximately 1km to the west of Chanctonbury Ring. The visual effects on the view from Chanctonbury Hill is assessed in **Appendix 18.2: Viewpoint Analysis, Volume 4** of the ES (Document Reference: 6.4.18.2) and illustrated by Viewpoint I (**Figure 18.49a-c, Volume 3** of the ES (Document Reference: 6.3.18)). In summary, the level of effect will be **Moderate** to **Minor** and **Not Significant**. The visual effects on the views from the Chanctonbury Ring OAL are assessed in **Table 1-38**. In summary the visual effect is assessed as **Minor** and **Not Significant**.
Sensitivity	**High**

Chanctonbury Ring

Magnitude of change and level of residual effect	
During construction:	There are limited views to the north / north-west from Chanctonbury Ring itself due to the mature beech trees, and other trees in the wooded landscape that provide some partial screening. The northern views from Chanctonbury Ring take in the Low Weald landscape comprising small to medium sized pastoral and arable fields enclosed by hedgerows, woodlands and shaws. Deciduous and coniferous woodlands are scattered throughout the landscape. The settlement of Ashington is partially visible in the middle distance to the left of the view. The A24 is also visible to the east of Ashington in the middle distance. Farms, residential properties, and industrial buildings are scattered throughout the view. Parts of the onshore cable corridor and the top of a cement bound sand batching plant at the Washington construction compound will be visible through the trees in the distance (approximately 1.2km to the north). The magnitude of change will be **Negligible-Zero** and the level of effect will be **Minor** and **Not Significant**.
Level of effect	**Minor** and **Not Significant**
Type of effect	Short-term, temporary, direct, and neutral. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), although in reality the construction works along the cable corridor would vary in intensity and be subject to phasing and progressive restoration.
During operation and maintenance: - Years 1-10	All construction areas will have been reinstated and there will be **No Effect** on the views and visual amenity at this distance.

Chanctonbury Ring	
Whole Proposed Development effects	The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible. The offshore elements of the Proposed Development will not be visible.
Cumulative effects assessment	There will be no cumulative effects with other development.

Table 1-47 Visual effects on Recreational and Tourist Destinations: Washington Recreation Ground and Allotments

Washington Recreation Ground and Allotments	
Figures: 18.4b and 18.7b, Volume 3 of the ES ([REP4-026])	**Viewpoints: H (Figure 18.31a-c, Volume 3 of the ES [REP4-028]), and H1 (Figure 18.32, Volume 3) of the ES [REP4-028]**
Landscape designation	South Downs National Park
Settlement description	Washington Recreation Ground is an area of public open space to the north of Washington settlement. The area is mostly grass playing fields with a children's playground enclosure to the south and a football pitch to the north. A community hall is located to the southwest of the playing field and there are also some allotments to the north of the playing fields. Unlike the settlement this area is more open within some perimeter trees marking the boundary.
Sensitivity	**High**
Magnitude of change and level of residual effect	
During construction:	The onshore cable corridor is routed to pass through the fields and playing field by trenchless crossing and will be underground as illustrated by Viewpoint H and there will be **No effect** on the views. Views of the cable corridor further to the east will be screened by mature woodland between London Road and the A24, with further tree screening along the A283 and the perimeter of the Washington construction compound. The ground level construction activity within the Washington construction compound will be contained by perimeter screening fencing / hoarding and well screened by perimeter vegetation including mature trees as illustrated by Viewpoint H. However, the top of a cement bound sand batching plant may be visible above / between the trees. Viewed from the community hall and children's playground the top of the cement bound sand batching plant will be largely screened by woodland and trees between London Road and the A24, and further tree screening along the A283 and the perimeter of the construction compound. During the winter months the magnitude will be **Negligible to Zero** and level of effect will be **Minor** and **Not Significant**. Similarly, views from the allotments, viewing

	southeast will be screened by successive layers of mature vegetation along the A283 and at Washington Caravan Park. Again, the cement bound sand batching plant will be well screened with only the upper part visible through trees at between approximately 150-300m distance. During the winter months the magnitude will be **Negligible to Zero** and level of effect will be **Minor** and **Not Significant**. Viewing east from the northern half of the playing fields the top of the cement bound sand batching plant will be more visible through trees, beyond traffic on the A283 at between approximately 100-300m distance. The magnitude will be **Medium-low** and the level of effect will be **Moderate** and **Significant**. Note: Revised **Figure 18.31a-c, Volume 3** of the ES (**[REP4-028]**, updated at Deadline 4) has been amended to indicate the maximum vertical and horizontal extent of the cement bound sand batching plant, positioned anywhere within the Washington construction compound boundary.
Level of effect	**Minor to Moderate** and **Significant**
Type of effect	Short-term, temporary, direct, and adverse to neutral. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), particularly as the temporary construction compound will be required for the whole of the construction period.
During operation and maintenance: **- Year 1**	All construction areas will have been reinstated and there will be **No Effect** on the views and visual amenity of the settlement at Washington.
- Year 5	There will be **No Effect** on the views and visual amenity of the settlement.
- Year 10	There will be **No Effect** on the views and visual amenity of the settlement.

Washington Recreation Ground and Allotments	
Whole Proposed Development effects	The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible. The offshore elements of the Proposed Development will not be visible.
Cumulative effects assessment	The onshore elements of the Proposed Development will not be significantly visible and will not therefore contribute significantly to the combined cumulative effects with other development, including Rock Common Quarry which is already included in the baseline as an on-going development. There will be no cumulative visual effects on the views and visual amenity of Washington.

Table 1-48 Visual effects of onshore cable corridor on Recreational and Tourist Destinations: Washington Caravan Park

Washington Caravan Park	
Figures: 18.4a and 18.7a, Volume 3 of the ES (Document Reference: 6.3.18)	**Viewpoint: H1** (**Figure 18.32, Volume 3** of the ES (Document Reference: 6.3.18))
Landscape designation	None
Description	Washington Caravan Park is located off the A283 immediately southeast of the Washington Roundabout. The caravan park is bounded by tall hedgerow and hedgerow trees as well as residential property to the west which collectively restrict views into the surrounding landscape which include Rock Common Quarry to the east and pastureland to the south also beyond mature trees / hedges. Viewpoint H1 (**Figure 18.32, Volume 3** of the ES (Document Reference: 6.3.18)) is taken from the road junction with The Pike and the A283 to the south.

Washington Caravan Park	
Sensitivity	**High**
Magnitude of change and level of residual effect	
During construction:	The onshore cable corridor will pass to the south of the caravan park and the trenchless crossing will not be visible. The Washington construction compound will be located in the field to the southeast of the caravan park. However, ground based activity will be screened by perimeter screen fencing / hoarding in addition to the exiting perimeter trees. The construction compound will contain welfare facilities / offices, parking, construction plant and storage of materials and equipment (up to 7m high) and a cement bound sand batching plant up to 20m high. The upper parts of the construction activity and in particular the top of the cement bound sand batching plant would be visible between / above the treeline during the winter and less so in the summer months. The magnitude of change will be **Medium-high** in the winter months reducing to **Medium** in the summer months when all vegetation is in leaf.
Level of effect	**Major** to **Major / Moderate** and **Significant**
Type of effect	Short-term, temporary, direct and adverse. Note: Duration is not included in the assessment of magnitude. The resulting level of effect has assumed a maximum duration for the construction works (3.5 years), particularly as the temporary construction compound will be required for the whole of the construction period.
During operation and maintenance: - Years 1-10	All construction areas will have been reinstated and there will be **No Effect** on the views and visual amenity.

Washington Caravan Park	
Whole Proposed Development effects	The onshore substation at Oakendene and existing National Grid Bolney substation extension will not be visible. The offshore elements of the Proposed Development will not be visible.
Cumulative effects assessment	There will be no cumulative effects with other development.

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2. Glossary of terms and abbreviations

Table 2-1 Glossary of terms and abbreviations

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

Term (acronym)	Definition
Cumulative landscape effects	Effects that 'can impact on either the physical fabric or character of the landscape, or any special values attached to it' (SNH, 2012)
Cumulative visual effects: **In combination** **In succession** **Sequentially**	Effects that can be caused by combined visibility, which 'occurs where the observer is able to see two or more developments from one viewpoint' and/or sequential effects which 'occur when the observer has to move to another viewpoint to see different developments' (SNH 2012) • In combination: Where two or more developments are or would be within the observer's arc of vision at the same time without moving his/her head (GLVIA3, 2013 Table 7.1). • In succession: Where the observer has to turn his/her head to see the various developments – actual and visualised (GLVIA3, 2013 Table 7.1). • Sequential cumulative effect. Occurs where the observer has to move to another viewpoint to see the same or different developments. Sequential effects may be assessed for travel along regularly used routes such as major roads or popular paths (GLVIA3, 2013 Table 7.1).
Decommissioning	The period during which a development and its associated processes are removed from active operation.
Degree of change	A combination of the scale extent and duration of an effect also defined as 'magnitude'.
Designated Landscape	Areas of landscape identified as being of importance at international, national or local levels, either defined by statue or identified in development plans or other documents.
Direct effects	An effect that is directly attributable to the Proposed Development.
Elements	Individual parts which make up the landscape, such as, for example, trees, hedges and buildings.
Embedded environmental measures	Equate to 'primary environmental measures' as defined by Institute of Environmental Management and Assessment (2016). They are measures to avoid or reduce environmental effects that are directly incorporated into the preferred masterplan for the Proposed Development.
Environmental Impact Assessment (EIA)	The process of evaluating the likely significant environmental effects of a proposed project or development over and above the existing circumstances (or 'baseline').

Term (acronym)	Definition
Environmental Measures	Measures which are proposed to prevent, reduce and where possible offset any significant adverse effects (or to avoid, reduce and if possible remedy identified effects. (GLVIA3, 2013 Para 3.37).
Environmental Statement (ES)	The written output presenting the full findings of the Environmental Impact Assessment.
Feature	Particularly prominent or eye-catching elements in the landscape such as tree clumps, church towers or wooded skylines OR a particular aspect of the project proposal.
FoV	Field of View
GLVIA 3	Guidelines for Landscape and Visual Impact Assessment, Third Edition, published jointly by the Landscape Institute and Institute of Environmental Management and Assessment, 2013.
HDD	Horizontal directional drill
Heritage	The historic environment and especially valued assets and qualities such as historic buildings and cultural traditions.
IEMA	Institute of Environmental Management and Assessment
Impact	The changes resulting from an action.
Indirect effects	Effects that result indirectly from the proposed project as a consequence of the direct effects, often occurring away from the site, or as a result of a sequence of interrelationships or a complex pathway. They may be separated by distance or in time from the source of the effects. Often used to describe effects on landscape character that are not directly impacted by the Proposed Development such as effects on perceptual characteristics and qualities of the landscape.
Key characteristics	Those combinations of elements which are particularly important to the current character of the landscape and help to give an area its particularly distinctive sense of place.
Land cover	The surface cover of the land, usually expressed in terms of vegetation cover or lack of it. Related to but not the same as land use.
Landscape and Visual Impact Assessment (LVIA)	A tool used to identify and assess the likely significance of the effects of change resulting from development both on the landscape as an environmental resource in its own right and on people's views and visual amenity.

Term (acronym)	Definition
Landscape character	A distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than better or worse.
Landscape Character Area (LCA)	These are single unique areas which are the discrete geographical areas of a particular landscape type.
Landscape Character Assessment	The process of identifying and describing variation in the character of the landscape, and using this information to assist in managing change in the landscape. It seeks to identify and explain the unique combination of elements and features that make landscapes distinctive. The process results in the production of a Landscape Character Assessment.
Landscape Character Types (LCTs)	Distinct types of landscape which are relatively homogenous in character. They are generic in nature in that they may occur in different areas in different parts of the country, but wherever they occur they share broadly similar combinations of geology, topography, drainage patterns, vegetation and historical land use and settlement patterns, and perceptual and aesthetic attributes (GLVIA3 2013).
Landscape effects	Effects on the landscape as a resource in its own right. An assessment of landscape effects deals with the effects of change and development on landscape as a resource. The concern here is with how the proposal will affect the elements that make up the landscape, the aesthetic and perceptual aspects of the landscape and its distinctive character. (GLVIA3 2013, Para 5.1).
Landscape patterns	Spatial distributions of landscape elements combining to form patterns, which may be distinctive, recognisable and describable e.g. hedgerows and stream patterns.
Landscape qualities	A term used to describe the aesthetic or perceptual and intangible characteristics of the landscape such as scenic quality, tranquillity, sense of wildness or remoteness. Cultural and artistic references may also be described here.
Landscape quality (condition)	A measure of the physical state of the landscape. It may include the extent to which typical character is represented in individual areas, the intactness of the landscape and the condition of individual elements.
Landscape receptors	Defined aspects of the landscape resource that have the potential to be affected by a proposal

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

Term (acronym)	Definition
Perceptual Aspects	A landscape may be valued for its perceptual qualities, notably wildness and/or tranquillity. (GLVIA3, 2013 Box 5.1)
Photomontage	A visualisation which superimposes an image of the Proposed Development upon a photograph or series of photographs.
Planning Inspectorate	The Planning Inspectorate deals with planning appeals, national infrastructure planning applications, examinations of local plans and other planning-related and specialist casework in England and Wales.
Preliminary Environmental Information Report (PEIR)	The written output of the Environmental Impact Assessment undertaken to date for the Proposed Development. It is developed to support formal consultation and presents the preliminary findings of the assessment to allow an informed view to be developed of the Proposed Development, the assessment approach that has been undertaken, and the preliminary conclusions on the likely significant effects of the Proposed Development and environmental measures proposed.
Proposed Development	The development that is subject to the application for development consent, as described in **Chapter 4: The Proposed Development, Volume 2** of the ES (Document Reference: 6.2.4).
Rarity	The presence of rare elements or features in the landscape or the presence of a rare Landscape Character Type. (GLVIA3 2013, Box 5.1)
Receptor	Physical landscape resource, special interest, or viewer group that will experience an effect.
Representativeness	Whether the landscape contains a particular character and/or features or elements which are considered particularly important examples.
Scenic quality	Depends upon perception and reflects the particular combination and pattern of elements in the landscape, its aesthetic qualities, its more intangible sense of place or 'genius loci' and other more intangible qualities. (GLVIA3 2013, Box 5.1)
SDNP / SDNPA	South Downs National Park / South Downs National Park Authority
Seascape	Landscapes with views of the coast or seas, and coasts and adjacent marine environments with cultural, historical and archaeological links with each other.

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

Term (acronym)	Definition
Viewpoints	Selected for illustration of the visual effects fall broadly into three groups: Representative Viewpoints: selected to represent the experience of different types of visual receptor, where larger numbers of viewpoints cannot all be included individually and where the significant effects are unlikely to differ – for example certain points may be chosen to represent the view of users of particular public footpaths and bridleways; Specific Viewpoints: chosen because they are key and sometimes promoted viewpoints within the landscape, including for example specific local visitor attractions, such as landscapes with statutory landscape designations or viewpoints with particular cultural landscape associations. Illustrative Viewpoints: chosen specifically to demonstrate a particular effect or specific issues, which might, for example, be the restricted visibility at certain locations. (GLVIA3 2013, Para 6.19)
Visual amenity	The overall views and surroundings, which provide a visual setting or backdrop to the activities of people living, working, recreating, visiting or travelling through an area.
Visual effect	Effects on specific views and on the general visual amenity experienced by people.
Visual Receptors	Individuals and/or defined groups of people who have the potential to be affected by a proposal.
Visual sensitivity	The sensitivity of visual receptors such as residents, relative to their location and context, to visual change proposed by development.
Visualisation	Computer visualisation, photomontage, or other technique to illustrate the appearance of the development from a known location.
Wireline	A computer-generated line drawing of the DTM (digital terrain model) and the Proposed Development from a known location.
WTG	Wind turbine generator
Zone of Theoretical Visibility (ZTV)*	A map, usually digitally produced, showing areas of land within which a development is theoretical visible.

3. References

Landscape Institute and Institute of Environmental Management and Assessment (IEMA), (2013). *Guidelines for Landscape and Visual Impact Assessment. Third Edition (GLVIA3)*. London; Landscape Institute.

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Rampion 2
WIND FARM