# PROPOSED NAVITUS BAY WIND PARK

## PRELIMINARY ENVIRONMENTAL INFORMATION 3

## CHAPTER 13
## SEASCAPE LANDSCAPE AND VISUAL

**SEPTEMBER 2013**

NAVITUSBAY

| VERSION HISTORY | | | |
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# TABLE OF CONTENTS

13.1. Introduction ..... 1
13.2. Legislation, Policy and Guidance ..... 1
13.3. Assessment Methodology ..... 3
13.4. Baseline Environment ..... 16
13.5. Impact Assessment ..... 63
13.6. Summary ..... 134
References ..... 135
Glossary ..... 136
Abbreviations ..... 137
Appendix A SLVIA Visuals (wireframes and/or photomontages) ..... 138

# LIST OF TABLES

Table 13.1 Compliance with National Policy Statements ..... 1
Table 13.2 Consultation Response ..... 7
Table 13.3 Sensitivity scales ..... 13
Table 13.4 Magnitude scales ..... 14
Table 13.5 Significance of impact matrix ..... 15
Table 13.6 Data Sources ..... 17
Table 13.7 Summary of Regional Seascape Units (RSUs) ..... 29
Table 13.8 Summary of Seascape Character Types (SCTs) ..... 29
Table 13.9 Summary of Landscape Character Types (SCTs) ..... 41
Table 13.10 Summary of Designations / Definitions ..... 47
Table 13.11 Summary of Representative Viewpoints ..... 57
Table 13.12 Visibility Data from the Isle of Portland ..... 61
Table 13.13 Visibility Data from Hurn ..... 62
Table 13.14 Rochdale Envelope Parameters relevant to the Seascape, Landscape and Visual Impact Assessment ..... 65
Table 13.15 Effects on Regional Seascape Units ..... 76
Table 13.16 Effects on Seascape Character Types ..... 76
Table 13.17 Effects on Landscape Character Types ..... 83
Table 13.18 Effects on Designations ..... 89
Table 13.19 VP1 Portland Cliffs, Isle of Portland ..... 95
Table 13.20 VP2 Weymouth Beach ..... 95
Table 13.21 VP3 Redcliff Point ..... 96
Table 13.22 VP4 Footpath near Osmington White Horse, White Horse Hill ..... 96
Table 13.23 VP5 Hambury Tout, South West Coast Path (SWCP), near Lulworth Cove ..... 97
Table 13.24 VP6Whiteways Viewpoint, Povington Hill ..... 97
Table 13.25 VP7 Swyre Head ..... 98
Table 13.26 VP8 St. Aldhelm's Head ..... 98
Table 13.27 VP9 Durlston Castle, Durlston Head ..... 99
Table 13.28 VP10 Swanage Seafront ..... 99
Table 13.29 VP11 Ballard Down ..... 100
Table 13.30 VP12 Old Harry Rocks, Handfast Point ..... 100
Table 13.31 VP13 Knoll Beach, Studland ..... 101
Table 13.32 VP14 Sandbanks Ferry Port ..... 102
Table 13.33 VP15 Sandbanks Beach ..... 102
Table 13.34 VP16 Sea View, Constitution Hill ..... 103
Table 13.35 VP17 Branksome Dene Chine ..... 103
Table 13.36 VP18 West Cliff, Bournemouth ..... 104
Table 13.37 VP19 Undercliff Drive, Bournemouth ..... 104
Table 13.38 VP20 Hengistbury Head ..... 105

Table 13.39 VP21 Mudeford Quay ..... 105
Table 13.40 VP22 Wharncliff Road Car Park / Cafe ..... 106
Table 13.41 VP23 Holmsley Ridge, Thorney Hill ..... 106
Table 13.42 VP24 Hatchet Moor, Beaulieu Heath ..... 107
Table 13.43 VP25 Milford Promenade ..... 107
Table 13.44 VP26 Sea-Wall, Solent Way ..... 108
Table 13.45 VP27 Hurst Castle ..... 109
Table 13.46 VP28 The Needles ..... 109
Table 13.47 VP29 Tennyson's Monument, Isle of Wight ..... 110
Table 13.48 VP30 Compton Beach, Isle of Wight ..... 111
Table 13.49 VP31 Mottistone ..... 111
Table 13.50 VP32 Limerstone Down, Isle of Wight ..... 112
Table 13.51 VP33 Blackgang Car Park, Isle of Wight ..... 113
Table 13.52 VP34 Ferry Route, Poole to Cherbourg (sailing south) ..... 113
Table 13.53 VP35 Ferry Route, Cherbourg to Poole (sailing north) ..... 114
Table 13.54 Effects upon Representative Viewpoints ..... 115
Table 13.55 Night Time Effects upon Representative Viewpoints ..... 122

# LIST OF FIGURES

Figure 13.1 Site location and Study Area ..... 5
Figure 13.2 Regional Seascape Units ..... 20
Figure 13.3 Seascape Character Types ..... 24
Figure 13.4 National Landscape Character Types ..... 32
Figure 13.5 County Landscape Character ..... 33
Figure 13.6 National Landscape / Seascape Policy Context ..... 43
Figure 13.7 Local Landscape Policy Context ..... 46
Figure 13.8 Zone of Theoretical Visibility – 8 MW Layout Bareground ..... 48
Figure 13.9 Zone of Theoretical Visibility – 8 MW Layout Obstructions ..... 49
Figure 13.10 Principal Movement Corridors ..... 52
Figure 13.11 Representative Viewpoints and Landform ..... 56

# APPENDIX A: SLVIA VISUALS (WIREFRAMES AND/OR PHOTOMONTAGES)

**35 Representative Daytime Viewpoints (8MW)**

Viewpoint 1 Portland Cliffs, Isle of Portland (8 MW)

Viewpoint 2 Weymouth Beach (8 MW)

Viewpoint 3 Redcliff Point (8 MW)

Viewpoint 4 Footpath nr. Osmington White Horse, White Horse Hill (8 MW)

Viewpoint 5 Hambury Tout, SWCP, nr Lulworth Cove (8 MW)

Viewpoint 6 Whiteways Viewpoint, Povington Hill (8 MW)

Viewpoint 7 Swyre Head (8 MW)

Viewpoint 8 St. Aldhelm's Head (8 MW)

Viewpoint 9 Durlston Castle, Durlston Head (8 MW)

Viewpoint 10 Swanage Seafront (8 MW)

Viewpoint 11 Ballard Down (8 MW)

Viewpoint 12 Old Harry Rocks, Handfast Point (8 MW)

Viewpoint 13 Knoll Beach, Studland (8 MW)

Viewpoint 14 Sandbanks Ferry Port (8 MW)

Viewpoint 15 Sandbanks Beach (8 MW)

Viewpoint 16 Sea View, Constitution Hill (8 MW)

Viewpoint 17 Branksome Dene Chine, Community Rooms (8 MW)

Viewpoint 18 West Cliff, Bournemouth (8 MW)

Viewpoint 19 Undercliff Drive, Bournemouth (8 MW)

Viewpoint 20 Hengistbury Head (8 MW)

Viewpoint 21 Mudeford Quay (8 MW)

Viewpoint 22 Wharncliff Road Car Park / Café (8 MW)

Viewpoint 23 Holmsley Ridge, Thorney Hill (8 MW)

Viewpoint 24 Hatchet Moor, Beaulieu Heath (8 MW)

Viewpoint 25 Milford Promenade (8 MW)

Viewpoint 26 Sea-Wall, Solent Way (8 MW)

Viewpoint 27 Hurst Castle (8 MW)

Viewpoint 28 The Needles, Isle of Wight (8 MW)

Viewpoint 29 Tennyson’s Monument, Isle of Wight (8 MW)

Viewpoint 30 Compton Beach, Isle of Wight (8 MW)

Viewpoint 31 Mottistone, Isle of Wight (8 MW)

Viewpoint 32 Limerstone Down, Isle of Wight (8 MW)

Viewpoint 33 Blackgang Car Park, Isle of Wight (8 MW)

Viewpoint 34 Ferry Route, Poole to Cherbourg (8 MW)

Viewpoint 35 Ferry Route, Cherbourg to Poole (8 MW)

**5 Representative Daytime Viewpoints (5MW)**

Viewpoint 8 St Aldhelm's Head (5MW)

Viewpoint 9 Durlston Head, Durlston Head (5MW)

Viewpoint 13 Knoll Beach, Studland (5MW)

Viewpoint 25 Milford Promenade (5MW)

Viewpoint 28 The Needles, Isle of Wight (5MW)

**5 Representative Night-Time Viewpoints (5MW)**

Viewpoint 9 Durlston Castle, Durlston Head (5MW Night Time)

Viewpoint 10 Swanage Seafront (5MW Night Time)

Viewpoint 15 Sandbanks Beach (5MW Night Time)

Viewpoint 18 West Cliff, Bournemouth (5MW Night Time)

Viewpoint 29 Tennyson’s Monument, Isle of Wight (5MW Night Time)

# 13. SEASCAPE, LANDSCAPE AND VISUAL IMPACT ASSESSMENT

## 13.1. Introduction

13.1. This chapter assesses the potential seascape, landscape and visual impacts arising from the construction, operation and maintenance ('O&M'), and decommissioning phases of the offshore elements of the proposed Navitus Bay Wind Park ('the Project').

13.2. For details of the Project description used within this assessment refer to Chapter 2, Navitus Bay Wind Park Project.

13.3. This chapter is supported by an A1 size SLVIA Visuals Appendix. This appendix presents wireframe, photomontage, location map and metadata for the following viewpoints:

- 35 representative daytime viewpoints (8MW turbine layout);
- 5 representative daytime viewpoints (5MW turbine layout);
- 5 representative night-time viewpoints (5MW turbine layout).

13.4. A Seascape, Landscape and Visual Impact Assessment ('SLVIA') has been undertaken to describe the relevant planning policies and assess the seascape and landscape character, and the visual prominence of the wind farm.

## 13.2. Legislation, Policy and Guidance

13.5. This section outlines the legislation, policy and guidance relevant to the assessment of potential impacts on the seascape, landscape and visual resource.

13.6. Other national, regional and local policies are considered within this assessment and professional opinion has been applied on their relevance and importance to the assessment.

### 13.2.1. International

13.7. The European Landscape Convention (ELC) became binding in 2007 and promotes landscape protection, management and planning, and European co-operation on landscape issues. Natural England led the implementation of the ELC in England, which aimed to strengthen the protection, management and planning of England's landscapes by providing a structure for action plans that will be prepared by interested partners and stakeholders. This has enabled stakeholders to integrate the Convention into their work, such as through the Landscape Character Network. In addition, national procedures comply as a minimum with other international standards, namely the United Nations Educational, Scientific and Cultural Organisation ('UNESCO') World Heritage Sites.

### 13.2.2. National

13.8. The Government's national policy for delivering major new energy infrastructure is set out in the National Planning Policy Framework ('NPPF'), published March 2012. It replaces most national policy guidance including Planning Policy Statements ('PPSs') and Planning Policy Guidance notes ('PPG'). The document Planning for Renewable Energy: A Companion Guide to PPS22 remains in place.

13.9. Further detail on Planning Policy for offshore renewable energy NSIPs is contained in the National Policy Statements ('NPSs') for Overarching Energy ('EN-1') and Renewable Energy Infrastructure ('EN-3'). The NPSs identify a number of issues relevant to this chapter (Table 13.1).

Table 13.1 Compliance with National Policy Statements

| Summary of NPS Provision | Consideration in PEI |
|---|---|
| **NPS EN-1 Part 5.9** | |
| Paragraph 5.9.5: The applicant should carry out a landscape and visual assessment and report it in the ES (see section 4.2).The landscape and visual assessment should include reference to any landscape character assessment and associated studies as a means of assessing landscape impacts relevant to the proposed project. | This chapter provides an assessment of effects on internationally, nationally and locally designated landscapes.<br><br>An assessment of effects on seascape and landscape character is provided in the impact assessment section of this chapter. |

| Table 13.1 Compliance with National Policy Statements | |
|---|---|
| Summary of NPS Provision | Consideration in PEI |
| Paragraph 5.9.6: The applicant's assessment should include the effects during construction of the project and the effects of the completed development and its operation on landscape components and landscape character. | This chapter includes an assessment of effects during the construction, O&M, and decommissioning phases of the development within the impact assessment section. |
| Paragraph 5.9.7: The assessment should include the visibility and conspicuousness of the project during construction and of the presence and operation of the project and potential impacts on views and visual amenity. This should include light pollution effects, including on local amenity and nature conservation. | This chapter provides an assessment of potential visual effects upon visual receptors, visual amenity and from a range of agreed representative viewpoints. Effects arising from lighting of the Project are also considered within the impact assessment section. |
| **NPS EN-3** | |
| Paragraph 2.6.202: Where a proposed offshore wind farm will be visible from the shore, an SVIA should be undertaken which is proportionate to the scale of the potential impacts. Impact on seascape should be addressed in addition to the landscape and visual effects discussed in EN-1. | Potential effects on seascape character (both regional seascape units and seascape character types) are considered within the impact assessment of this chapter. |

| Table 13.1 Compliance with National Policy Statements | |
|---|---|
| Summary of NPS Provision | Consideration in PEI |
| Paragraph 2.6.203: Where necessary, assessment of the seascape should include an assessment of three principal considerations on the likely effect of offshore wind farms on the coast:<br>➢ Limit of visual perception from the coast;<br>➢ Individual characteristics of the coast which affect its capacity to absorb a development;<br>➢ How people perceive and interact with the seascape. | The limit of visual perception from the coast is illustrated by the ZTV study outlined in the baseline environment section.<br>Coastal character and its capacity to absorb a wind farm development is considered in the assessment of effects on seascape character in the impact assessment section.<br>How people perceive and interact with the seascape is informed by both the seascape character and visual baseline in the baseline environment section. |
| Paragraph 2.6.204: As part of the SLVIA, photomontages are likely to be required. Viewpoints to be used for the SLVIA should be selected in consultation with the statutory consultees at the EIA Scoping stage. | All representative viewpoints to be used for the assessment were identified and agreed upon through consultation with 17 consultees and managing bodies. A detailed Consultation Report will be provided in support of the DCO. |
| Paragraph 2.6.205: Magnitude of change to both the identified seascape receptors (such as seascape units and designated landscapes) and visual receptors (such as viewpoints) should be assessed in accordance with the standard methodology for SLVIA. | The assessment methodology section of this chapter identifies the anticipated magnitude of effect arising from the Project upon designated and protected landscapes, landscape character, seascape character, visual amenity and visual receptors, all in accordance with the SLVIA methodology. |

### 13.2.3. International and National landscape and seascape designations

13.10. The following national and international designations have been identified within the study area. Further information is provided in the baseline environment section.

13.11. The designations and defined areas are as follows:

- National Parks;
  - New Forest National Park
  - South Downs National Park
- Areas of Outstanding Natural Beauty ('AONBs');
  - Isle of Wight AONB
  - Cranborne Chase and West Wiltshire Downs AONB
  - Dorset AONB
- Heritage Coasts;
  - Dorset Heritage Coast – Purbeck Coast and West Dorset Coast
  - Isle of Wight Heritage Coast – Tennyson Coast and Hamstead Coast
- World Heritage Site;
  - The Dorset and East Devon Coast World Heritage Site[1]

### 13.2.4. Local landscape designations

13.12. Some local planning authorities designate landscape areas that are deemed valuable at a local scale, and recognise their importance through local designations in planning policy documents. The following local landscape designations have been considered:

- Areas of Local Landscape Importance ('ALLIs') – Weymouth and Portland Borough Council;
- Land of Local Landscape Importance ('LLLIs') – West Dorset District Council;
- Areas of Great Landscape Value ('AGLVs') – East Dorset District Council; and
- County Landscape Areas – Borough of Poole.

### 13.2.5. Guidance

13.13. The following guidance documents have informed the preparation of this SLVIA:

- The Guidelines for Landscape and Visual Impact Assessment (2002). Second Edition ('GLVIA2'), Landscape Institute with the Institute of Environmental Management and Assessment ('IEMA');
- Visual Representation of Windfarms (2006, published 2007). Good Practice Guidance, Scottish Natural Heritage;
- Landscape Character Assessment Guidance for England and Scotland (2002). Scottish Natural Heritage ('SNH') and The Countryside Agency (now Natural England) (from here on referred to as 'SNH guidance');
- Landscape Character Assessment Guidance for England and Scotland (2004). Topic paper 6, Techniques and Criteria for Judging Capacity and Sensitivity, SNH/TCA;
- Landscape Institute Advice Note 01/11 (2011). Photography and photomontage in landscape and visual impact assessment.
- Guide to Best Practice in Seascape Assessment (2001), Maritime Ireland / Wales INTERREG, known as (GSA, 2001);
- Assessment of the Impact of Offshore Wind Farms (2005). Guidance from the Department of Trade and Industry ('DTI');
- Isle of Wight Core Strategy (2012). Guidance on seascape character along the Isle of Wight coastline;
- Seascape Character Assessment (2012). An Approach to Seascape Character Assessment, Natural England;
- Offshore Renewables – guidance on assessing the impact on coastal landscape and seascape (2012). Guidance for Scoping an Environmental Statement, Scottish Natural Heritage

## 13.3. Assessment Methodology

13.14. The assessment methodology draws upon the established guidance as outlined above. This was agreed with consultees in 2012 (see Table 13.2). The general assessment methodology draws upon the established GLVIA2 guidance and SNH guidance.

[1] An international designated site under the United Nations Educational, Scientific and Cultural Organisation ('UNESCO') World Heritage Sites.

13.15. Following the publication of an updated version of the GLVIA guidelines (GLVIA3) in April 2013, the Landscape Institute has provided the following advice regarding its adoption for LVIA projects which commenced prior to the 2013 adoption date. It states that:

"An assessment started using GLVIA2 should be completed using that edition. However, if in the view of the professional a comparison should be undertaken with GLVIA3, and subsequently if necessary a re-assessment undertaken according to GLVIA3, then this should be discussed and agreed with the client in the first instance'; it further states that: 'In general terms the approach and methodologies in the new edition are the same. The main difference is that GLVIA3 places greater emphasis on professional judgement and less emphasis on a formulaic approach." (source: Landscape Institute website).

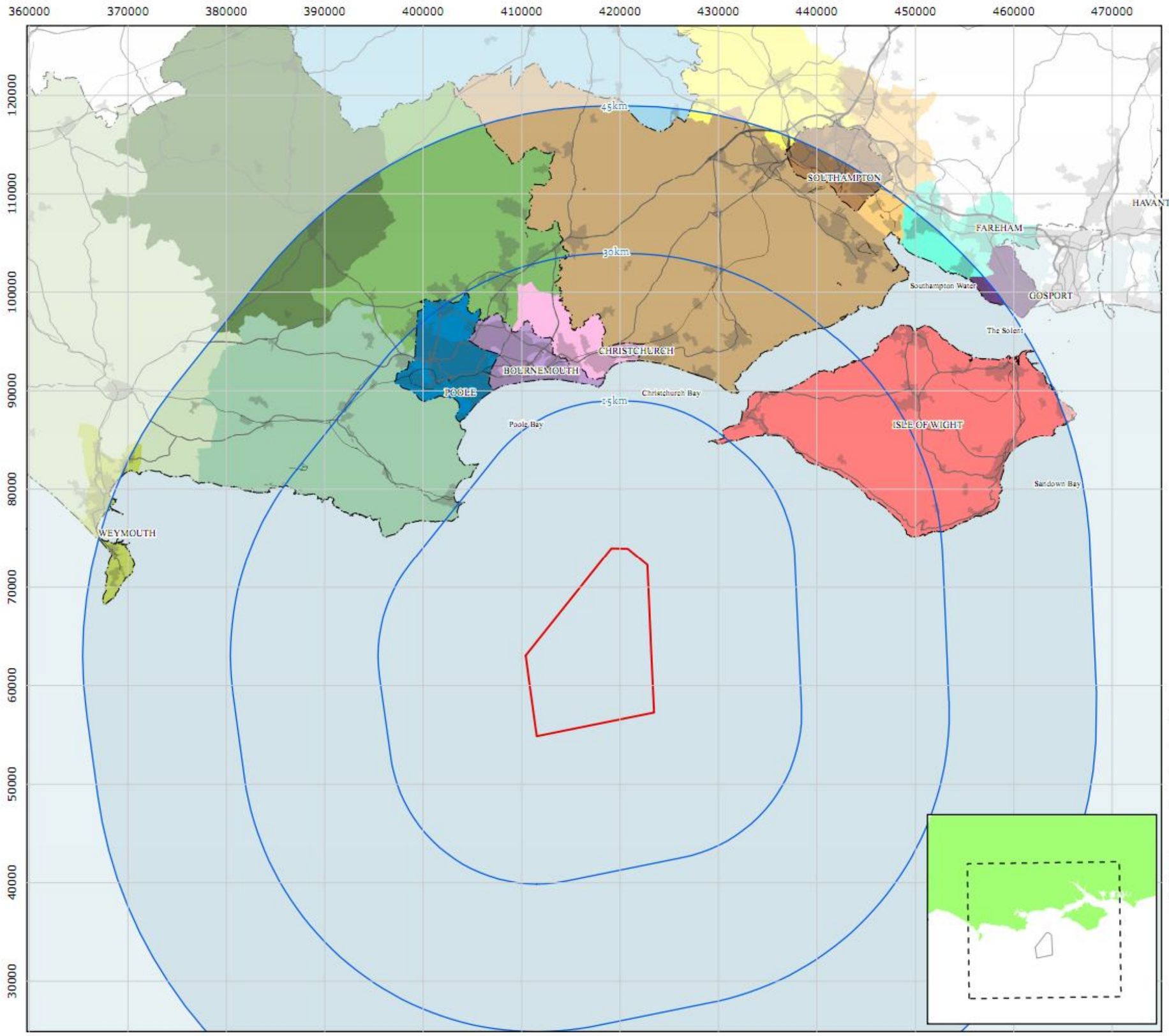
13.16. Consistent with the guidance from the Landscape Institute's Technical Committee, as the SLVIA commenced under GLVIA 2 this has been adhered to for the duration of the assessment. GLVIA 3 was only published and came into force on 17 April 2013, long after work on this SLVIA had commenced.

13.17. All visualisation material and zone of theoretical visibility (ZTV) figures have been prepared in accordance with SNH's Visual Representation of Windfarms (2006, published 2007) Good Practice Guidance. This document is currently undergoing review and a consultation draft was published in May 2013. The consultation period closed on 19 July and there is no clear date identified for the publication of the updated guidance. In the interim, the consultation draft states clearly on the contents page in red that 'This guidance should not be used for the production of wind farm visualisations until the consultation has been completed and the revised guidance published'. Consistent with this directive all visualisation material remains in the format to which it was originally produced and consistent with the 2006 guidance.

### 13.3.1. Study area

13.18. The study area used within the SLVIA is identified in Figure 13.1. The Marine and Coastal Access Act 2009 divided the UK marine area into 11 plan areas. The Marine Management Organisation ('MMO') indicates that the northern part of the Project lies in area 6: South Inshore, whilst the southern part of the Project lies within area 7: South Offshore.

13.19. The study area is broadly defined by the Zone of Theoretical Visibility ('ZTV') of the proposed Project (see Figures 13.8 and 13.9). It covers all potentially significant effects, based on a 45 km radius around the Turbine Area, and was agreed through consultation (see below). This exceeds the commonly applied 35 km radius in recognition of the extent of the ZTV and developments in turbine size.




# Navitus Bay Development Ltd

## Site Location and Study Area

### Legend

- Turbine Area
- 15km, 30km and 45km Radii around Turbine Area
- County Boundary

Local Planning Authorities within 45km Radii

- Christchurch District
- City of Southampton
- East Dorset District
- Eastleigh District
- North Dorset District
- Fareham District
- Purbeck District
- Gosport District
- West Dorset District
- New Forest District
- Weymouth & Portland District
- Test Valley District
- Bournemouth
- Isle of Wight
- Poole
- Wiltshire

| | | |
|---|---|---|
| **Fig. No.:** Figure 13.1 | | **Date:** 09/08/2013 |
| **Author:** RO | **Checked:** RO | **Approved:** WW |
| **Scale@A3:** 1:400,000 | | **Revision No.:** 03 |
| **Coordinate System:** British National Grid | | **Data Sources:** OS, SeaZone, PMSS |
| **Datum:** OSGB 1936 | **Ref. No.:** 3355_01 | |

0 5 10 NM

0 10 20 km

N

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### 13.3.2. Consultations

13.20. This section provides information on the consultations undertaken to specifically inform the assessment of the impact of the Project in relation to the SLVIA. Consultation with the relevant organisations (Table 13.2) has continued as the Project has evolved. Earlier consultation and feedback was also obtained from some consultees in direct discussions with Navitus Bay prior to the commencement of the SLVIA consultation process and this early input fed into the preparation of the initial SLVIA consultation package circulated around the consultees. Advice and information provided by the consultees has shaped both the assessment methodology and the scope of the assessment. The full consultation package was first circulated around all 17 identified consultees on 3 July 2012. It included the following information:

- List of all consultees contacted (names, addresses and contact details);
- Schedule of Proposed representative Viewpoints (with accompanying explanations for selection and identifying which viewpoints, wireframes and photomontages would be produced) (see below);
- Viewpoint location figure;
- 3.6MW bareground ZTV with viewpoints identified as overlay;
- Proposed sites for inclusion within the cumulative assessment (to be set out in the ES);
- SLVIA methodology.

13.21. Following a 2 month window for on-going consultations a final issue of the revised package was issued on 4 September 2012. It included:

- Schedule on response to viewpoints with expanded notes on reasons for final viewpoint selection;
- Revised viewpoint schedule;
- Revised viewpoint location figure;
- Revised 3.6MW obstructions ZTV with revised viewpoints identified as overlay; and
- 9MW obstructions ZTV with revised viewpoints identified as overlay (reflecting the change in the Rochdale Envelope parameters of the Offshore Development Area).

13.22. The SLVIA consultation package issued on 3 July 2012 included a schedule of proposed representative viewpoints for inclusion within the SLVIA. This took account of early consultee and public feedback from the earlier PEI1 and PEI2 consultation events. The schedule was prefaced with a suite of seven bullet point notes to outline the basis upon which the provisional list had been drawn up and to give some context to the process of selecting representative viewpoints from which to undertake the assessment and, in particular, to explain that not every viewpoint requested would necessarily be, or needed to be, included within the final palette of representative viewpoints selected. The schedule identified the following:

- primary and, where appropriate, secondary receptors for all viewpoints;
- the landscape character area/type within which the viewpoint was located;
- the grid reference for the viewpoint;
- which viewpoints would be used for the cumulative assessment;
- which viewpoints would be used for the night time assessment;
- those viewpoints for which photomontages would be produced in addition to wireframes; and,
- the reasons for a viewpoint's proposed inclusion or exclusion from the palette of representative viewpoints.

13.23. The initial schedule included a list of 52 potential representative viewpoints which, through further consultation, was refined down to the final list of 35.

13.24. The table below records the principal SLVIA consultations undertaken to date.

Table 13.2 Consultation Response

| Organisation and dates | Summary of response | Where addressed in PEI |
|---|---|---|
| *Consultation on the Scope of the SLVIA* | | |
| Dorset County Council<br>17.07.2012.<br><br>08.08.2012. | ➢ Additional viewpoint locations requested.<br><br>➢ Requested a ZTV (bare ground and obstructions) for the Realistic Worst Case Scenario ('RWCS') to allow the study area to be agreed.<br>➢ Exploration and definition of the RWCS.<br>➢ Requested an explanation as to the rationale behind viewpoint selection, and additional viewpoints.<br>➢ Suggestions made for: guidance documents; public engagement; seascape sensitivity; landscape designations and community importance of non-designated areas; visuals; and mitigation. | ➢ ZTVs produced for largest and smallest indicative layouts and presented in Figures 8 and 9.<br>➢ The viewpoint requests informed the selection of viewpoint locations.<br>➢ The consultation response was issued as an explanation as to viewpoint locations, alongside the ZTVs. Further details will be available in the Consultation Report to be provided in support of the application for development consent.<br>➢ A RWCS report was written to address RWCS. See section 13.5.1.<br>➢ Current up to date guidance is followed for landscape and seascape characterisation, and the production of all visualisation material. See section 13.2.4. The GLVIA 2 guidance, and SNH Guidance on wind farm visualisations, (2006) were agreed for use during consultation and in the scope of the SLVIA.<br>➢ Project Consultation events have been held throughout the study area at which both wireframes and photomontages have been exhibited.<br>➢ Whilst GLVIA 2 has been used rather than GLVIA 3, consultation has aided an understanding of areas of community importance to local authorities. Consistent with guidance at the time from the Landscape Institute's Technical Committee, as the SLVIA commenced under GLVIA 2 this has been adhered to for the duration of the assessment. GLVIA 3 was only published and came into force on 17 April 2013, long after work on the SLVIA had commenced.<br>➢ Seascape Character and sensitivity is addressed in section 13.4.2. |

| Table 13.2 Consultation Response | | |
|---|---|---|
| Christchurch Borough Council<br>19.07.2012 | 5 Additional viewpoint locations were requested. | ➢ The viewpoints requested helped to inform the selection of viewpoint locations.<br>➢ The consultation response and ZTVs were issued as an explanation for viewpoint selection. Further details will be available in the Consultation Report to be provided in support of the application for development consent. |
| Purbeck District Council<br>27.07.2012<br><br>06.09.2012<br><br>17.09.2012<br><br>04.10.2012 | ➢ Additional cumulative sites suggested<br>➢ Requested that all the initial viewpoints in Purbeck within the first consultation package should be included.<br>➢ Planning board meeting: queries on viewpoints, viewpoint locations and wireframe production.<br>➢ Queried the response to viewpoint consultation in Swanage.<br>➢ Request for viewpoint at Nine Barrow Down following Planning Board Meeting revision. | ➢ The cumulative site was considered for inclusion in the cumulative assessment, which will be detailed in the ES.<br>➢ The consultation response and ZTVs were issued as an explanation for viewpoint selection. Further details will be available in the Consultation Report to be provided in support of the application for development consent.<br>➢ The suggestions made on viewpoints were taken into consideration in refining the list of viewpoints, including that at Nine Barrow Down. A viewpoint was used at the nearby Ballard Down. Again, this will be available in the Consultation Report.<br>➢ The viewpoints consultations (such as that in Swanage) informed the selection of viewpoint locations. |
| New Forest District Council<br>27.07.2012 | ➢ Request for 4 additional viewpoints, and more information on informing viewpoint locations.<br>➢ Distinction needed on night time views. | ➢ The viewpoints requested helped to inform the selection of viewpoint locations.<br>➢ The consultation response and ZTVs were issued as an explanation for viewpoint selection. Further details will be available in the Consultation Report to be provided in support of the application. |
| Isle of Wight Council<br>20.07.2012 | ➢ Requested an additional viewpoint at Mottistone. | ➢ This location is included as a viewpoint in the assessment. |

| Table 13.2 Consultation Response | | |
|---|---|---|
| Borough of Poole<br>04.07.2012<br><br>20.08.2012<br><br><br><br>18.09.2012 | ➢ Provided request for 5 additional viewpoints.<br><br>➢ Request forwarded from the Chairman of Branksome Park, Canford Cliffs & District Residents' Association, for photomontages from Christchurch, Bournemouth or Poole viewpoints.<br><br>➢ Request for wireframe / photomontage from Green Park, Poole, for public exhibition. | ➢ It was agreed to use a selection of the requested viewpoints.<br>➢ Additional photomontages have been produced for viewpoints in the requested locations.<br>➢ Further details will be available in the Consultation Report to be provided in support of the application for development consent.<br>➢ Green Park visualisation for Section 42 public consultation exhibition not directly relevant to the SLVIA. |
| Bournemouth Borough Council<br>18.07.2012<br><br><br><br>19.07.2012<br><br><br>03.08.2012 | ➢ Conference call to discuss: viewpoint locations in Bournemouth; night time viewpoints; and an additional wireframe in Bournemouth bay.<br>➢ Questioning of the RWCS and RWCS visuals.<br><br>➢ Identification of two Bournemouth viewpoint locations, one as a night time viewpoint.<br><br>➢ Request for fly-though / video-montage from viewpoints | ➢ Agreement reached on viewpoint locations, two provided for Bournemouth, and night time locations agreed. Further detail in the assessment methodology section.<br>➢ Detailed analysis informed the choice of RWCS and the visuals produced for each viewpoint as set out in section 13.5.1.<br>➢ Video-montage produced by Navitus Bay for public consultation event (not included as part of the SLVIA) |
| National Trust<br>05.07.2012<br><br>18.07.2012<br><br>24.07.2012 | ➢ Requests for additional viewpoints.<br><br>➢ Request for a video-montage.<br><br>➢ Request for 8 additional viewpoints. | ➢ The viewpoints requested helped to inform the selection of viewpoint locations.<br>➢ The consultation response and ZTVs were issued as an explanation for viewpoint selection. Further details will be available in the Consultation Report to be provided in support of the application for development consent.<br>➢ Video-montage produced by Navitus Bay for public consultation event (rather than as part of the SLVIA) |

| Table 13.2 Consultation Response | | |
|---|---|---|
| Natural England ('NE')<br>13.08.2012<br><br><br><br><br><br>26.02.2013<br><br><br>03.07.2013<br><br><br>22.07.2013 | ➢ Email letter with formal comments on SLVIA Assessment Methodology.<br>➢ Requested more justification for the RWCS and a ZTV for tallest turbines.<br>➢ Discussion on guidance used in methodology, use of positive / negative judgements and mitigation.<br>➢ Natural England Meeting: Christine Tudor, Roger Covey and Graham Horton. Project update and RWCS discussion.<br>➢ Site visit with Natural England, Graham Horton and Andrew Baker. Discussion and review of visualisation methodologies.<br>➢ Email letter with 41 itemised comments from NE following 3 month review of previously issued baseline section of the SLVIA. | ➢ Agreed GLVIA 2 guidance followed as per SLVIA Methodology. Explanation for positive / negative judgements and mitigation also stated within SLVIA Methodology.<br>➢ Following the meeting 26.02.13, points were taken on board to inform the assessment and the RWCS. It was agreed that in general the 8 MW illustrative layout (136 turbines, 200 m blade tip height) is considered the RWCS. The assessment of the 5 MW layout (218 turbines, 177 m blade tip height) layout is however considered in addition to the 8 MW layout RWCS for 5 agreed selected viewpoints. Further detail is provided in the assessment methodology section.<br>➢ Following the site visit on 03.07.13, it was agreed that 5 single frame images would be provided, within an appendix as additional information, whilst continuing to undertake the assessment to SNH guidance as per the agreed SLVIA methodology.<br>➢ NE comments on baseline section will be considered with a view to agreeing with NE how the various matters raised might be appropriately addressed. |
| New Forest National Park Authority<br>18.07.2012 | ➢ Requested additional viewpoints, including one along the sea wall on the Solent.<br>➢ Discussion on what constitutes the RWCS and the RWCS ZTV.<br>➢ Suggestion of using video-montage.<br>➢ Discussions on visualisation production.<br>➢ Suggest seascape analysis is undertaken at local level to pick up on features such as: the Needles, Hurst Spit and Hurst Castle. | ➢ The viewpoints requested helped to inform the selection of viewpoint locations. A viewpoint is included on the sea wall along the Solent.<br>➢ The consultation response and ZTVs for the largest and smallest turbines were issued as an explanation for viewpoint selection (see section 13.5.1). Further details will be available in the Consultation Report to be provided in support of the application for development consent.<br>➢ Video-montage produced by Navitus Bay for public consultation event (rather than as part of the SLVIA)<br>➢ Visualisation production methodology is set out in the SLVIA Methodology and SNH guidance.<br>➢ Consistent with GSA and DTI guidance Seascape character units have been identified at a regional level. This includes the identification of coastal seascape character types and marine seascape character types which embrace the features identified as important landmarks, see section 13.4.2. |

| Table 13.2 Consultation Response | | |
|---|---|---|
| Dorset AONB<br>19.07.2012 | ➢ Response covered under Dorset County Council response. | ➢ Email response from Tom Munro on 19.07.2012, stating his response was covered by Don Gobbett's response at Dorset County Council on 17.07.2012. |
| Cranborne Chase and West Wiltshire Downs AONB<br>23.07.2012 | ➢ Queried the ZTV methodology, colours used and the RWCS used for the ZTV.<br>➢ Request that visibility within Avon Valley needs consideration. | ➢ The ZTV production methodology is within the SLVIA methodology.<br>➢ The consultation response and ZTVs for the largest and smallest turbines were issued as an explanation for viewpoint selection. Further details will be available in the Consultation Report to be provided in support of the application for development consent.<br>➢ The Avon Valley was considered for inclusion of a viewpoint location, however no areas with visibility were identified following desk study and subsequent site surveys. |
| Isle of Wight AONB<br>03.07.2012<br><br>25.07.2012 | ➢ Requested additional viewpoints; discussion on scope of the SLVIA.<br><br>➢ Meeting held to discuss and agree viewpoint locations and the other parameters of the SLVIA. | ➢ Agreed viewpoints have been included in the assessment.<br>➢ Further details will be available in the Consultation Report to be provided in support of the application for development consent. |
| Jurassic Coast World Heritage Site<br>17.07.2012 and 08.08.2012<br><br>2013 and 2013 | ➢ Response covered under Dorset County Council response<br><br>➢ Consultation took place throughout the past two years. This will be fully set out in the ES. | ➢ Don Gobbett at Dorset County Council letters of 17.07.2012 and 08.08.2012, state the contents of the letters is supported by Sam Rose of the WHS. |

### 13.3.3. Scope of assessment

13.25. The scope of this assessment has been agreed through consultation with the relevant statutory and non-statutory organisations, and in accordance with the requirement of NPS EN-1, EN-3 and the guidance discussed in the Legislation, Policy and Guidance section above.

13.26. The agreed scope of the assessment included: the SLVIA assessment methodology; the extent of the study area; the number and location of representative viewpoints; and the cumulative sites for inclusion within the assessment. Subsequent to the SLVIA consultation process summarised above further consultation was held with Natural England regarding the identification of the realistic worst case scenario for taking forward to assessment. Further information is provided on consultation in section 13.3.2.

13.27. The assessment considers impacts upon the existing landscape and seascape environment as well as upon both land and sea-based visual receptors. The landscape assessment specifically considers potential impacts upon the World Heritage Site (WHS), the nationally protected landscapes and the defined Heritage Coasts. At the point of application the impact assessment for the WHS will be included in a standalone chapter of the ES.

#### *Issues scoped out*

13.28. At the outset of the SLVIA a Zone of Theoretical Visibility (ZTV) map was produced to help identify the maximum theoretical potential visibility of the Turbine Area., From this a 45 km radius study area around the Turbine Area, see figure 13.1, was agreed with the consultees. Some areas within the 45 km radius study area were identified as having no prospect of visibility of the Turbine Area. This visibility criteria was used as the basis upon which baseline receptors could be reasonably scoped out of the assessment, as there would be no prospect of an impact. This enabled the following receptors to be excluded from the assessment:

- South Downs National Park;
- Selected Landscape Character Types (Only those Landscape Character Types (LCTs) that exhibit a relationship to the seascape or coastal environment as one of their defining characteristics, or from where it is anticipated that there will be visibility of the project as indicated by the ZTV, are included for assessment);
- Hamstead Heritage Coast (Isle of Wight) and West Dorset Heritage Coast (Dorset).

#### *South Downs National Park*

13.29. This National Park is located approximately 52 km to the north-east of the Project, with its furthest point approximately 139 km from the Turbine Area. The park lies beyond the 45 km study area for the assessment and whilst the ZTV indicates there will be limited visibility from the park, at this distance the project will be very low. This is due in part to the distance of the park from the Turbine Area, and the extent of woodland and undulating landform that lies between the South Downs and the coast. For these reasons, the South Downs National Park is not being considered within the assessment of effects.

#### *Heritage coasts*

13.30. Heritage Coasts are defined (rather than designated) by Natural England, and are stretches of outstanding, undeveloped coast in England and Wales. The purpose of the definition is to conserve, protect and enhance the natural beauty of coasts, their flora and fauna and heritage assets. It is also to facilitate enjoyment and understanding by the public, maintain the health of inshore waters and beaches, and take account of the economic and social needs of coastal communities.

#### *Isle of Wight heritage coast – Hamstead coast*

13.31. The Hamstead Heritage Coast at its closest point is approximately 23 km from the Turbine Area, and 32 km at its furthest. Due to the orientation of the island this stretch of coast faces the western Solent and away from the proposed Turbine Area, whilst the ZTV indicates there will be no visibility of the project from this coast. For these reasons the Hamstead Heritage Coast is not considered within the assessment.

#### *Dorset heritage coast – West Dorset coast*

13.32. The West Dorset Heritage Coast ranges from the Isle of Portland, along Chesil Beach spit and west towards Lyme Bay outside the study area. It lies approximately 42 km away at its closet point, and 103 km away at its furthest from the Project, causing most of the coastline to fall outside the

study area. Due to the location of the Isle of Purbeck and the shape of the coast, seaward views are orientated away from the wind fark, and the ZTV indicates that there will be no visibility of the wind farm. For these reasons the effect on the West Dorset Heritage Coast is not considered within the assessment.

***Historic environment***

13.33. The scope of this assessment does not cover the effects on individual Conservation Areas, Registered Parks and Gardens, and other historic built features. These are discussed in the Offshore Archaeology and Setting of Heritage Assets Chapters, Chapters 15 and 16. The general distribution of historic features and landscapes is considered within the SLVIA where collectively they contribute to informing judgments on the character, importance and quality of the landscape or seascape.

13.34. The Heritage Coasts, and Registered Parks and Gardens within the study area are illustrated on Figure 13.6 for context.

***Ecology and biodiversity designations***

13.35. Whilst the SLVIA does not assess the impacts upon the ecological resource, areas which are afforded the highest protection for their ecological value help to inform the landscape character and give an indication of overall landscape value. The assessment of effects on marine and terrestrial ecology is dealt with in Chapters 9 to 12, 27 and 28.

### 13.3.4. Impact assessment methodology

13.36. The following three key stages as set out in the GLVIA2 guidance were included:

- Baseline - the gathering of documented information at an appropriate scale; scoping of the assessment and agreement of that scope with the relevant consultees and local planning authority; site visits; and, initial reports of any issues that may need to be addressed within the design;
- Design - a review of the initial development and turbine options, including mitigation and input into the design of the Project, location of site boundary and distance offshore;
- Assessment - includes an assessment of the seascape, landscape and visual effects of the Project, for both day and night time, informed by site based work and the completion of a report and supporting graphics.

13.37. The SLVIA assessment methodology broadly follows the generic methodology described in the Chapter 3 (EIA Methodology). However, reflecting the need for a greater level of richness and categories in establishing sensitivity, magnitude and significance ratings for the SLVIA intermediate categories are incorporated as well as slight variations in terminology (e.g. substituting sensitivity and magnitude ratings of 'imperceptible' with 'very low').

13.38. Additionally, ratings of 'major', 'major to major-moderate', 'major-moderate' and 'major-moderate to moderate' are considered as significant for the SLVIA. Effects that are moderate or below are not significant.

***Sensitivity of a receptor***

13.39. Sensitivity is assessed and assigned for both seascape and landscape receptors, such as regional seascape units and landscape character areas, and for visual receptors (people) at viewpoints from where the project will be visible. It provides an indication of the sensitivity of that receptor to change of the type proposed. In seascape, landscape and visual terms, assigning a category (i.e. high, medium, low or very low) to sensitivity requires intermediate categories (i.e. medium-low) in recognition of the wide range of receptors and to enable a more informative assessment. A description of how sensitivity is assessed for each receptor type is included in Table 13.3.

13.40. The sensitivity of each receptor is stated in the baseline. The sensitivity is also stated within the assessment for ease of reading.

Table 13.3 Sensitivity scales

| Category | Definition |
|---|---|
| High | Receptors highly sensitive to changes to their character or visual amenity. Includes international and national designations such as National Parks, Areas of Outstanding Natural Beauty or private residents. |
| Medium | Receptors reasonably tolerant of change to their character and visual amenity. Includes locally designated character or locally valued views (such as Public Rights of Way). |

| | |
|---|---|
| Low | Receptors tolerant of modest change to their character or visual amenity. Likely to be non-designated character areas or visual receptors with little interest in views beyond their immediate vicinity, such as indoor workers. |
| Very low | Receptors tolerant of substantial change to their character or visual amenity. Likely to be areas of seascape or landscape deemed to be of least value and have a large capacity to accept change or visual receptors with little/no interest in views beyond their immediate vicinity. |

13.41. Sensitivity of seascape and landscape character is influenced by its characteristics and is often considered within published character assessments. Sensitivity of designated landscapes is influenced by their value as indicated by their designation. Sensitivity of visual receptors is primarily a function of the expectations and activity of the receptor.

13.42. The visual assessment utilises the sensitivity of the principal visual receptor, as this is the receptor most sensitive to the view from that viewpoint. The secondary receptor is included to provide a context to receptors in the general vicinity of the view. Therefore it is acknowledged that the secondary receptors will also experience these views, or views of a similar nature. However, the receptor that will experience these views the most often is the principal receptor, and as such the assessment description in the impact assessment section is focused on the principal receptor. The significance of impact is also identified for the secondary receptor, using the appropriate sensitivity and magnitude, to inform the general context of the viewpoint locations.

13.43. The visual assessment considers the visual impacts of the offshore elements of the project in the day time for receptors at all 35 representative viewpoints. It also considers the night time effects that are likely to arise due to lighting of the Project for receptors at five of these viewpoints.

***Magnitude of effect***

13.44. Magnitude of effect is assessed for all identified receptors and indicates the degree of change to a specific receptor (Table 13.4). In seascape, landscape and visual terms, assigning a category (i.e. high, medium, low or very low) to magnitude requires intermediate categories (i.e. medium-low). This enables a more informative level of assessment.

**Table 13.4 Magnitude scales**

| Category | Definition |
|---|---|
| High | Total or major alteration to key elements, features or characteristics, or visual composition such that, post-development, the baseline situation will be fundamentally changed. |
| Medium | Partial alteration to key elements, features or characteristics, or visual composition such that, post–development, the baseline situation will be noticeably changed. |
| Low | Minor alteration to elements or limited key elements, features or characteristics, or visual composition such that, post–development, the baseline situation will be largely unchanged despite discernible differences. |
| Very low | Very minor alteration to elements, features or characteristics, or visual composition such that post construction the baseline situation will be fundamentally unchanged with barely perceptible differences. |

13.45. Whilst the duration of effects is also a consideration, the normal lifespan of an offshore wind farm, although temporary, is a period of up to 25 years. This is a reasonable length of time so the limited time span is not taken into account in determining magnitude. The reversibility of effects is however, a material consideration and will be referred to within the assessment.

***Impact significance***

13.46. Assessment of impact significance takes into account both the sensitivity of a receptor and the magnitude of effect.

13.47. Where intermediate ratings are given, e.g. 'between moderate and minor', an impact is both less than moderate and more than minor, rather than varying across the range. In such cases, the higher rating is always given first, however this does not mean that the impact is closer to that higher rating.

13.48. The process of forming an opinion of significance of impact is based upon the assessment of magnitude of effect and sensitivity of a receptor. This process is guided by the significance matrix (illustrated in Table 13.5), and is informed by professional judgement and interpretation to come to an objective and informed conclusion of impact significance.

Table 13.5 Significance of impact matrix

| | Sensitivity of a receptor | | | |
|---|---|---|---|---|
| Magnitude of effect | High | Medium | Low | Very low |
| High | Major | Major-Moderate | Moderate | Negligible |
| Medium | Major-Moderate | Moderate | Moderate-Minor | Negligible |
| Low | Moderate | Moderate-Minor | Minor | Negligible |
| Very low | Negligible | Negligible | Negligible | Negligible |

***Significance under the EIA Regulations***

13.49. This assessment methodology, agreed by statutory consultees in 2012, defines which impacts are considered significant under the EIA Regulations. While it is slightly different to the generic methodology set out in the EIA Methodology Chapter (Chapter 3), it reflects LDA Designs standard methodology developed to accommodate the complexity of SLVIA and the need for a richer level of assessment.

13.50. Impacts that are major, between major and major-moderate, major-moderate or between major-moderate and moderate are considered to be **Significant** under the EIA Regulations. Impacts that are moderate or less are considered to be **Not Significant** under the EIA Regulations.

***Modelling methodology***

13.51. Three modelling tools are used to inform the SLVIA assessment: ZTV, wireframes and photomontages.

13.52. The preparation of ZTVs comprises two separate studies. The first uses a topographic model alone (referred to as a Bare ground ZTV), in accordance with SNH guidance. The second is designed to include visual barriers (referred to as obstructions) mapped at an assumed average of 7.5 m above ground level for woodlands and 15 m above ground level for buildings.

13.53. A ZTV is prepared using the ESRI ArcGIS Viewshed routine. This routine involves the creation of a raster image of the study area that indicates the visibility (or not) of each of the points on the image. The raster image is then overlaid on a base map.

13.54. The raster image for this study area has a resolution of 49.6 sq. m). Each 7m x 7m square is assessed to see if a person within that square, with eyes at 2m above ground level, can see the wind farm. To achieve this, at each point a calculation is undertaken which compares the height of the viewer with the height of the turbine (blade tip and hub height) to generate a viewing path. This path is assessed to see if it is intersected by the terrain. Where an intersection takes place the view would be blocked, where is doesn't the view would be clear.

13.55. The square is then coloured to indicate what type of view is available and the squares combined to build an overlay to the base map.

13.56. LDA Design undertake two separate ZTV studies, with the first using a topographic model alone (often referred to as a Bare ground ZTV), in accordance with SNH guidance. The second study is designed to include visual barriers from settlements (generally mapped in at an assumed conservative average of 7.5m above ground level) and woodlands (generally mapped in at an assumed average of 15m high above ground level).

13.57. Wireframes are produced in five key stages:

1. Creation of a computer-generated sea and ground model and 3D mesh;
2. The addition of wind turbines and substations as 3D models to the ground model and 3D mesh;
3. Wireframe generation - viewpoints are added within the 3D model with each observer point being inserted at 2 m above the modelled ground plane;
4. Wireframe matching - The wireframes are matched to the photographs; and
5. Reproduction - the wireframe images are presented on sheets in accordance with SNH guidance.

13.58. Photomontages, both for daytime and night time visualisations, are produced in seven key stages:

1. Wireframe preparation (as above);
2. Preparation of a rendered 3D view of the wind turbines and substations from a selected viewpoint;
3. Photography is undertaken by a professional photographer using a digital SLR camera and 50 mm equivalent lens;
4. The rendered wind turbines and substations are then added to the photographs in the positions identified by the wireframe;
5. Night-time photomontages are rendered using colour imaging software to give an impression of 'brightness'. Point light sources and directional lighting are both used in the render and the effects are calculated by resizing the existing photographs and modelling in relation to the distance to the proposals.
6. Reproduction - the wireframe images are presented on sheets in accordance with current SNH guidance;
7. Before circulation the construction of all visualisations are verified internally. This process includes checking the matching of the wireframes to the photographs using a combination of visible topography, bearing marker checks and landmarks that have been included within the 3D view.

### 13.3.5. Limitations and embedded mitigation

***Limitations***

13.59. The production of the ZTV includes some limitation in its accuracy. This is due to the errors that lie within the dataset used to produce the digital terrain model, which result in a terrain model accurate to +/- 5 m. The vegetation and buildings that are modelled in to provide obstructions may also incur error in accuracy.

13.60. Consistent with the SLVIA methodology, the nature (or valency) of the effect (Positive, Neutral or Adverse) is not identified. In the case of wind farms, there are difficulties in indicating whether seascape/landscape and visual effects will be positive, adverse or neutral, more so for a marine receiving environment where the palette and range of defining visible elements are that much more limited. Much depends upon the attitudes and predispositions of the individual. As has been shown in a number of opinion surveys the attitudes of the general public vary widely from those who think that wind farms blight the seascape/landscape to others who feel that they are a beautiful or positive addition, in some instances regardless of the natural beauty/value of the seascape/landscape in question. In general terms there appears to be a majority view that is positive towards wind energy generation, in particular offshore wind energy generation, and its appearance in the seascape/landscape and this is particularly so once a wind farm is built in a particular location.

***Embedded mitigation***

13.61. Seascape, landscape and visual impact assessment is an iterative process that, for the Project, has contributed to informing the range of indicative layouts and design parameters considered within the Project's Rochdale Envelope. As such the site boundary and the detailed Project design under consideration include some embedded mitigation that has, in part, responded to particular seascape, landscape and visual sensitivities.

13.62. The project design statement sets out embedded mitigation features to reduce the potential seascape, landscape and visual effects of the Project. Embedded mitigation within the scheme for assessment already includes a reduced turbine site area; the repositioning of the northern and north-western site boundaries so that turbines are located further away from the coastline and there is a clear view between St Catherine's Point and St Aldhelm's Head; a commitment to the siting of offshore substations and platforms within more distant locations within the Turbine Area (exact location depends upon the layout); a marked reduction in potential total turbine numbers; and, a reduction in the maximum height of turbines. All of these integral mitigation measures positively contribute to limiting potential effects upon both seascape and landscape character as well as upon visual receptors.

## 13.4. Baseline Environment

13.63. The following section details the baseline data gathering methodology for the assessment and data sources used as well as setting out the baseline environment itself.

### 13.4.1. Baseline data gathering methodology

13.64. The baseline methodology uses the following structure:

- Reviewing published data
- Site surveys
- ZTV studies
- Wireframes and Photomontages and further site visits

***Data sources***

13.65. The table below records the main survey information and site study data used in this baseline assessment.

Table 13.6 Data Sources

| Organisation | Data required | Data received / gathered |
|---|---|---|
| Dorset County Council | Dorset Landscape Character Assessment. | Data gathered from Dorset County Council website. |
| Natural England ('NE') | Dorset Coast Landscape and Seascape Character Assessment. | Report downloaded from Natural England website. |
| Hampshire County Council | Hampshire Integrated Character Assessment. | Data gathered from Hampshire County Council website. |
| Isle of Wight Area of Outstanding Beauty ('AONB') | Isle of Wight AONB Landscape Character Assessment. | Data gathered from Isle of Wight Council website. |
| Isle of Wight Core Strategy' (2012) | Isle of Wight Core Strategy' 2012, document | Data gathered from Isle of Wight Council website. |
| Dorset and East Devon World Heritage Site | Jurassic Coast, Dorset and East Devon Coast World Heritage Site Management Plan, 2nd revision. | Data gathered from WHS website. |
| Meteorological Office ('Met Office') | Monthly visibility recordings from the nearest two weather stations: Isle of Portland and Hurn, for the period 2002 – 2011. | Datasets received. |

***Survey methodology***

13.66. The Surveys were undertaken in accordance with the established GLVIA2 guidance and SNH guidance. Specific site surveys were undertaken at two key stages of the SLVIA process.

13.67. Initial site surveys across the whole 45 km study area were undertaken in August and September 2012 to:

- Inform the baseline assessment;
- Verify viewpoint locations for the visual assessment;
- Verify baseline research undertaken as a desk-based exercise.

13.68. A Realistic Worst Case Scenario (RWCS) site visit was undertaken in January 2013, whilst assessment site surveys were undertaken in March and April 2013 to consider seascape, landscape and visual impacts arising from the Project. These surveys were informed by computer generated wireframes prepared for the agreed representative viewpoints.

***Introduction***

13.69. A significant proportion of the study area comprises open sea, equating to approximately 71% of the overall study area. This sector of the English Channel is one of the busiest international seaways in the world.

13.70. The Dorset coast lies to the north-west of the Project and extends for approximately 78 km from Sandbanks to the Isle of Portland in the west. North of the Project lie the urban bays of Bournemouth, Poole and Christchurch. These densely populated settlements sprawl along the coastline for approximately 30 km and inland, whilst the Avon valley flows from the north to the coast at Christchurch. To the north-east lies the coastline of the New Forest National Park along the west Solent, and to the east lies the western coast of the Isle of Wight.

13.71. This is a varied and highly designated coastline, with numerous national designations and a World Heritage Site. The Dorset coast thrives on tourism with tourist destinations at Weymouth and Swanage, and along the Purbeck coast. Tourism is also important in Bournemouth and Christchurch, and along the Solent on the coastal section of the New Forest National Park. The entire western and southern coasts of the Isle of Wight lie within the study area. The western coast consists of predominantly

rural cliffs and coastal hinterland with dispersed settlements and popular tourist destinations to the north.

13.72. Two major commercial ports lie along the coast at Weymouth and Poole from which large ships move through the seaward portion of the study area. Portsmouth lies just beyond the study area to the east, whilst the ships heading in and out of the port occupy the busy shipping routes. Recreational sailing makes up a large proportion of the activity near the coast throughout the study area, with popular harbours at Weymouth, Swanage, Poole, Christchurch, Lymington and Yarmouth on the Solent and along the Ventnor coast.

13.73. There are no built or operational wind farms within the study area, however there are two wind farms with planning consent; Cheverton Down wind farm on the Isle of Wight, which received consent in 1993 for 3 turbines at 51 m blade tip height; and Alaska wind farm near East Stoke, which received consent in 2012 for 4 turbines at 125 m blade tip height. These onshore wind farms have, for the purpose of the assessment, been included as part of the baseline environment.

13.74. This section of the report provides an assessment of the sensitivity of the identified receptors to offshore wind farm development. This baseline information has been informed by field based observations undertaken in August and September 2012 using the established Landscape Character Assessment Guidance (Countryside Agency, 2002) approach.

***Overview of Receptors***

13.75. The receptors included within the baseline section and considered in the impact assessment are as follows:

***Seascape***

- Regional Seascape Units;
- Coastal Seascape Character Types;
- Marine Seascape Character Types.

***Landscape***

- Dorset Landscape Character Types;
- Hampshire Integrated Character Types;
- Isle of Wight AONB Landscape Character Types.

***Visual***

- Visual Receptor Groups;
- Representative Viewpoints: used for day time and night time assessments.

### 13.4.2. Seascape Characterisation

13.76. Seascape Characterisation is based on a coastal and marine adaptation of the established concept of Landscape Character Assessment. A unifying methodology for seascape characterisation in England has yet to be adopted and established, however robust methodologies are being developed, and have already been used in Wales.

13.77. The 2001 guidance, 'Guide to Best Practice in Seascape Assessment', known as GSA (2001), sets out the methodology for seascape characterisation in Wales, and as a result Regional Seascape Units (RSUs) have been identified for the Welsh seascape. In England, RSUs have not been officially mapped in the same way, however the document 'Guidance on the Assessment of the Impact of Offshore Wind Farms', known as DTI (2005), provides further guidance on characterisation, as does more recent guidance from CCW (now Natural Resources Wales). The methodologies prescribed in these guidance documents have been used to identify Regional Seascape Units across the study area, which are considered the appropriate scale for use within the SLVIA.

13.78. Guidance on seascape character along the Isle of Wight coastline is provided in the 'Isle of Wight Core Strategy' (2012). This states that the importance of a seascape is indicated by its designation, for example a coastline falling within an AONB or a Heritage Coast, and that a seascape appraisal will be undertaken for the island by 2014 for any coastal areas not within a designation.

13.79. In addition to this, Natural England published a report on Seascape Character Assessment in October 2012, entitled 'An Approach to Seascape Character Assessment'. This report provides additional guidance, and essentially sets out the methodology that was used to produce the 2010 document, 'Dorset Coast Landscape and Seascape Character Assessment'. This guidance has been taken into consideration to further inform the baseline coastal and seascape environment.

13.80. The seascape assessment is based on both Regional Seascape Units and Seascape Character Types (coastal and marine), as described in the guidance above. This approach was discussed and agreed as part of the consultation with Natural England in 2012.

***Regional Seascape Units***

13.81. On the geographical extent of RSUs, DTI (2005) guidance states that 35 km offshore and 10 km inland should be used, whilst GSA (2001) recommends that 15 km offshore is used, with a ZTV or buffer used to determine the inland extent. The inland portion of the RSU will therefore be considered up to 10 km unless there is a considerable lack of inter-visibility between land and sea. Offshore, the seascape units will extend to 35 km to include wider views across the bays within the study area, and to include the seascape within which the proposed wind park will sit.

13.82. The following section provides a description of each identified RSU and assigns each RSU a level of sensitivity to offshore wind farm development. The Regional Seascape Units are illustrated in Figure 13.2.

360000 370000 380000 390000 400000 410000 420000 430000 440000 450000 460000 470000

120000 110000 100000 90000 80000 70000 60000 50000 40000 30000

45km
30km
25km
SOUTHAMPTON
The Solent
CHRISTCHURCH
BOURNEMOUTH
POOLE
ISLE OF WIGHT
WEYMOUTH

# Navitus Bay Development Ltd

## Regional Seascape Units

### Legend

- Turbine Area
- 15km, 30km and 45km Radii around Turbine Area

**Regional Seascape Units - England**

- East Portland & Weymouth Bay
- Purbeck Coast
- Swanage Bay
- Bournemouth Bay
- Christchurch Bay
- Western Solent
- West Isle of Wight Coast
- Ventnor Coast

Note: The extents of the RSUs are broadly defined but are not demarkated by a definite boundary.

| | | |
|---|---|---|
| **Fig. No.:** Figure 13.2 | | **Date:** 09/08/2013 |
| **Author:** RO | **Checked:** RO | **Approved:** WW |
| **Scale@A3:** 1:400,000 | | **Revision No.:** 03 |
| **Coordinate System:** British National Grid | | **Data Sources:** OS, SeaZone, PMSS |
| **Datum:** OSGB 1936 | **Ref. No.:** 3355_02 | |

0 5 10 NM
0 10 20 km

N

NAVITUSBAY

***1. East Portland and Weymouth Bay***

13.83. This RSU covers the area along the east of the Isle of Portland, towards the north across Weymouth Harbour and Weymouth Bay and Redcliff Point to the north-east.

13.84. Factors which increase sensitivity to the type of change proposed include:

- Dramatic topography of the Isle of Portland, which is itself a focal point within the RSU;
- Some areas of complexity and contrast along the coast, from the high Portland cliffs to the Chesil Beach spit.

13.85. Factors which decrease sensitivity to the type of change proposed include:

- Often large scale open views;
- A lack of natural focal points from within the RSU, with man-made structures forming most obvious features;
- A highly developed seascape;
- Some areas of are exposed and windy, and development would be seen as relating to windiness.

13.86. For the purposes of the SLVIA, this RSU is considered to have **medium-low** sensitivity to the type of change proposed.

***2. Purbeck coast***

13.87. This RSU reaches from Redcliff Point along the Purbeck coastline to St. Aldhelm's Head and continues east to Durlston Head.

13.88. Factors which increase sensitivity to the type of change proposed include:

- A complex and in some parts intricate coastline, with small bays, cliffs and coastal features;
- Distinctive coastal features form strong focal points providing a focus within views;
- The seascape nearest the coast exhibits little impact of sea traffic from the offshore portion of the seascape, whilst most activity consists of that from occasional small sail boats;
- Seascape is often viewed from secluded coastlines;
- The RSU is largely remote and undeveloped.

13.89. Factors which decrease sensitivity to the type of change proposed include:

- Expansive open views and panoramas are possible across the seascape;
- An absence of focal points within the offshore portion of the seascape;
- Evident marine activity in shipping lanes, located in the offshore portion of the RSU;
- Some areas are exposed and windy, and development would be seen as relating to windiness.

13.90. For the purposes of the SLVIA, this RSU is considered to have **medium** sensitivity to the type of change proposed.

***3. Swanage Bay***

13.91. This RSU covers the coastline from Durlston Head, northwards across Durlston Bay, Swanage Bay, Ballard Point and north-eastwards to Old Harry Rocks at the Foreland / Handfast Point.

13.92. Factors which increase sensitivity to the type of change proposed include:

- Small scale intimate seascape within the bays, enclosed by surrounding headlands and coastal features;
- Natural focal points created by the headlands, and from coastal formations along the chalk cliffs;
- Generally sheltered bays.

13.93. Factors which decrease sensitivity to the type of change proposed include:

- Some areas of large open panoramic views from the surrounding headlands and cliffs;
- Evident marine activity in shipping lanes from Poole Harbour, located just beyond the bay, whilst small recreational sailing occurs within the bays, providing activity and movement;
- Crowded beaches where the focus is upon beach activities;
- The seascape is mostly developed with settlement located within the bay, dispersed settlement beyond the bay on headlands and views towards settlements from cliffs.

13.94. For the purposes of the SLVIA, this RSU is considered to have **high-medium** sensitivity to the type of change proposed.

***4. Bournemouth Bay***

13.95. This RSU covers the area from the Foreland / Handfast Point northwards across Poole Harbour and eastwards across Bournemouth to the headland at Hengistbury Head Nature Reserve.

13.96. Factors which increase sensitivity to the type of change proposed include:

- Less developed areas along Studland beach provide some areas of calm.
- Coastal features that define the extent of the RSU provide some strong focal points within views.

13.97. Factors which decrease sensitivity to the type of change proposed include:

- Large scale with open views;
- Relatively simple composition;
- Other than at the headlands defining the RSU, there is a lack of natural focal points, with man-made structures forming the most obvious features throughout much of the bay;
- Marine activity is evident both in coastal waters and offshore waters in shipping lanes;
- Crowded beaches where the focus is upon beach activities;
- A highly developed seascape.

13.98. For the purposes of the SLVIA, this RSU is considered to have a **low** sensitivity to the type of change proposed.

***5. Christchurch Bay***

13.99. This RSU contains the area from Hengistbury Head, across Christchurch Harbour and eastwards across the bay to Milford on Sea and Hurst Castle on the Solent.

13.100. Factors which increase sensitivity to the type of change proposed include:

- Some small, more complex coastal features;
- Less developed areas provide some areas of calm;
- Coastal features that define the extent of the RSU provide some strong focal points, along with focal points such as the Needles on other nearby coastlines.

13.101. Factors which decrease sensitivity to the type of change proposed include:

- Large scale with open views;
- Relatively simple and flat composition;
- Other than at the headlands defining the RSU, there is a lack of natural focal points, with man-made structures forming the most obvious features throughout much of the bay;
- Marine activity is evident both in coastal waters and offshore waters in shipping lanes;
- Crowded beaches where the focus is upon beach activities;
- Mostly a highly developed seascape.

13.102. For the purposes of the SLVIA, this RSU is considered to have **medium-low** sensitivity to the type of change proposed.

***6. Western Solent***

13.103. This RSU follows the Solent strait that separates the Isle of Wight from the mainland. It follows the Solent inland from Hurst Castle and north-eastwards to Calshot and across the strait to Cowes on the Isle of Wight. It runs along the north-western edge of the island where it meets the sea at Totland, and beyond the Needles.

13.104. Factors which increase sensitivity to the type of change proposed include:

- Small scale seascape, where landform limits views to the horizon;
- An intricate coastal form;
- Important focal points provide focus for views throughout the RSU;
- Many areas along the coast are remote, resulting in the RSU being viewed from secluded coastlines.

13.105. Factors which decrease sensitivity to the type of change proposed include:

- Views are largely restricted to within the Solent, resulting in a stronger visual relationship with the coastlines of the strait rather than the open sea;
- Marine activity is common and adds movement to the seascape;
- Despite development being restricted to towns, the RSU maintains a developed feel, due to the activity on the water and proximity to nearby settlements.

13.106. For the purposes of the SLVIA, this RSU is considered to have **medium** sensitivity to the type of change proposed.

***7. West Isle of Wight coast***

13.107. This RSU consists of the area from the Needles on the north-west of the Isle of Wight, south-east along the coast across numerous shallow bays to St. Catherine's Point on the southern tip of the island. This description has been partially informed by the Isle of Wight AONB LCA (within the Isle of Wight AONB Plan 2009-2014).

13.108. Factors which increase sensitivity to the type of change proposed include:

- Some areas with complex coastal forms, providing important focal points within views;
- The seascape nearest the coast exhibits very little impact of sea traffic from the offshore portion of the seascape, whilst it experiences occasional activity from small sail boats;
- The seascape is often viewed from secluded coastlines;
- The RSU is largely undeveloped, with only collections of houses dispersed along the coast.

13.109. Factors which decrease sensitivity to the type of change proposed include:

- Overall, a relatively large scale seascape with expansive open and panoramic views;
- Generally a relatively simple composition of the coastline;
- Some evident marine activity within shipping lanes, located in the offshore portion of the RSU, whilst small recreational sailing occurs occasionally in coastal waters;
- Some areas of are exposed and windy, and development would be seen as relating to windiness.

13.110. For the purposes of the SLVIA, this RSU is considered to have **medium** sensitivity to the type of change proposed.

***8. Ventnor coast***

13.111. This unit runs from St. Catherine's Point on the southern tip of the Isle of Wight, north-eastwards to Dunnose. This description has been partially informed by the Isle of Wight AONB LCA (within the Isle of Wight AONB Plan 2009-2014).

13.112. Factors which increase sensitivity to the type of change proposed include:

- Some areas of small scale seascape where landform can limit views to the horizon;
- A complex and intricate coastline;
- Distinctive coastal features form strong focal points providing a focus within views.

13.113. Factors which decrease sensitivity to the type of change proposed include:

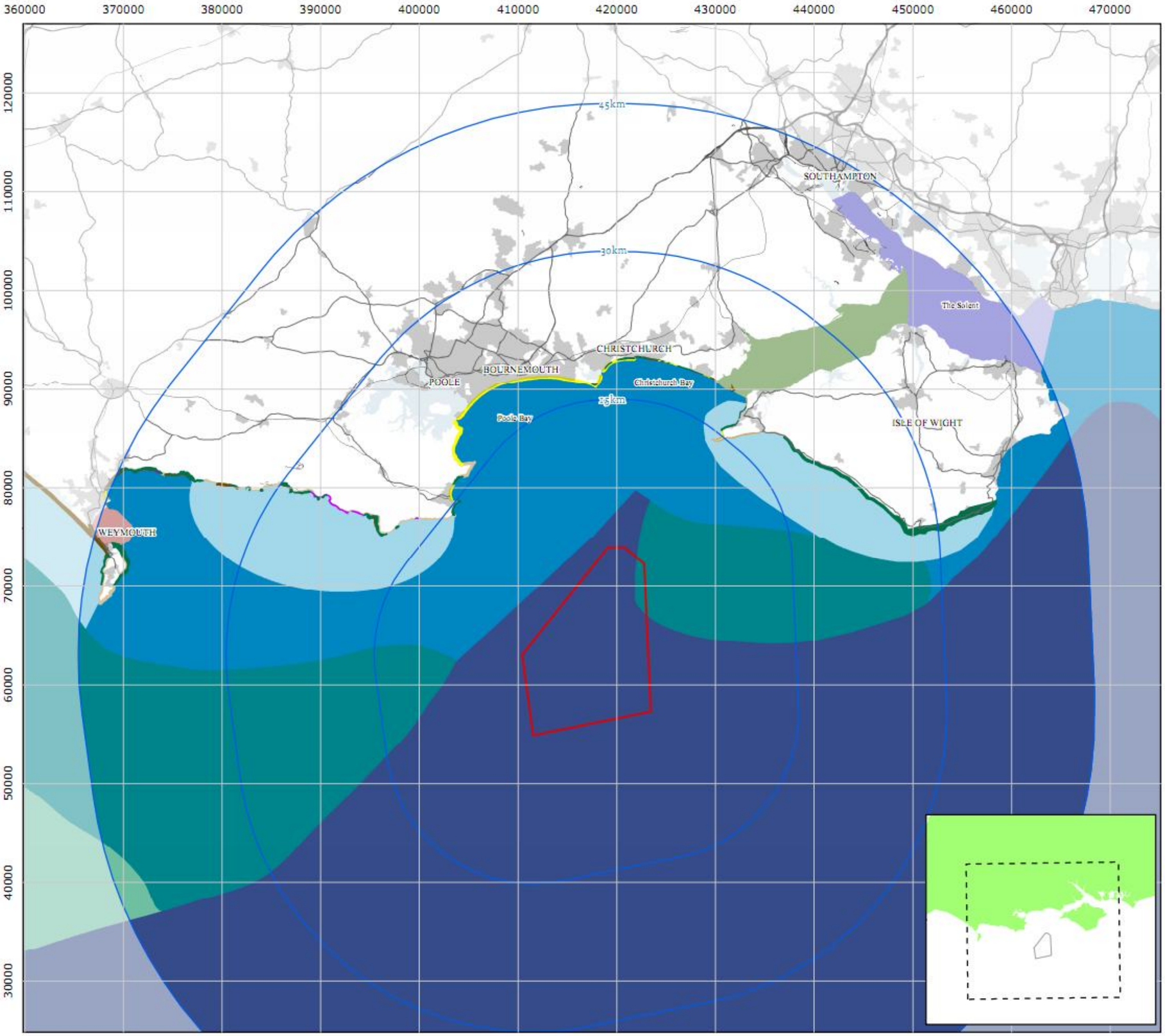
- Generally an open seascape with expansive views possible;
- Marine activity is evident both in coastal waters and offshore waters in shipping lanes;
- Areas of settlement along the coastline, whilst there is an absence of focal points within the offshore portion of the seascape;
- Some areas of are exposed and windy, and development would be seen as relating to windiness.

13.114. For the purposes of the SLVIA, this RSU is considered to have **medium** sensitivity to the type of change proposed.

**Seascape Character Assessment**

13.115. Following the Natural England publication of the report, 'An Approach to Seascape Character Assessment' in October 2012, the Dorset Coast Landscape and Seascape Character Assessment (LDA Design, 2010) has been expanded upon to further inform seascape character within the study area (see Figure 13.3).

13.116. Within the Dorset Coast Assessment, the terrestrial Landscape Character Types (LCTs) generally corresponded with the character types defined in the Dorset Landscape Character Assessment (Dorset County Council), from which the LCTs are taken for use in the Landscape section of this SLVIA. To avoid duplication, the relevant Seascape Character Types ('SCTs') are restricted to marine and coastal SCTs from the Dorset Coast Assessment and are identified below. Additional SCTs have been identified where relevant to allow the seascape character assessment to cover the entire SLVIA study area.




# Navitus Bay Development Ltd

## Seascape Character Types

### Legend

- Turbine Area
- 15km, 30km and 45km Radii around Turbine Area

**Seascape Character Types**

Coastal Seascape Character Types

- Sandy Beaches
- Hardrock Cliffs
- Shingle Beaches and Spits
- Intertidal Rock Ledges
- Slumped Cliffs

Marine Seascape Character Types

- Man Made Harbour
- Inshore Active Strait
- Coastal Waters
- Inshore Shipping Strait
- Active Coastal Waters
- Inshore Waters
- Deep Water Offshore Fisheries
- Deep Water Offshore Shipping

| | | |
|---|---|---|
| **Fig. No.:** Figure 13.3 | | **Date:** 09/08/2013 |
| **Author:** RO | **Checked:** RO | **Approved:** WW |
| **Scale@A3:** 1:400,000 | | **Revision No.:** 03 |
| **Coordinate System:** British National Grid | | **Data Sources:** OS, SeaZone, PMSS |
| **Datum:** OSGB 1936 | **Ref. No.:** 3355_03 | |

0 5 10 NM

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NAVITUSBAY

***Coastal Seascape Character Types***

***Sandy beaches (2a)***

13.117. The Sandy Beaches SCT comprises the important recreational beaches that occur along the Dorset Coast. These are mainly located on the eastern, more sheltered shores of the County and are generally associated with the main conurbations. At its closest point this character type lies approximately 15.9 km from the Turbine Area, and in some areas lies within the Dorset AONB and the Purbeck Heritage Coast.

13.118. Factors which increase sensitivity to the type of change proposed include the open nature of the beaches affords views in which the main focus is the sea and the horizon;

13.119. Factors which decrease sensitivity to the type of change proposed include;

- The generally large scale of the beaches affords expansive open views;
- The popularity of the beaches results in high visitor numbers, providing activity and movement, which will (seasonally) detract from distant views out to sea;
- The temporal and dynamic character, due to changing visitor numbers, and tides moving in and out.

13.120. The sensitivity of this SCT to the type of change proposed is considered to be **low**.

***Shingle beaches and spits (2b)***

13.121. The Shingle Beaches and Spits SCT includes most of the beaches to the west of the Isle of Portland including the raised beach at Chesil Beach and shingle spit. At its closest point this character type lies approximately 19 km from the Turbine Area. Many of the areas of this seascape character type lie within designated coastlines, such as along parts of the Jurassic WHS, the Purbeck Heritage Coast, and Dorset AONB and the New Forest National Park.

13.122. Factors which increase sensitivity to the type of change proposed include:

- A wild and remote quality occurs in many areas due to their inaccessibility;
- Some spits form distinctive landforms and provide important focal points.

13.123. Factors which decrease sensitivity to the type of change proposed include:

- The popularity of some beaches/spits provides activity and movement, which will detract from distant views out to sea;
- Open expansive views, and often a large simple landform.

13.124. The sensitivity of this SCT to the type of change proposed is considered to be **medium**.

***Slumped cliffs (2c)***

13.125. The Slumped Cliffs SCT comprises sections of softer rock cliffs along all parts of the Dorset coast. At its closest point this character type lies approximately 13.5 km from the Turbine Area. Many of the areas of this seascape character type lie within designated coastlines, such as along parts of the Jurassic WHS, the Purbeck and Tennyson Heritage Coasts, and the Dorset and Isle of Wight AONBs.

13.126. Factors which increase sensitivity to the type of change proposed include:

- Some areas have a remote and unspoilt quality;
- Complexity arises from the undulating cliff profiles along slumps, producing small scale variations along the coastline.

13.127. Factors which decrease sensitivity to the type of change proposed include:

- The open nature of cliffs with expansive views across the sea from cliff tops;
- The influence of tourism (walkers and fossil collectors) detracts from the unspoilt nature of some areas due to features such as safety fencing, eroded footpaths and car parks;
- Vegetation in areas of stability provides some screening of views to the sea.

13.128. The sensitivity of this SCT to the type of change proposed is considered to be **medium-low**.

***Hard rock cliffs (2d)***

13.129. The Hard Rock Cliffs SCT comprises hard rock cliffs generally of sandstone, limestone or chalk which tend to be vertical or near vertical and are often dramatic. At its closest point this character type lies approximately 13.4 km from the Turbine Area. Many of the areas of this seascape character type

lie within designated coastlines, such as along parts of the Jurassic WHS, the Purbeck and Tennyson Heritage Coasts, and the Dorset and Isle of Wight AONBs.

13.130. Factors which increase sensitivity to the type of change proposed include:

- Stretches of unspoilt and natural character;
- Dramatic and prominent cliff and coastal features, and distinctive variations in rock colour.

13.131. Factors which decrease sensitivity to the type of change proposed include:

- High cliffs afford panoramic views;
- The influence of tourism (walkers) detracts from the unspoilt nature of some areas, due to features such as safety fencing and eroded footpaths;
- Areas associated with beaches can be very busy, providing activity and detracting from distant views to sea.

13.132. The sensitivity of this SCT to the type of change proposed is considered to be **medium**.

***Intertidal rock ledges (2e)***

13.133. The Intertidal Rock Ledges SCT occurs at the base of cliffs along a number of sections of the coast and consists of horizontal rock ledges within the intertidal zone (between Mean High Water and Mean Low Water). At its closest point this character type lies approximately 16 km from the Turbine Area. Most of the areas of this seascape character type lie within designated coastlines, such as along parts of the Jurassic WHS, the Purbeck Heritage Coast and the Dorset AONB.

13.134. Factors which increase sensitivity to the type of change proposed include:

- Varied and distinctive coastal formations; rock pools, crevices, boulders and ledges contribute to the unique coastal character;
- Inaccessibility results in many remote unspoilt qualities.

13.135. Factors which decrease sensitivity to the type of change proposed include:

- A small number of sections of coast have access, for example in quarried areas, which are popular for climbing and swimming;
- Divers and snorkelers use the ledges due to the high biodiversity;
- Inundation by water and dynamic tidal location limits the availability of sea views towards the horizon.

13.136. The sensitivity of this SCT to the type of change proposed is considered to be **medium**.

***Marine Seascape Character Types***

***Man-made harbour (3a)***

13.137. The Man-Made Harbour SCT comprises the enclosed deep water Portland Harbour which is also important in providing a setting for Portland and Weymouth. It comprises a large expanse of water enclosed by a manmade harbour wall which dates back to the 1840s. At its closest point this character type lies approximately 43 km from the Turbine Area. Areas of this character type lie within the Jurassic Coast WHS.

13.138. Factors which increase sensitivity to the type of change proposed include:

- Views are partially enclosed by the harbour wall;
- Views are framed by the Purbeck coast, and are dominated to the south by the distinctive Isle of Portland cliffs.

13.139. Factors which decrease sensitivity to the type of change proposed include:

- The harbour is intensively used by a variety of sizes of vessel, imposing a busy and man-made influence on the character;
- Vertical elements such as large cruise ships and tankers, and the masts and poles of smaller boats interrupt views;
- The neighbouring landform has been shaped by and developed with marine activities, contributing man made elements of the character.

13.140. The sensitivity of this SCT to the type of change proposed is considered to be **low**.

***Coastal waters (3b)***

13.141. The Coastal Waters SCT comprises two stretches of coastline associated with the rural, often inaccessible areas of the Dorset coast, within Lyme Bay and between White Nothe and Durlston Head, along the Purbeck coast. At its closest point this character type lies approximately 13 km from the Turbine Area.

13.142. Factors which increase sensitivity to the type of change proposed include:

- Water associated with rural and inaccessible coastline;
- Strong visual connection to rural, scenic coastlines;
- Relatively sheltered waters affording remote coastal views.

13.143. Factors which decrease sensitivity to the type of change proposed include:

- Small scale, low level activity generated by recreational sailing boats and small fishing boats.

13.144. The sensitivity of this SCT to the type of change proposed is considered to be **high-medium**.

***Active coastal waters (3c)***

13.145. The Active Coastal Waters SCT comprises areas along the Dorset coast east of Portland within Weymouth Bay and Poole Bay. At its closest point this character type lies 1.8 km from the Turbine Area.

13.146. Factors which increase sensitivity to the type of change proposed include:

- Despite being physically removed from the coast in some areas, the SCT maintains strong visual links to the coastline throughout;
- The focuses of views are the notable landmarks along the Purbeck coast, the chalk headlands: Handfast Point and Durlston Head, and Hengistbury Head.

13.147. Factors which decrease sensitivity to the type of change proposed include:

- The SCT joins the coast at large towns and urban areas, reducing the remoteness of the seascape;
- Relatively large boats cross the STC to get to Poole and Weymouth Harbours;
- The frequent boat and ship activity results in an active SCT, increasing the human impact and movement on the seascape.

13.148. The sensitivity of this SCT to the type of change proposed is considered to be **medium**.

***Inshore waters (3d)***

13.149. Inshore Waters SCT comprises waters principally within the 12 nm territorial waters. It lies seaward of the Coastal Waters SCTs and inshore of the Deep Water SCTs. This character type lies at the boundary of the Turbine Area.

13.150. Factors which increase sensitivity to the type of change proposed include:

- Prominent landmarks are just visible despite the distance, and views focus on the largest prominent landmarks such as the Isle of Portland;
- Shipping restrictions allow only small fishing boats to use areas of 6-12 nautical miles from the coast, limiting the presence of large boats in this SCT.

13.151. Factors which decrease sensitivity to the type of change proposed include:

- The SCT is almost completely detached from the coast, and retains only a slight visual connection to coastal features;
- Large boats cross the STC occasionally, travelling to Poole and Weymouth Harbours;
- The level of activity is limited, however there is a presence of human activity throughout the SCT and in the adjacent offshore SCTs.

13.152. The sensitivity of this SCT to the type of change proposed is considered to be **medium-low**.

***Deep water offshore fishing (3e)***

13.153. The Deep Water Offshore Fishing Waters SCT mainly lie beyond the 12nm territorial waters limit southwards of Lyme Bay, but still within the lee of the Devon coast which extends south from Torbay. At its closest point this character type lies approximately 43 km from the Turbine Area.

13.154. Factors which increase sensitivity to the type of change proposed include:

- A limited amount of context of the mainland coast is visible, with the Isle of Portland forming a landmark forming a visual reference point.

13.155. Factors which decrease sensitivity to the type of change proposed include:

- Open sea views, with expansive views across the horizon;
- There is a reduced visual connection to the mainland coastline due to the distance offshore;
- The lack of context within the view reduces the opportunity for visual reference points;
- The large fishing boats will add industrial moving features to the SCT on a temporary basis.

13.156. The sensitivity of this SCT to the type of change proposed is considered to be **low**.

***Deep water offshore shipping (3f)***

13.157. The Deep Water Offshore Shipping SCT mainly lies well beyond the 12nm territorial waters limit and the boundary is aligned roughly south-west to north-east following the main shipping lanes from the Atlantic into the English Channel and also into the Solent via the Needles Channel. This character type lies at the boundary of the Turbine Area.

13.158. Factors which increase sensitivity to the type of change proposed include:

- The seascape is remote and isolated when not consisting of busy shipping traffic.

13.159. Factors which decrease sensitivity to the type of change proposed include:

- Open sea views, with expansive views across the horizon;
- A lack of visual connection to the mainland coastline;
- The lack of context within the view removes the opportunity for visual reference points;
- The busy shipping route will be regularly animated by the large vessels, which add industrial moving features to the SCT on a temporary basis.

13.160. The sensitivity of this SCT to the type of change proposed is considered to be **low**.

***Additional SCTs identified for the purpose of the SLVIA***

13.161. The following SCTs have been identified to allow the seascape character assessment to cover the SLVIA study area.

***Inshore active strait***

13.162. This Seascape Character Type is a broad stretch of water enclosed by the mainland on one side and an island on the other. It is used by relatively small scale recreational vessels as well as some larger vessels, and is generally quite tranquil and lacking in significantly built-up areas along the shores. At its closest point this character type lies approximately 19 km from the Turbine Area.

13.163. Factors which increase sensitivity to the type of change proposed include:

- The vegetated shores and lack of development on either side of the strait affords a remote character;
- Views to the sea are narrow and framed by notable landmarks on either side, creating a sensitive context to seaward views.

13.164. Factors which decrease sensitivity to the type of change proposed include:

- Views are mostly contained within the strait, with few extended out to the open sea;
- Small recreational sailing boats and small ferries provide activity across the strait, adding movement and detracting from views to the open sea.

13.165. The sensitivity of this SCT to the type of change proposed is considered to be **medium**.

***Inshore shipping strait and tidal estuary***

13.166. This Seascape Character Type consists of an enclosed estuary to a broad stretch of water enclosed by the mainland on one side and an island on the other. It is used intensively by large commercial shipping, including international tankers, cargo boats, large-scale fishing boats and major international ferry routes. At its closest point this character type lies approximately 39 km from the Turbine Area.

13.167. Factors which increase sensitivity to the type of change proposed include:

- Undeveloped stretches of coast with farmland, woodland and salt marsh afford undeveloped, more natural views across the strait;
- Enclosed nature of the estuary.

13.168. Factors which decrease sensitivity to the type of change proposed include:

- Open views out to the sea;
- Large swathes of coast line are occupied by settlement or industry, imposing man-made elements and large scale industrial features on the coastline;
- Intensive use of the water by large tankers and shipping vessels creates a heavily used seascape.

13.169. The sensitivity of this SCT to the type of change proposed is considered to be **low**.

***Summary of Seascape Character sensitivity***

13.170. Tables 13.7 and 13.8 summarise the findings of the Seascape Character sensitivity.

| Table 13.7 Summary of Regional Seascape Units (RSUs) | | |
|---|---|---|
| Regional Seascape Units | Approximate distance from nearest point of Turbine Area | Sensitivity to the wind farm |
| 1. East Portland and Weymouth Bay | 7 km | Medium-low |
| 2. Purbeck Coast | 0 km | Medium |
| 3. Swanage Bay | 0 km | High-medium |
| 4. Bournemouth Bay | 0 km | Low |
| 5. Christchurch Bay | 0 km | Medium-low |
| 6. Western Solent | 0 km | Medium |
| 7. West Isle of Wight | 0 km | Medium |
| 8. Ventnor Coast | 10 km | Medium |

| Table 13.8 Summary of Seascape Character Types (SCTs) | | |
|---|---|---|
| Regional Seascape Units | Approximate distance from nearest point of Turbine Area | Sensitivity to the wind farm |
| ***Coastal Seascape Types*** | | |
| Sandy Beaches (2a) | 15.9 km | Low |
| Shingle Beaches and Spits (2b) | 42 km | Medium |
| Slumped Cliffs (2c) | 13.5 km | Medium-low |
| Hard Rock Cliffs (2d) | 13.4 km | Medium |
| Intertidal Rock Ledges (2e) | 16 km | Medium |
| ***Marine Seascape Character Types*** | | |
| Man-made Harbour (3a) | 43 km | Low |
| Coastal Waters (3b) | 13 km | High-medium |
| Active Coastal Waters (3c) | 0 km | Medium |
| Inshore Waters (3d) | 0 km | Medium-low |
| Deep Water Offshore Fishing (3e) | 43 km | Low |
| Deep Water Offshore Shipping (3f) | 0 km | Low |
| Inshore Active Strait | 19 km | Medium |
| Inshore Shipping Strait and Tidal Estuary | 39 km | Low |

### 13.4.3. Landscape Character

13.171. Natural England has identified character areas for the whole of England called National Character Areas, previously called Joint Character Areas. These National Character Areas ('NCAs') divide England into 159 natural areas, each defined by a unique combination of landscape, biodiversity, geodiversity and economic and cultural activity.

13.172. Within the framework of NCAs there have been various county level, local level or designation Landscape Character Assessments produced for the study area by County / District planning and managing authorities. These identify numerous Landscape Character Types ('LCTs') across the study area.

13.173. The baseline description and assessment of effects makes detailed reference only to those LCTs with a demonstrable connection, in character terms, to the coast or seascape environment and can therefore be predicted to potentially experience the effects, whether direct or indirect, arising from an offshore wind farm. Descriptions of characteristics that either increase or decrease sensitivity to offshore wind development have been identified.

13.174. The following criteria have been used to determine which national / county / designation Landscape Character Types are assessed:

- Physical characteristics such as geology and / or topography that are, in part, influenced by coastal and marine processes such as erosion and

deposition (for example intertidal mudflats, salt marshes and dune systems);

- Perceptual / cultural characteristics whereby the nature of views and aspects of scale, enclosure, remoteness etc. are informed by a relationship with the sea and coast;
- Land use characteristics (including recreational uses, employment uses, and residential uses) which have a direct/ indirect relationship with the sea.

***National Character Areas***

13.175. Nine National Character Areas (NCA) fall within the 45 km study (identified in Figure 13.4). Descriptions of each NCA and an assessment of their sensitivity to offshore wind farms are not provided within this SLVIA. However, their presence is noted for a wider landscape context and as a framework for a more detailed level of assessment contained within the County LCAs identified below. The 9 National Character Areas within the study area are:

- 126 - South Coast Plain
- 127 - Isle of Wight
- 128 - South Hampshire Lowlands
- 131 - New Forest
- 134 - Dorset Downs and Cranborne Chase
- 135 - Dorset Heaths
- 136 - South Purbeck
- 137 - Isle of Portland
- 138 - Weymouth Lowlands

***County Level Landscape Character Assessments***

13.176. The baseline description includes LCTs that exhibit a relationship to the seascape or coastal environment as one of their defining characteristics. Therefore only the LCTs with these characteristics, or those from within which it is anticipated that there will be visibility of the project as indicated by the ZTV, are identified below.

13.177. The county assessments identified for use in the SLVIA are:

- Dorset Landscape Character Assessment;
- Hampshire Integrated Character Assessment;
- Isle of Wight AONB Landscape Character Assessment.

13.178. The LCTs are identified on Figure 13.5. Listed below are those that have been initially identified through the ZTV as exhibiting a potential visual relationship with the coastal and/or seascape environment. Not all of these have been taken forward to the baseline description and assessment stage on the basis of further desk and field study which has demonstrated them to be marginal or out with potential inter-visibility with the Project. Where this is the case this is clearly indicated below.

13.179. Those LCTs within Dorset include:

- Ridge and Vale
- Limestone Peninsula
- Limestone Plateau
- Clay Valley
- Chalk Escarpment/ Ridge
- Harbour / Wetland / Lagoon
- River Terrace
- Lowland Heathland
- Open Chalk Downland (Not taken forward)
- Rolling Wooded Pasture (Not taken forward)
- Heath / Farmland Mosaic (Not taken forward)

13.180. Those LCTs within Hampshire include:

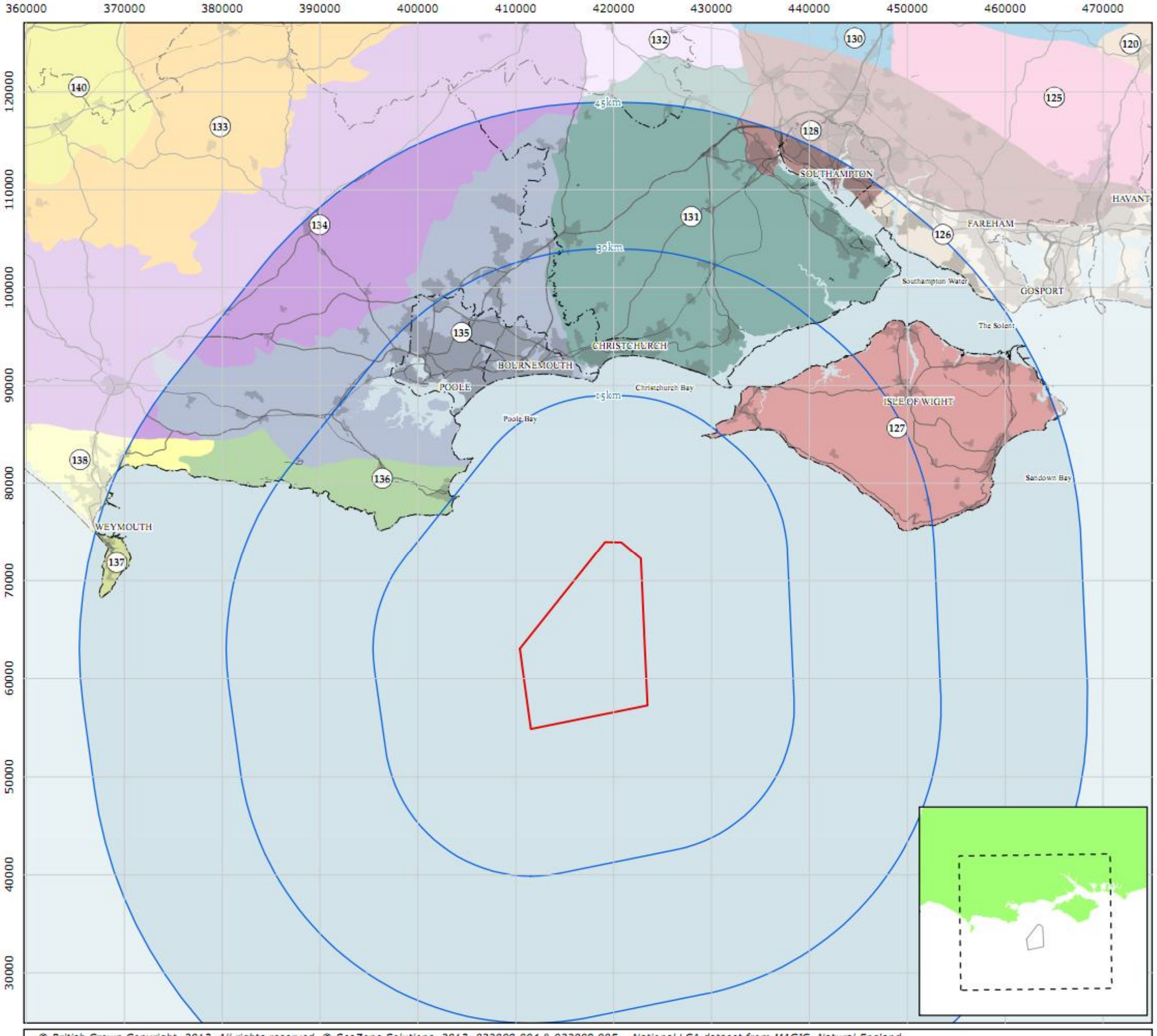
- Coastal Plain Enclosed
- Coastal Plain Open
- Coastal Reclaim and Grazing Marsh
- Intertidal Estuary and Harbour
- Open Coastal Shore
- River Valley Floor
- River Valley Terrace

- Coastal Sea – Western Solent and Eastern Solent
- Harbour Channels (Not taken forward)
- Lowland Mosaic Heath associated (Not taken forward)
- Lowland Mosaic Small Scale (Not taken forward)
- Lowland Mosaic Medium Scale (Not taken forward)
- Open Heath (Not taken forward)
- Woodland and Plantation Heath (Not taken forward)

13.181. Those LCTs within the Isle of Wight AONB include:

- Chalk Downs
- Traditional Enclosed Pasture
- Intensive Agricultural Land
- Southern Coastal Farmland
- Sandstone Hills and Gravel Ridges
- The Undercliff
- Harbours and Creeks (Not taken forward)
- Landscape Improvement Zone (Not taken forward)
- Northern Coastal Cliffs (Not taken forward)
- Northern Woodland (Not taken forward)
- Osborne Coast (Not taken forward)
- Settlements (Not taken forward)

13.182. There is considerable correlation in LCTs between some county level character assessments and designation character assessments. For the purpose of the SLVIA and to avoid duplication of information, the baseline description will be based on the overarching county level character assessments. The exception to this is the Isle of Wight AONB LCA, which is considered most appropriate in the absence of a county level assessment, and is referred to as the main Landscape Character document within the Isle of Wight Council Core Strategy (March 2012).




# Navitus Bay Development Ltd

## National Landscape Character Types

### Legend

- Turbine Area
- 15km, 30km and 45km Radii around Turbine Area

National Landscape Character

- 120 - Wealden Greensand
- 125 - South Downs
- 126 - South Coast Plain
- 127 - Isle of Wight
- 128 - South Hampshire Lowlands
- 130 - Hampshire Downs
- 131 - New Forest
- 132 - Salisbury Plain and West Wiltshire Downs
- 133 - Blackmoor Vale and the Vale of Wardour
- 134 - Dorset Downs and Cranborne Chase
- 135 - Dorset Heaths
- 136 - South Purbeck
- 137 - Isle of Portland
- 138 - Weymouth Lowlands
- 140 - Yeovil Scarplands

| | | |
|---|---|---|
| **Fig. No.:** Figure 13.4 | | **Date:** 09/08/2013 |
| **Author:** RO | **Checked:** RO | **Approved:** WW |
| **Scale@A3:** 1:400,000 | | **Revision No.:** 03 |
| **Coordinate System:** British National Grid | | **Data Sources:** OS, SeaZone, PMSS, Natural England |
| **Datum:** OSGB 1936 | **Ref. No.:** 3355_04 | |

0 5 10 NM

0 10 20 km

N

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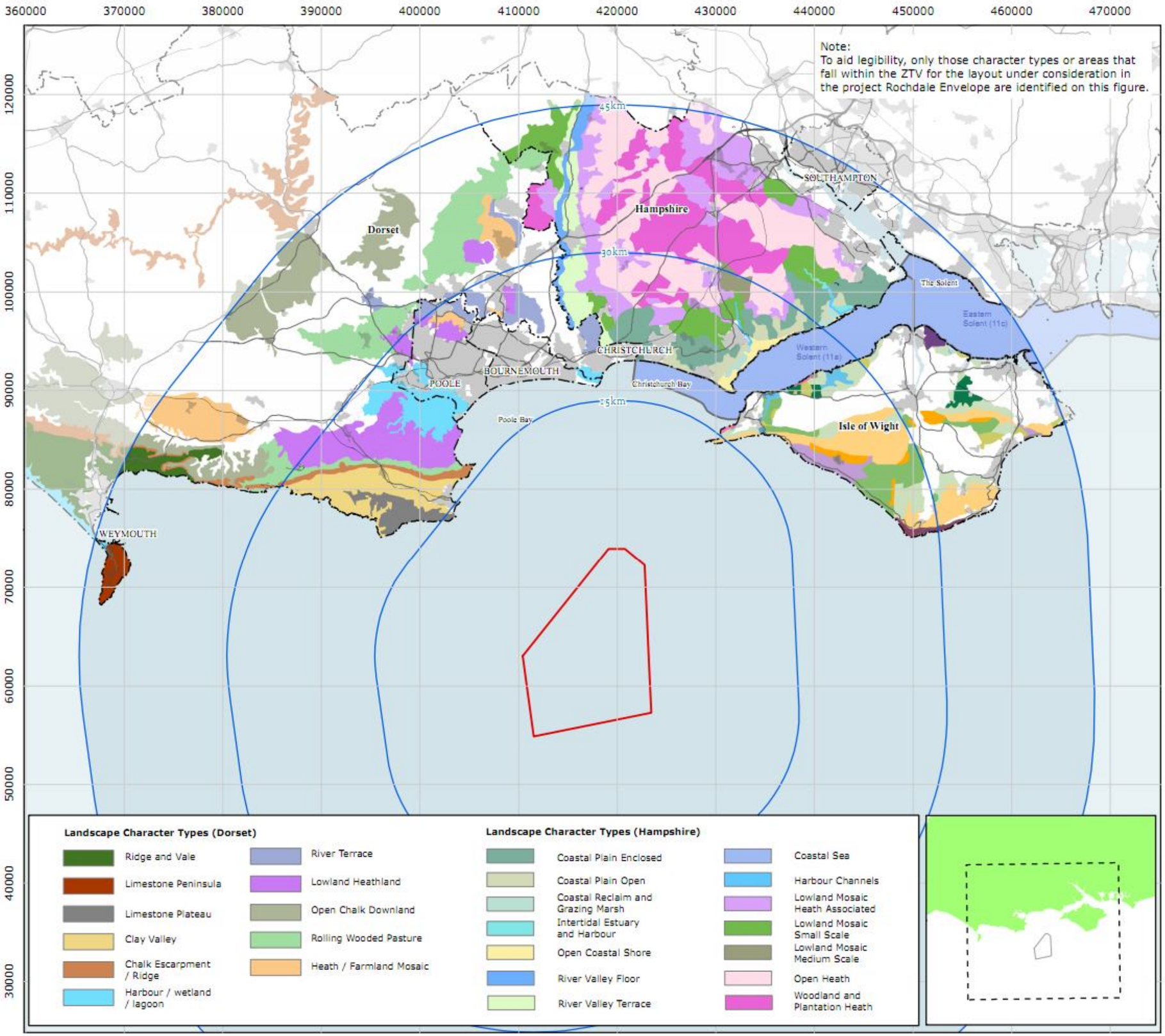


# Navitus Bay Development Ltd

## County Landscape Character

### Legend

- Turbine Area
- 15km, 30km and 45km Radii around Turbine Area
- County Boundary

**Landscape Character Types (Isle of Wight AONB)**

- Chalk Downs
- Traditional Enclosed Pasture
- Intensive Agricultural Land
- Southern Coastal Farmland
- Sandstone Hills and Gravel Ridges
- The Undercliff
- Harbours and Creeks
- Landscape Improvement Zone
- Northern Coastal Cliffs
- Northern Woodland
- Osborne Coast
- Settlements

| | | |
|---|---|---|
| **Fig. No.:** Figure 13.5 | | **Date:** 09/08/2013 |
| **Author:** RO | **Checked:** RO | **Approved:** WW |
| **Scale@A3:** 1:400,000 | | **Revision No.:** 03 |
| **Coordinate System:** British National Grid | | **Data Sources:** OS, SeaZone, PMSS, TCE, Dorset LCA, Hampshire Integrated LCA, Isle of Wight AONB LCA |
| **Datum:** OSGB 1936 | **Ref. No.:** 3355_05 | |

0 5 10 NM

0 10 20 km

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***Dorset Landscape Character Assessment***

13.183. The following sections summarise the existing character and sensitivity of the various county level landscape character types falling within the ZTV of the Proposed Offshore Development within i) Dorset (to the west and northwest of the Turbine Area); ii) Hampshire (to the north and northeast of the Turbine Area); and, iii) the Isle of Wight (to the northwest of the Turbine Area).

***Ridge and Vale***

13.184. This landscape is characterised by evenly divided low lying hog-backed limestone ridges running east to west, separated by undulating clay vales of mixed farming in a patchwork of medium sized geometric fields divided by straight hedgerows. The character type lies approximately 36.5 km from the Turbine Area.

13.185. Factors which increase sensitivity to the type of change proposed include:

- The elevated ridges provide open views of the coast, alternating with the vales of farmland with a general lack of woodland cover;
- Areas of smaller scale enclosed landscapes.

13.186. Factors which decrease sensitivity to the type of change proposed include:

- The urban presence of Weymouth in close proximity adds human activity and reduces the rural character of the LCA.

13.187. The sensitivity of this LCT to the type of change proposed is considered to be **medium**.

***Limestone Peninsula***

13.188. The Isle of Portland forms a dramatic and distinctive wedge shaped peninsula at the end of Chesil Beach with prominent cliffs all around the Isle. This character type lies approximately 41 km from the Turbine Area.

13.189. Factors which increase sensitivity to the type of change proposed include:

- The exposed and elevated nature of the peninsula affords sweeping views with inter-visibility of the coast and sea.

13.190. Factors which decrease sensitivity to the type of change proposed include:

- An urban presence across the peninsula;
- Elements of large-scale activity on the peninsula and a presence of man-made vertical features on the skyline.

13.191. The sensitivity of this LCT to the type of change proposed is considered to be **medium**.

***Limestone Plateau***

13.192. The Limestone Plateau landscape has a simple but striking character represented by its windswept, exposed and treeless appearance. The elevated plateau slopes gently to the south, is gently rolling on the upper slopes and then drops dramatically to the sea. This character type lies approximately 14.2 km from the Turbine Area.

13.193. Factors which increase sensitivity to the type of change proposed include:

- The coastal orientation and exposed nature of the LCT affords open views with a focus on the seascape and uncluttered horizon;
- Inter-visibility between the plateau, neighbouring valleys and the sea;
- A rural landscape with a distinctive character of small settlements, stonewall field boundaries and limited tree cover.

13.194. Factors which decrease sensitivity to the type of change proposed include:

- A Simple, large-scale and open character;
- Occasional quarry scars and tracks somewhat despoil the otherwise intact rural landscape

13.195. The sensitivity of this LCT to the type of change proposed is considered to be **medium**.

***Clay Valley***

13.196. These landscape character types generally have a settled rural character with an intimate secluded feel in places and nearer the coast a more windswept, remote and exposed character. This character type lies approximately 14.5 km from the Turbine Area.

13.197. Factors which increase sensitivity to the type of change proposed include:

- Rural and intimate character, becoming more exposed at the coast;
- Coastal areas afford open uninterrupted views along the coast and of the undeveloped horizon;
- Enclosure by surrounding landform creates framed views;

- Distinctive coastal features provide an important tourism resource and visual focal points;
- Small scale intimate landscape inland may be sensitive to large-scale development.

13.198. Factors which decrease sensitivity to the type of change proposed include:

- Strategic transport routes along roads and rail lines.

13.199. The sensitivity of this LCT to the type of change proposed is considered to be **high-medium**, decreasing in sensitivity away from the coastline.

***Chalk Escarpment / Ridge***

13.200. The Chalk Escarpment/Ridge landscape forms a steep, distinctive and dramatic backdrop to, and gives panoramic views of, much of the surrounding patchwork lowland landscape. It is a bold, dominant and prominent visual edge which helps enclose the surrounding landscapes. This character type lies approximately 15.8 km from the Turbine Area.

13.201. Factors which increase sensitivity to the type of change proposed include:

- An undeveloped open character, with a bold skyline and panoramic views;
- Inter-visibility across inland valleys and to the undeveloped sea and horizon;
- Views of the surrounding patchwork landscapes, with varied patterns and complex views.

13.202. Factors which decrease sensitivity to the type of change proposed include:

- Occasional proximity to transport routes;
- Settlements that are out of character with the rural LCT reduce the sensitivity at a local level.

13.203. The sensitivity of this LCT to the type of change proposed is considered to be **high-medium**.

***Harbour / Wetland / Lagoon***

13.204. The Poole and Christchurch harbour areas of this type form a distinctive maritime harbour side landscape of indented shallow shorelines, open water, mud flats, marshland, winding creeks and reed beds in association with the urban edges to these two towns. This character type lies approximately 17.5 km from the Turbine Area.

13.205. Factors which increase sensitivity to the type of change proposed include:

- The landform and habitats create an open water and varied environment;
- The tranquil and unspoilt landscape and the historical vistas are important for tourism.

13.206. Factors which decrease sensitivity to the type of change proposed include:

- The enclosed nature of the harbours reduce the opportunity for open sea views;
- Numerous masts of sail boats occupy views from sea level across the open water.

13.207. The sensitivity of this LCT to the type of change proposed is considered to be **medium**.

***River Terrace***

13.208. The medium scale landscape has a largely flat landform with a rural mixed farmland character. This character type lies approximately 20 km from the Turbine Area.

13.209. Factors which increase sensitivity to the type of change proposed include:

- Some areas of the LCT have a rural character with limited development other than small village cores and scattered farmsteads.

13.210. Factors which decrease sensitivity to the type of change proposed include:

- The presence of the urban conurbation along the coast has created a neglected character in parts of the LCT with industry and development prevalent;
- A lack of a relationship to the coast or sea views within the character of the LCT reduces the sensitivity to offshore wind development.

13.211. The sensitivity of this LCT to the type of change proposed is considered to be **low**.

***Lowland Heathland***

13.212. The lowland heathland landscape is a complex and diverse mosaic of open expansive dry and wet heath, acidic grassland, regenerating birch/pine

wood and wooded scrubby heath which all combine to create a rich blend of textures and colours. This character type lies approximately 18 km from the Turbine Area.

13.213. Factors which increase sensitivity to the type of change proposed include:

- Distinctive open landform, with low lying scrub vegetation, an exposed character and a coastal aspect in some areas;
- Expansive views from elevated areas.

13.214. Factors which decrease sensitivity to the type of change proposed include:

- Elevated views are mostly orientated inland rather than across the sea, reducing the sensitivity to offshore wind development.

13.215. The sensitivity of this LCT to the type of change proposed is considered to be **medium-low**.

***Dorset LCTs on the fringe of the ZTV***

13.216. Visibility of the Project will be limited from within LCTs on the fringe of the ZTV, and may only occur in across a very small extent of the overall LCT. For this reason the impact is unlikely to be significant, and therefore these LCTs are not included in the assessment. For contextual purposes, these LCTs are listed below and are included in Figure 13.5.

- Open Chalk Downland
- Rolling Wooded Pasture
- Heath / Farmland Mosaic

***Hampshire Integrated Character Assessment (2010)***

13.217. The Hampshire Assessment integrates landscape and seascape areas, and includes the Solent strait that lies between the Hampshire coast and the Isle of Wight.

***Coastal plain enclosed***

13.218. The coastal plain enclosed landscape is incised by streams but generally relatively flat and sloping north to south with deep rich silty soils overlying gravels. The character type lies approximately 19.5 km from the Turbine Area.

13.219. Factors which increase sensitivity to the type of change proposed include:

- Enclosed nature, with a strong framework of trees and woodland;
- Intimacy created by thick hedgerows and woodlands;
- Glimpse views of the Isle of Wight through enclosed views framed by trees.

13.220. Factors which decrease sensitivity to the type of change proposed include:

- Few elevated areas of land from where there are vantage points.

13.221. The sensitivity of this LCT to the type of change proposed is considered to be **high-medium**.

***Coastal plain open***

13.222. The coastal plain open landscape is extensive and flat or gently sloping plain. The character type lies approximately 19.2 km from the Turbine Area.

13.223. Factors which increase sensitivity to the type of change proposed include:

- The hills of the Isle of Wight are visible, which provide a distinctive horizon from some areas.

13.224. Factors which decrease sensitivity to the type of change proposed include:

- Generally open extensive character, with low hedgerows and trees in shelter belts only;
- Large field sizes afford open character;
- Big skies and flat horizon creates sense of exposure;
- Low elevation reduces opportunity for views to the sea;
- Areas of dense settlement.

13.225. The sensitivity of this LCT to the type of change proposed is considered to be **low**.

***Coastal reclaim and grazing marsh***

13.226. The character type is flat, low lying, often behind shoreline embankment and open from the seaward side but landward often backed by woodland or development. It lies approximately 20.4 km from the Turbine Area.

13.227. Factors which increase sensitivity to the type of change proposed include:

- Tranquillity is afforded by the lack of development and connection to the water;
- The landform and habitats create a varied open water environment.

13.228. Factors which decrease sensitivity to the type of change proposed include:

- Flat landform affords relatively simple horizontal open views;
- Some intensive land use associated with adjacent areas of development.

13.229. The sensitivity of this LCT to the type of change proposed is considered to be **medium**.

***Intertidal estuary and harbour***

13.230. The character type is an intertidal/ or littoral zone marine landscape. Intertidal estuaries and harbours represent transitions from marine to terrestrial habitats. The character type lies approximately 32.5 km from the Turbine Area.

13.231. Factors which increase sensitivity to the type of change proposed include:

- Enclosure is created due to trees in coastal fields, nearby development and harbours;
- A sense of wildness;
- Features remain within the intertidal water such as decaying wharfs.

13.232. Factors which decrease sensitivity to the type of change proposed include:

- Big skies;
- Boats at the harbours introduce moving and vertical elements;
- There is a visual disconnection from the open sea from within the Solent;
- The well-used nature of this type and the high levels of development afford a human presence.

13.233. The sensitivity of this LCT to the type of change proposed is considered to be **medium-low**.

***Open coastal shore***

13.234. This landscape type can be formed on sand, shingle or mud, is above the mean low water mark and can extend in land to include cliff faces, creeks, salt marsh, grazing saltmarsh, (rather than coastal grazing marsh) beaches and sand dunes. The character type lies approximately 19.2 km from the Turbine Area.

13.235. Factors which increase sensitivity to the type of change proposed include:

- Strong inter-visibility with the sea from some areas;
- The open nature of the beaches affords views in which the main focus is the Solent and the Isle of Wight in the background.

13.236. Factors which decrease sensitivity to the type of change proposed include:

- The sense of openness due to long views, and the large scale of the beaches affords an expansive open character;
- The popularity of the beaches results in high visitor numbers, providing activity and movement, which will (seasonally) detract from distant views out to sea;
- A temporal and dynamic character, due to changing visitor numbers, and tides.

13.237. The sensitivity of this LCT to the type of change proposed is considered to be **low**.

***River valley floor***

13.238. The extent of this character type roughly follows possible flooding extents but is drawn on boundary features and breaks in contour spacing. The character type lies approximately 22.8 km from the Turbine Area.

13.239. Factors which increase sensitivity to the type of change proposed include:

- The mosaic land cover pattern and those more open areas of pasture may create framed views towards the sea, enclosed by adjacent woodland cover;
- A varied, often intimate character.

13.240. Factors which decrease sensitivity to the type of change proposed include:

- Low lying landform which retains views within the LCT;
- A lack of relationship to the coast or sea from within most of the LCT;
- High proportion of tree cover restricts views out to the sea;
- There is a lack of connection to the sea.

13.241. The sensitivity of this LCT to the type of change proposed is considered to be **medium**.

***River valley terrace***

13.242. The character type adjoins the river valley floor landscape on the gravel terraces of the river Avon and lies approximately 20.7 km from the Turbine Area.

13.243. Factors which increase sensitivity to the type of change proposed include:

- There is a tranquil character in areas near the river.

13.244. Factors which decrease sensitivity to the type of change proposed include:

- Flat relatively open landscape;
- Large-medium scale character;
- Open views across the valley floor to the wooded valley sides;
- A sense of space;
- A lack of connection to the sea.

13.245. The sensitivity of this LCT to the type of change proposed is considered to be **low**.

***Coastal sea***

13.246. The character description for this type is provided within the Character Areas of the HILCA, in this case, the Western Solent (11a) and Eastern Solent (11b).

***Western Solent (11a)***

13.247. This character area occupies the western stretch of the Solent strait and the coastal waters along the New Forest coastal plain. At its nearest point it lies approximately 16.2 km from the Turbine Area.

13.248. Factors which increase sensitivity to the type of change proposed include:

- There is a natural backdrop to this stretch of the Solent, being less developed than to the east as it is used more for recreational sailing than commercial shipping;
- From some areas views of the open sea can offer wildness and remoteness;
- Numerous defence related visual landmarks lie along the coasts, with the Isle of Wight a backdrop to views.

13.249. Factors which decrease sensitivity to the type of change proposed include:

- Views of the open sea are seen within the context of the Solent, and are often framed or obscured from within the strait;
- The popularity of this area for recreational sailing results in a large number of boats often occupying views within the LCA and towards the open sea;
- The horizon is often cluttered with the sails and masts of sail boats.

13.250. The sensitivity of this LCA to the type of change proposed is considered to be **high-medium**.

***Eastern Solent (11c)***

13.251. The character area occupies the eastern stretch of the Solent and the coastal waters of Portsmouth. At its nearest point it lies approximately 38 km from the Turbine Area.

13.252. Factors which increase sensitivity to the type of change proposed include:

- A varied coastline with many defence landmarks visible;
- The Isle of Wight forms a backdrop to the views, whilst some views out to the open sea are possible.

13.253. Factors which decrease sensitivity to the type of change proposed include:

- The presence of huge container ships and tankers adds an imposing and heavily used feel to the LCA;
- The horizon is often occupied and cluttered due to the numerous large ships.

13.254. The sensitivity of this LCA to the type of change proposed is considered to be **medium**.

***Hampshire LCTs on the fringe of the ZTV***

13.255. Within LCTs on the fringe of the ZTV visibility of the Project will be limited, and may only occur in a very small proportion of the overall LCT. For this reason the impact is unlikely to be significant, and therefore these LCTs are not included in the assessment. For contextual purposes, these LCTs are listed below and are included in Figure 13.5.

- Harbour Channels
- Lowland Mosaic Heath Associated
- Lowland Mosaic Small Scale
- Lowland Mosaic Medium Scale
- Open Heath
- Woodland and Plantation Heath

***Isle of Wight AONB Landscape Character Assessment (2009)***

13.256. The AONB Landscape Character Assessment is taken from the Isle of Wight AONB Plan 2009-2014. Full descriptions of the LCTs can be found within the AONB Plan 2009-2014.

***LCT1. Chalk Downs***

13.257. This character type is an open landscape with long vistas, distinct skylines, large fields, sparse hedge or field boundaries, few mature hedgerow trees and a sense of space and exposure. It lies approximately 14 km from the Turbine Area.

13.258. Factors which increase sensitivity to the type of change proposed include:

- Elevated and long views afford inter-visibility of the sea, downs, and other inland LCTs;
- Distinct skylines;
- A strong coastal connection;
- A lack of trees and exposed character affords vistas of the uncluttered seaward horizon and important coastal landmarks.

13.259. Factors which decrease sensitivity to the type of change proposed include:

- Large-scale open landscape;
- Strategic road transport routes and occasional large ships out at sea decrease the sensitivity;
- The presence of the consented on shore wind farm within the LCT.

13.260. The sensitivity of this LCT to the type of change proposed is considered to be **high-medium.**

***LCT2. Traditional enclosed pasture***

13.261. This character type occurs most frequently on heavier soil or in wet areas where arable cultivation has remained unviable and lies approximately 16 km from the Turbine Area.

13.262. Factors which increase sensitivity to the type of change proposed include:

- Small-scale, sometimes enclosed character; with irregular fields, copses and hedgerows, and a predominantly rural character;
- Views across the chalk downs are possible from some areas of this LCT inland.

13.263. Factors which decrease sensitivity to the type of change proposed include:

- Coastal aspects and a connection to the sea are not key characteristics of the character type;
- The well wooded landscape limits views out to the sea.

13.264. The sensitivity of this LCT to the type of change proposed is considered to be **medium**.

***LCT3. Intensive agricultural land***

13.265. This character type occupies various areas, the most significant is the large, flat lower Greensand arable plain stretching from the south west of Rookley to the Tennyson Heritage Coast. It lies approximately 23.5 km from the Turbine Area.

13.266. Factors which increase sensitivity to the type of change proposed include:

- Coastal prospect of some areas of this type afford expansive sea views of an uninterrupted horizon;
- A large scale field pattern with limited trees creates an open character, further affording a focus on the sea.

13.267. Factors which decrease sensitivity to the type of change proposed include:

- Open, simple, featureless landscape with broad views;
- Large scale agriculture imposes a man-made and sometimes degraded character to the landscape;
- Limited visual interest and lack of retention of historical elements also reduce the sensitivity of the character;
- The presence of the nearby consented on shore wind farm.

13.268. The sensitivity of this LCT to the type of change proposed is considered to be **low**.

***LCT4. Southern coastal farmland***

13.269. This character type has an open and exposed feel, with a gently undulating landform. The influence of the sea can be seen by the few mature trees, which have been bent over by the salt laden winds, and the dramatic cliff falls along the seaward edge of fields. It lies approximately 19 km from the Turbine Area.

13.270. Factors which increase sensitivity to the type of change proposed include:

- The lack of vegetation affords open views to an undeveloped offshore horizon;
- From coastal areas there is a focus on the sea and the dramatic chalk cliffs in neighbouring LCTs;
- Varied and eroding coastline.

13.271. Factors which decrease sensitivity to the type of change proposed include:

- A relatively large-scale simple landscape;
- A lack of diversity throughout the landscape;
- Strategic road transport routes and occasional large ships out at sea decrease the sensitivity;
- The presence of the nearby consented onshore wind farm.

13.272. The sensitivity of this LCT to the type of change proposed is considered to be **medium**.

***LCT5. Sandstone hills and gravel ridges***

13.273. This landscape character type appears primarily in small land parcels south of the central chalk ridge and at its closest point lies approximately 21 km from the Turbine Area.

13.274. Factors which increase sensitivity to the type of change proposed include:

- A rural character, with complex topography.

13.275. Factors which decrease sensitivity to the type of change proposed include:

- The LCT lies entirely inland, and does not exhibit a strong relationship to the sea;
- Evidence of former quarrying and large scale forestry imposes man-made activities on the landscape, reducing the sensitivity;
- Forestry plantations cover most slopes, limiting views from elevated land;
- The presence of and close proximity to the nearby consented onshore wind farm.

13.276. The sensitivity of this LCT to the type of change proposed is considered to be **low**.

***LCT9. The Undercliff***

13.277. The Undercliff is an area of landscape character that is unique to the Isle of Wight AONB. This is the largest inhabited rotational landslip in Western Europe. This character type lies approximately 26.3 km from the Turbine Area.

13.278. Factors which increase sensitivity to the type of change proposed include:

- Dramatic topography with a relatively natural character of landform and woodlands;
- The LCT is focused upon and the coast and seaward views;
- Coastal prospects afford expansive open views of the uncluttered offshore horizon;
- Victorian settlement has been built specifically for the location and views afforded from cliff sides.

13.279. Factors which decrease sensitivity to the type of change proposed include:

- Seaward views are wide and open, with no other coastlines visible;
- Small settlements and residential areas along the coast reduce remoteness;
- Occasional large ships out at sea can decrease the sensitivity.

13.280. The sensitivity of this LCT to the type of change proposed is considered to be **medium**.

***Isle of Wight LCTs on the fringe of the ZTV***

13.281. Within LCTs on the fringe of the ZTV visibility of the Project will be limited, and may only occur in a very small proportion of the overall LCT. For this reason the impact is unlikely to be significant, and therefore these LCTs are

not included in the assessment. For contextual purposes, these LCTs are listed below and are included in Figure 13.5.

- Harbours and Creeks
- Landscape Improvement Zone
- Northern Coastal Cliffs
- Northern Woodland
- Osborne Coast

***Summary of Landscape Character sensitivity***

13.282. Table 13.9 summarises the findings of the Landscape Character Sensitivity.

Table 13.9 Summary of Landscape Character Types (SCTs)

| Landscape Character Type | Approximate distance from nearest point of Turbine Area | Sensitivity to the wind farm |
|---|---|---|
| ***Dorset LCA*** | | |
| Ridge and Vale | 36.5 km | Medium |
| Limestone Peninsula | 41 km | Medium |
| Limestone Plateau | 14.2 km | Medium |
| Clay Valley | 14.5 km | High - medium |
| Chalk Escarpment / Ridge | 15.8 km | High - medium |
| Harbour / Wetland / Lagoon | 17.5 km | Medium |
| River Terrace | 20 km | Low |
| Lowland Heathland | 18 km | Medium-low |
| ***Hampshire Integrated LCA*** | | |
| Coastal Plain Enclosed | 19.5 km | High-medium |
| Coastal Plain Open | 19.2 km | Low |
| Coastal Reclaim and Grazing Marsh | 20.4 km | Medium |
| Intertidal Estuary and Harbour | 32.5 km | Medium-low |
| Open Coastal Shore | 19.2 km | Low |
| River Valley Floor | 22.8 km | Medium |
| River Valley Terrace | 20.7 km | Low |
| Coastal Sea: Western Solent (11a) | 16.2 km | High-Medium |
| Coastal Sea: Eastern Solent (11c) | 38 km | Medium |
| ***Isle of Wight AONB LCA*** | | |
| LCT1. Chalk Downs | 14 km | High-medium |
| LCT2. Traditional Enclosed Pasture | 16 km | Medium |
| LCT3. Intensive Agricultural Land | 23.5 km | Low |
| LCT4. Southern Coastal Farmland | 19 km | Medium |
| LCT5. Sandstone Hills and Gravel Ridges | 21 km | Low |
| LCT9. The Undercliff | 26.3 | Medium |

### 13.4.4. National / International Landscape and Seascape Designations

13.283. Figure 13.6 demonstrates the location of national and international designations within the study area.

***National Parks***

13.284. National Park Authorities have statutory purposes and socio-economic responsibilities as specified in the Environment Act of 1995:

- To conserve and enhance the natural beauty, wildlife and cultural heritage of the area;
- To promote opportunities for the understanding and enjoyment of the special qualities of the Park by the public.

***New Forest National Park***

13.285. The New Forest National Park lies approximately 19 km north from the Turbine Area at its nearest point at Hurst Castle, and approximately 47 km at its furthest point away south of Salisbury. The Park's special qualities for which it is designated are listed in the management plan as:

- The New Forest's outstanding natural beauty;
- An extraordinary diversity of plants and animals;
- A unique historic, cultural and archaeological heritage;

- An historic commoning system;
- The iconic New Forest pony;
- Tranquillity;
- Wonderful opportunities for quiet recreation, learning and discovery;
- A healthy environment;
- Strong and distinctive local communities.

13.286. The New Forest National Park is considered to have **high** sensitivity to the type of change proposed. This is due to the significance of the National Park designation, the popularity of the Park as a tourism resource, and in particular the views from the coastal section of the Park.

***Areas of Outstanding Natural Beauty***

13.287. AONBs were designated under the National Parks and Access to the Countryside Act 1949. In planning terms, they are afforded the same protection as National Parks.

***Isle of Wight AONB***

13.288. The Isle of Wight AONB was designated in 1963, and occupies 191 $km^2$, which is approximately half of the land area of the island. It is spread across five distinct land parcels, taking in the principal landscape features of the island's central and southern downlands and much of its coastline. The Isle of Wight AONB lies approximately 14 km from the Turbine Area at its nearest point at the Needles, and approximately 46 km from the Turbine Area at its furthest point at Bembridge.

13.289. The following are described as contributing to the AONB's special qualities and 'sense of place' within the AONB management plan:

- The underlying geology;
- Habitats and species of plants and animals;
- Historic and current land use and settlement;
- Traditions, customs and cultures;
- Peace, tranquillity and 'dark skies'.

13.290. The Isle of Wight AONB is considered to have a **high** sensitivity to the proposed type of change, due to its nationally important landscapes, and particularly the western edge's connection to the sea and its focus on seascapes and coastal features.

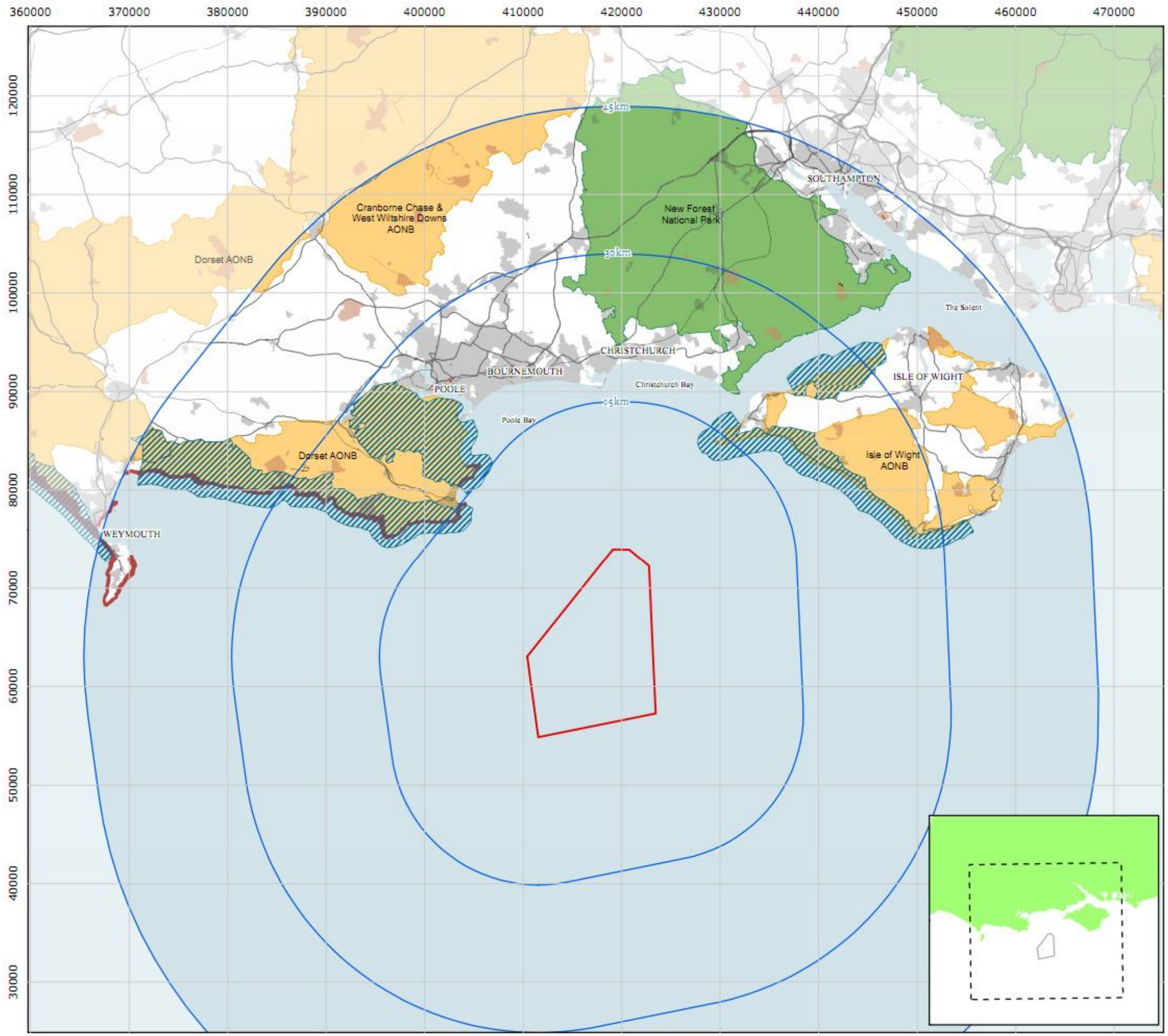
***Cranborne Chase and West Wiltshire Downs AONB***

13.291. The AONB was designated in 1981 and occupies an area of 981 $km^2$. It lies entirely inland and a notable distance from the coast. The AONB lies entirely inland and approximately 30 km from the Turbine Area at its nearest point, north-west of Wimborne Minster, and approximately 78 km from the Turbine Area at its furthest point near Warminster (see Figure 13.6).

13.292. Its special qualities are described in the management plan as:

- diversity,
- distinctiveness,
- sense of history
- remoteness, dark night skies and tranquillity.

13.293. The AONB is considered to have a **high** sensitivity to the type of change proposed, due to its national importance and designation for the conservation and enhancement of natural beauty. However in reality this may be lower, as the vegetation and landform of the southern Cranborne Chase results in a lack of connection to the coastal and seascape environment.




# Navitus Bay Development Ltd

## National Landscape / Seascape Policy Context

### Legend

- Turbine Area
- 15km, 30km and 45km Radii around Turbine Area

**National Designations:**

- Area of Outstanding Natural Beauty
- National Park
- Heritage Coast
- World Heritage Site
- Registered Parks and Gardens

| | | |
|---|---|---|
| **Fig. No.:** Figure 13.6 | | **Date:** 09/08/2013 |
| **Author:** RO | **Checked:** RO | **Approved:** WW |
| **Scale@A3:** 1:400,000 | | **Revision No.:** 03 |
| **Coordinate System:** British National Grid | | **Data Sources:** OS, SeaZone PMSS, TCE Natural England, English Heritage |
| **Datum:** OSGB 1936 | **Ref. No.:** 3355_06 | |

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***Dorset AONB***

13.294. The AONB was designated in 1959 and occupies an area of 1,129 km$^2$, which is approximately 42% of Dorset. The AONB covers the area from Lyme Regis in the west, along the coast to Poole Harbour in the east, covering the Dorset coast including the pebble spit of Chesil beach, and the Lulworth Cove and Durdle Door coastal formations. The AONB lies approximately 13 km from the Turbine Area at its nearest point, Durlston Head, and approximately 85 km from the Turbine Area at its furthest point south of Chard (see Figure 13.6).

13.295. The special qualities of the AONB are listed within the management plan as:

- Contrast and diversity;
- Wildlife of national and international significance;
- A living textbook and historical record of rural England;
- A rich legacy of cultural associations.

13.296. The Dorset AONB is considered to have a **high** sensitivity to the type of change proposed, due to its nationally valued landscapes, important coastal features and tourism resource.

***World Heritage Site***

13.297. World Heritage Sites ('WHSs') are designated by the World Heritage Committee. To be inscribed on the world heritage list, sites must be of outstanding universal value and meet at least one out of ten selection criteria, set out in, 'Operational Guidelines for the Implementation of the World Heritage Convention' (2012).

***The Dorset and East Devon Coast World Heritage Site (Jurassic Coast)***

13.298. The Dorset and East Devon Coast was nominated for criteria 7 and 8:

- "7. to contain superlative natural phenomena or areas of exceptional natural beauty and aesthetic importance;
- 8. to be outstanding examples representing major stages of earth's history, including the record of life, significant on-going geological processes in the development of landforms, or significant geomorphic or physiographic features."

13.299. The WHS site was granted World Heritage status under criteria 8: Earth's history and geological features, as it was considered that its geology and geomorphology were of Outstanding Universal Value. UNESCO agreed that whilst the site is of national importance for its natural beauty, it was not considered to be 'of exceptional natural beauty and aesthetic importance' and thus not of Outstanding Universal Value, so was not designated under criteria 7. UNESCO considered the Dorset and East Devon Coasts to be of national importance, as is reflected in their existing national designations, rather than of outstanding universal value and this is acknowledged within the Dorset and East Devon World Heritage Site Management Plan.

13.300. The WHS covers 155 km of coastline from Exmouth in East Devon to Swanage. The eastern most part of the WHS lies at Studland, approximately 14.5 km from the Turbine Area. The long extent of the WHS means that the western most part lies approximately 108 km from the Turbine Area, and therefore only 66 km (approximately 43%) of the WHS's 155 km length lies within the study area.

13.301. Due to the significance of the WHS international designation, and its setting within the AONB and Heritage Coast, it is considered that the Dorset and East Devon WHS has **high** sensitivity to the type of change proposed.

***Natural Areas / Marine Natural Areas / Coastal Natural Areas***

13.302. Natural areas are primarily focused on wildlife and biodiversity, and as such are not considered appropriate for use within the SLVIA. They do take into account the natural features of the landscape and so contribute to the understanding of the baseline environment.

### 13.4.5. Local Landscape Designations

13.303. Local landscape areas can be designated by Local Planning Authorities (LPAs) within planning policy, to recognise their local value. These policies normally relate to development practices and not impacts of offshore development; however they can be useful in contributing to the understanding of character.

13.304. There will be no effect upon the fabric of these designated landscapes, however where the nature of views from within these areas informs their special character, this may be subject to change as a result of offshore development. Those areas which are close to the coast or have a

relationship with the sea will be of most relevance. Local landscape designations of relevance to the Project are shown in Figure 13.7.

***Areas of Local Landscape Importance (ALLIs) – Weymouth and Portland Borough Council***

13.305. The Weymouth and Portland Local Plan (adopted 2005) remains the current plan, and 'Policy N12 Areas of Local Landscape Importance' seeks to protect local landscapes. The West Dorset District Council and Weymouth and Portland Borough Council are preparing a new joint Local Plan which once adopted (likely 2013), will replace the existing Local Plan (2005) and may replace the ALLI policy.

13.306. Areas of Local Landscape Importance are considered to have **high-medium** sensitivity to the type of development proposed.

***Land of Local Landscape Importance (LLLIs) – West Dorset District Council***

13.307. The West Dorset District Local Plan (2006) identifies 'Policy SA6 Land of Local Landscape Importance' to protect areas considered locally important. The West Dorset District Council and Weymouth and Portland Borough Council are preparing a new joint Local Plan which once adopted (likely 2013), will replace the existing Local Plan (2005) and may replace the LLLI policy.

13.308. Land of Local Landscape Importance is considered to have **high-medium** sensitivity to the type of development proposed.

***Areas of Great Landscape Value (AGLVs) – East Dorset District Council***

13.309. AGLVs were identified within 'Policy LSCON2 Areas of Great Landscape Value' in the East Dorset Local Plan (2002). Christchurch Borough Council and East Dorset District Council are currently preparing a joint Core Strategy which will replace this policy. However the local designation will be taken forward in the new Core Strategy and once adopted, it will be identified within 'Policy HE3 Landscape Quality'.

13.310. Areas of Great Landscape Value are considered to have **high-medium** sensitivity to the type of development proposed.

***County Landscape Areas - Borough of Poole***

13.311. Within the Poole Core Strategy (adopted 2009) 'Policy PCS 23: Local Distinctiveness' contains reference to County Landscape Areas. These are not identified on the proposals map, however the following locations within the study area are referred to within the text: Poole Bay Cliffs, Poole Harbour / Holes Bay and Upton / Lytchett Bay Marsh, North Poole Heath; Corfe Hills Heath, Canford Heath, Upton park.

13.312. County Landscape Areas are considered to have **high-medium** sensitivity to the type of development proposed. These areas are not identified on council policy maps, and are therefore not specifically demarcated areas of land, and as such have not been included within figures.

***Purbeck District***

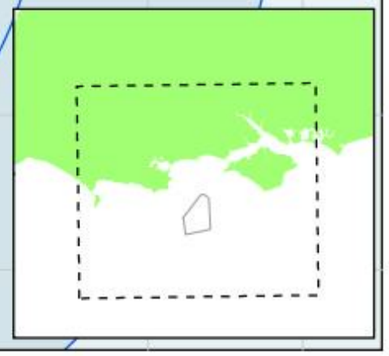
13.313. There are no local landscape designations within the current planning policy for Purbeck, 'Purbeck Local Plan Final Edition (2004)', but section 4.4.10 The Wider Landscape Context and 'Policy QL 22 Landscape Character' notes how important local landscapes can be recognised and appreciated using landscape character assessment.

360000 370000 380000 390000 400000 410000 420000 430000 440000 450000 460000 470000

120000 110000 100000 90000 80000 70000 60000 50000 40000 30000

45km
30km
15km

SOUTHAMPTON
The Solent
CHRISTCHURCH
BOURNEMOUTH
POOLE
Christchurch Bay
Poole Bay
ISLE OF WIGHT
WEYMOUTH



# Navitus Bay Development Ltd

## Local Landscape Policy Context

### Legend

- Turbine Area
- 15km, 30km and 45km Radii around Turbine Area

**Local Landscape Designations:**

- Areas of Local Landscape Importance (Weymouth and Portland Borough)
- Land of Local Landscape Importance (West Dorset District)
- Areas of Great Landscape Value (East Dorset District)

| | | |
|---|---|---|
| **Fig. No.:** Figure 13.7 | | **Date:** 09/08/2013 |
| **Author:** RO | **Checked:** RO | **Approved:** WW |
| **Scale@A3:** 1:400,000 | | **Revision No.:** 03 |
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| **Datum:** OSGB 1936 | **Ref. No.:** 3355_07 | |

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0 10 20 km

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***Summary of Landscape and Seascape Designation sensitivity***

13.314. Tables 13.10 summarise the findings of Landscape and Seascape Designation Sensitivity.

Table 13.10 Summary of Designations / Definitions

| Designation/ definition | Approximate distance to Turbine Area from its closest point | Approximate distance to Turbine Area from its furthest point | Sensitivity to the wind farm |
|---|---|---|---|
| ***National*** | | | |
| New Forest National Park | 19 km | 47 km | High |
| Isle of Wight AONB | 14 km | 46 km | High |
| Cranborne Chase and West Wiltshire Downs AONB | 30 km | 78 km | High |
| Dorset AONB | 13 km | 85 km | High |
| Dorset Heritage Coast –Purbeck Coast | 13 km | 41 km | High-Medium |
| Isle of Wight Heritage Coast – Tennyson | 14 km | 33 km | High-Medium |
| The Dorset and East Devon Coast World Heritage Site (Jurassic Coast) | 14.5 km | 108 km | High |
| ***Local*** | | | |
| Areas of Local Landscape Importance (ALLIs) | 39.5 km | 49.2 km | High-Medium |
| Land of Local Landscape Importance (LLLIs) | 38 km | 51.3 km | High-Medium |
| Areas of Great Landscape Value (AGLVs) | 23.2 km | 39 km | High-Medium |
| County Landscape Areas (Borough of Poole) | N/A | N/A | High-Medium |

## 13.4.6. Baseline Visual Environment

***Zone of Theoretical Visibility (ZTV)***

13.315. The ZTV helps to determine the areas from where the Project may be visible. The ZTV has been prepared to nacelle and blade tip to indicate the extent and pattern of inter-visibility between the Project and the terrestrial and seascape hinterland. The methodology for producing ZTV is set out in the assessment methodology section above. A3 versions of the ZTVs are provided in Figures 13.8 and 13.9.

360000 370000 380000 390000 400000 410000 420000 430000 440000 450000 460000 470000

120000 110000 100000 90000 80000 70000 60000 50000 40000 30000

45km 30km 15km

SOUTHAMPTON
HAVANT
FAREHAM
Southampton Water
GOSPORT
The Solent
CHRISTCHURCH
BOURNEMOUTH
POOLE
Christchurch Bay
Poole Bay
ISLE OF WIGHT
Sandown Bay
WEYMOUTH

This drawing is based upon computer generated Zone of Theoretical Visibility (ZTV) studies. The areas shown are the maximum theoretical visibility taking into account topography. The model does not take into account principal woodlands, settlements, or any localised features such as small copses, hedgerows, mature trees or buildings, and therefore gives an exaggerated impression of the extent of visibility. The actual visibility on the ground will be noticeably less than that suggested by this plan and visibility from principal settlements is likely to be possible from peripheral areas only.

The ZTV includes an adjustment that allows for the Curvature and Light Refraction of the Earth and has a 49.6m ² resolution.



# Navitus Bay Development Ltd

## Zone of Theoretical Visibility 8MW Layout - Bareground

### Legend

- Turbine Area
- 15km, 30km and 45km Radii around Turbine Area
- County Boundary

Zone of Theoretical Visibility

- 8MW Nacelle Visible (modelled to 112m AOD)
- 8MW Blade Tip Visible (modelled to 200m AOD)

| | | |
|---|---|---|
| **Fig. No.:** Figure 13.8 | | **Date:** 09/08/2013 |
| **Author:** RO | **Checked:** DL | **Approved:** WW |
| **Scale@A3:** 1:400,000 | | **Revision No.:** 02 |
| **Coordinate System:** British National Grid | | **Data Sources:** OS, SeaZone PMSS, |
| **Datum:** OSGB 1936 | **Ref. No.:** 3355_14 | |

0 5 10 NM
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120000 110000 100000 90000 80000 70000 60000 50000 40000 30000

45km 30km 15km

SOUTHAMPTON
HAVANT
FAREHAM
Southampton Water
GOSPORT
The Solent
CHRISTCHURCH
BOURNEMOUTH
POOLE
Christchurch Bay
Poole Bay
ISLE OF WIGHT
Sandown Bay
WEYMOUTH

This drawing is based upon computer generated Zone of Theoretical Visibility (ZTV) studies. The areas shown are the maximum theoretical visibility, taking into account topography, principal woodlands and settlements as shown, which have been included in the model with the heights indicated. The model does not take into account any localised features such as small copses, hedgerows, mature trees or buildings and therefore gives an exaggerated impression of the extent of visibility. The actual visibility on the ground will be noticeably less than that suggested by this plan and visibility from principal settlements is likely to be possible from peripheral areas only.

The ZTV includes an adjustment that allows for the Curvature and Light Refraction of the Earth and has a 49.6m ² resolution.



# Navitus Bay Development Ltd

## Zone of Theoretical Visibility 8MW Layout - Obstructions

### Legend

- Turbine Area
- 15km, 30km and 45km Radii around Turbine Area
- County Boundary

Obstructions

- Urban Areas (modelled to 7.5m)
- Woodlands (modelled to 15m)

Zone of Theoretical Visibility

- 8MW Nacelle Visible (modelled to 112m AOD)
- 8MW Blade Tip Visible (modelled to 200m AOD)

| | | |
|---|---|---|
| **Fig. No.:** Figure 13.9 | | **Date:** 09/08/2013 |
| **Author:** RO | **Checked:** DL | **Approved:** WW |
| **Scale@A3:** 1:400,000 | | **Revision No.:** 02 |
| **Coordinate System:** British National Grid | | **Data Sources:** OS, SeaZone PMSS, |
| **Datum:** OSGB 1936 | **Ref. No.:** 3355_15 | |

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0 10 20 km

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***Key Visual Receptors***

13.316. The range of visual receptors that will potentially be affected by the Project include: permanent residents; those visiting the area for recreational and amenity purposes; those travelling through the area by road, rail, foot, cycle and boat; and those who work in the area. It is also acknowledged that one person can fall into more than one of the aforementioned categories.

***Onshore Receptors***

***Residents***

13.317. Local residents are judged to have a generally **high** sensitivity to the type of change proposed where views of the proposed site may be both direct and permanent. Within the 45 km study area the frequency and pattern of residential development with seaward facing views varies considerably.

13.318. Where the ZTV and site visits indicate it to be appropriate and informative, effects on key coastal settlements are described in such a way as to identify where views of the Project are likely to arise and what the nature of those views are likely to be. In some cases this will be informed by a nearby viewpoint and at others with reference to the ZTV, aerial photography and site visits.

13.319. The highest concentration of residential receptors with views of the seascape is located at: Bournemouth, Poole, Christchurch, Swanage, Weymouth and the Isle of Portland. In contrast to this, Purbeck and the west Isle of Wight have particularly dispersed settlement patterns, with residential receptors intermittent along the Purbeck Coast and the western coast of the Isle of Wight. They consist of small coastal villages, isolated farmsteads and individual dwellings.

***Visitors and the Recreation / Tourism Resource***

13.320. The coastal fringes and maritime environment, in combination with the National Parks, AONBs, Heritage Coasts and World Heritage Site attract a substantial number of visitors to the region throughout the year. The resorts of Bournemouth, Poole, Christchurch, Swanage, Weymouth and the Needles on the Isle of Wight are the principal visitor destinations, though significant numbers also visit the Purbeck Coast, the Barton to Milford coast, the New Forest Coastline along the Solent and the western coast of the Isle of Wight.

13.321. This diverse and broad group of visual receptors share a common purpose which relates to an enjoyment of the outdoor environment and an engagement in recreational and leisure pursuits whether on land or at sea. The sensitivity of any specific receptor group to changes in landscape and seascape character and visual effects arising from the proposed development is largely dependent on the manner in which they engage with the landscape and seascape. On this basis, visual receptor groups such as recreational walkers are considered to have a **high** visual sensitivity to change (since an appreciation of views is commonly fundamental to their enjoyment of the landscape) whereas people visiting beaches, for example, are likely to have a **medium** visual sensitivity to change arising from offshore wind development as their visual focus is likely to be drawn to a number of competing activities and elements in the more immediate vicinity.

13.322. Visual receptor groups within this category will include recreational users of coastal footpaths, bridleways and cycle routes; visitors to coastal facilities and attractions including beaches, coastal features, rural 'honeypot' sites; those engaged in water sports including recreational boaters (see below); and those visitors in accommodation with seaward views including hotels, guesthouses, caravan parks and camp sites.

***Workers***

13.323. Workers are generally considered to be less sensitive to visual effects as they are likely to be focussed on activities and tasks related to their employment. Workers based indoors are judged to have a **low** visual sensitivity, whilst those based outdoors are considered to have a **medium – low** sensitivity.

13.324. On the basis that a large extent of the study area supports agricultural land uses it is reasonable to assume that a substantial number of outdoor workers, with the greatest sensitivity to change arising from wind farm developments, are likely to be affected. This receptor group will include farmers and labourers.

***The Travelling Public***

13.325. This category of visual receptor includes both residents/commuters and those who travel to or through the study area. It is considered that this group will have a range of levels of sensitivity to the type of proposed change, depending upon the purpose and objective of the traveller, and on account of the transitory nature of views in any one direction. These are discussed further below.

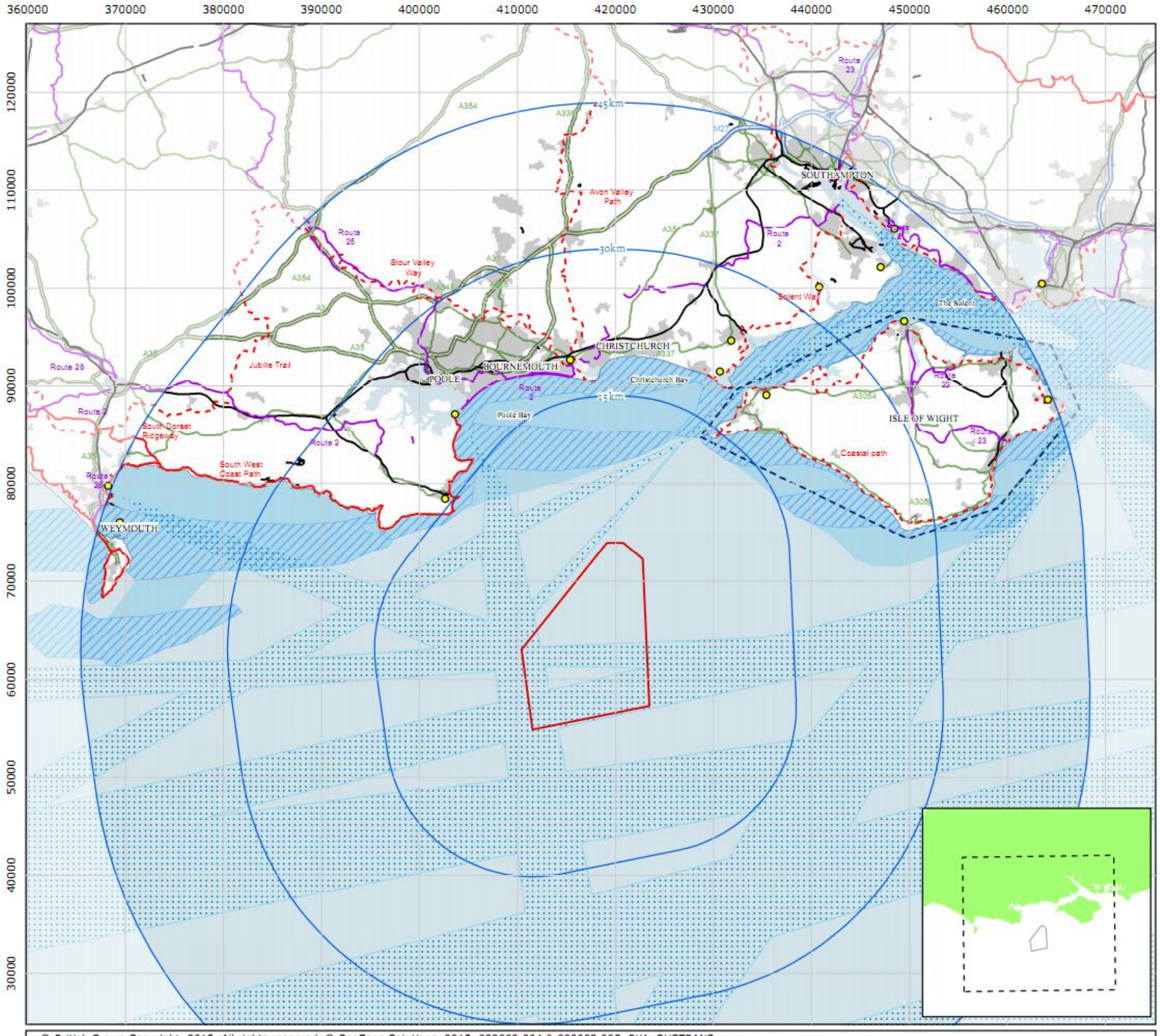
***Public Paths***

13.326. There is an extensive network of public footpaths and bridleways throughout the study area, reflecting the region's importance as a tourism and recreation destination. Recreational walkers and riders using designated footpaths and bridleways are judged to have a **high** sensitivity to the type of change proposed on account of their purpose for being in the landscape which is, in part, an enjoyment of views. Cyclists are judged to have a **high – medium** sensitivity due to their speed of travel (and concentration required) in comparison with walking and riding. The principal recreational routes are illustrated on Figure 13.10 Movement Corridors, and comprise:

- A series of National Trails and long distance footpaths which cover much of the coastline throughout the study area. These include: The South West Coast Path (National Trail), The South Dorset Ridgeway, Range Walks on Povington Hill, The Purbeck Way (Long Distance Path), Stour Valley Way (Long Distance Path), Solent Way (Long Distance Path); and on the Isle of Wight: the Tennyson Trail (Long Distance Path), The Freshwater Way, the Coastal Path, the Worsley Trail, the Hamstead Trail and the Yar River Trail. Representative viewpoints for assessment purposes are located along all of these footpaths except for the Hamstead Trail;
- There are a number of SUSTRANS national cycle routes throughout the study area. These routes, for the most part, extend inland and only rarely afford direct views of the coast and seascape. They include:
    - Route 2: from Dover in Kent to St. Austell in Cornwall;
    - Route 25: links Frome and National Route 24 at Longleat and will run south through Gillingham and Poole to Bournemouth;
    - Route 26: from Portishead on the Somerset coast to Portland Bill on the Isle of Portland;
    - Route 23: from Reading to Southampton.
    - Route 22: from Banstead (near Epsom) to Portsmouth and the Isle of Wight at Ryde, finishing at Yarmouth;
    - Route 231: a proposed route along the western coast of the Isle of Wight.
- There are also a number of designated OS tourist viewpoints located along these public rights of way which provide panoramic views across the seascape. The following representative viewpoints have been located at some of these OS viewpoints for use in the visual assessment of the SLVIA: VP6. Povington Hill; VP7. Swyre Head; VP16. Constitution Hill; VP20. Hengistbury Head; VP28. The Needles (Isle of Wight); VP29. Tennyson's Monument; VP32. Limerstone Down and VP33. Blackgang Car Park.

# Navitus Bay Development Ltd

## Principal Movement Corridors




### Legend

- Turbine Area
- 15km, 30km and 45km Radii around Turbine Area
- 90th Percentile AIS Shipping Route
- Yacht Racing Zone
- Yacht Ports
- Sailing Areas
- Racing Areas
- National Trails
- Long Distance Paths
- SUSTRANS
- Railway Line
- Motorway
- Primary Road
- A Road

| | | |
|---|---|---|
| **Fig. No.:** Figure 13.10 | | **Date:** 09/08/2013 |
| **Author:** RO | **Checked:** RO | **Approved:** WW |
| **Scale@A3:** 1:400,000 | | **Revision No.:** 03 |
| **Coordinate System:** British National Grid | | **Data Sources:** OS, SeaZone AIS, RYA, SUSTRANS |
| **Datum:** OSGB 1936 | **Ref. No.:** 3355_10 | |

0 5 10 NM

0 10 20 km

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***Roads***

13.327. Figure 13.10 illustrates the principal roads which lie within the 45 km study area.

13.328. On the UK mainland, the principal road corridors generally lie away from the coast, and run towards larger settlements significantly inland. This affords few clear views of the English Channel from these roads, whilst B roads run from the main routes towards the coastline. The major routes include: the A354 between Weymouth and Blandford Forum via Dorchester; the A35 from Dorchester to Poole; the A350 from Poole to Blandford Forum; the A31 from Bere Regis to Ringwood, continuing through the north of the New Forest National Park to join the M27 to Southampton; the A348 through Poole to Ringwood; and the A338 through Bournemouth to Ringwood which continues north to Salisbury. Smaller roads run from the coast northwards through the New Forest, including the A35 to Lyndhurst and A337 through Lymington. The principal roads are important strategic routes which serve the coastal towns and seaside resorts.

13.329. In the more rural inland areas of the Purbeck Hills and their coastal fringe, the New Forest National Park and inland on the Isle of Wight, views of the seascape from the road network are often interrupted by roadside vegetation, local undulations in topography and scattered development. Within the densely populated towns of Bournemouth and Christchurch residential roads run along the coast often providing uninterrupted views of the expansive seascape, with some localised areas of obscured views due to roadside vegetation.

13.330. In the west of the Isle of Wight the principal road, the A3055, runs parallel with, and in close proximity to, the coastline, affording clear views of the seascape for almost the entire western side of the island.

13.331. In the Isle of Portland, the principal road, the A354, runs into the centre of the island from Weymouth on the mainland. The rest of the island is accessed by local residential roads, with some following the coastline to the south of the island and little access by road to the east of the island.

13.332. Road users are considered to have a generally **low** sensitivity to offshore wind farm development, particularly users of main carriageways, due to often high speeds of travel and a focus / concentration on the road itself. Users of more local roads will have **medium-low** sensitivity as the slower speed of travel allows more of the views to be seen.

***Rail***

13.333. The principal rail routes on the mainland and Isle of Wight are illustrated in Figure 13.10.

13.334. The main train line into the study area runs through the new forest at Brockenhurst, south towards Christchurch and roughly along the coastline towards Poole and eventually to Wareham, where it splits into two, one line leading towards Swanage and the other continuing to Dorchester and Weymouth. Along the stretch between Christchurch and Poole, there may be occasional glimpse views of the sea, however expansive sea views are restricted due to the densely built up nature of the areas. Between Wareham and Dorchester, clear views of the sea are largely obscured by the Purbeck hillsides.

13.335. On the Isle of Wight the train lines are confined to the eastern side of the Island, from Ryde southwards to Shanklin. There are no train routes along the western coast, or from any areas within which there may be significant views of the sea.

13.336. In addition to mainline trains, the Swanage Steam Railway runs for six miles from Swanage to Corfe Castle in Dorset, predominantly as a tourist attraction. There may be visibility from some open areas along this train line to the west of Swanage, however for the majority of the route there will be limited visibility of the sea.

13.337. Given the mode of transport and propensity for passengers to intermittently observe the external environment, rail users are considered to have a **medium** sensitivity to the type of change proposed.

***Offshore Receptors***

***Marine Based Workers***

13.338. In addition to the land based workers described above, a separate category can exist for the marine environment, where workers are considered to have a **medium – low** sensitivity. This receptor group includes fishermen and workers in the offshore dredging industry.

***Marine based travellers Ferry Routes***

13.339. The English Channel is a busy marine environment for commercial passenger ferries with a number of routes connecting the UK mainland with ports in France and Spain. The main ferry and shipping routes within the

study area are illustrated on Figure 13.10. They operate several times a day and comprise:

- Poole – Cherbourg / St. Helier / St. Peter Port
- Portsmouth – Le Havre / Ouistreham / Cherbourg / Bilbao / St. Helier / Santander / St. Peter Port / St. Malo
- Weymouth – St. Helier / St. Peter Port
- Southampton – Cowes (Isle of Wight)
- Lymington – Yarmouth

13.340. Ferry passengers are likely to be intermittently occupied by views across the seascape and on this basis are considered to have a **medium - low** sensitivity to offshore wind farm development.

***Marine Recreational Receptors***

13.341. Certain areas of the English Channel within UK territorial waters are identified as Recreational Sailing Areas by the Royal Yachting Association ('RYA'). The 2007 RYA document for the Department of Trade and Industry, 'Identifying Recreational Cruising Routes, Sailing and Racing Areas within the SEA 8', identifies Racing Areas and General Sailing Areas. A Racing Area is located within the entire Bournemouth and Christchurch Bay area, and covers the area from Durlston Head to the Needles on the Isle of Wight, continuing along the Isle of Wight coastline at approximately 6 – 7 km offshore from the western and southern coastline. General Sailing Areas are smaller and are located within the aforementioned Racing Area. They are located: in the coastal waters along the Purbeck Coast, from Studland Bay across to the Needles, near coastal waters in Bournemouth Bay and Christchurch Bay and at the entrance to the western Solent. Around the Isle of Wight they are located: around Freshwater Bay, Compton Bay and Chale Bay to the south.

13.342. Recreational boating is served by a substantial number of RYA Centres and RYA Clubs located along the coast at Weymouth, Poole, Christchurch, Milford on Sea, and Lymington, and on the Isle of Wight at Yarmouth, Cowes, Fishbourne and Ventnor. In addition to the RYA Clubs there are many other small ports and coastal launch areas along the coastline within the study area where recreational sailing activity prevails. Figure 13.11 identifies the principal recreational sailing areas. Given the mode of transport and propensity for passengers to have open views of the sea, recreational sailors are considered to have a **high – medium** sensitivity to the type of change proposed.

***Burial at Sea site***

13.343. The Needles Burial at Sea site is one of three burial at sea locations around the English coast. It is located approximately 3 km south of the Needles on the Isle of Wight, and is approximately 2 by 4 km in size. While burial at sea is not a common occurrence, it is recognised as a long established tradition in the UK.

13.344. At its closest point the Project will lie approximately 10 km south-west of the burial at sea site. It affords close and clear views of the Needles to the north, and open views across the sea towards the English Channel to the south. Due to its focus on the seascape environment, and the prominent views of the Needles, it is judged that this Burial at Sea site has a **high** sensitivity to the type of change proposed.

***Representative Viewpoint Descriptions***

13.345. It is recognised practice to assess the visual impact of a development from an agreed range of representative viewpoints. Table 13.11 sets out the 35 agreed viewpoints and the sensitivity of the principal receptors at each viewpoint to offshore wind energy development. Secondary receptors that may also share the experience at or in the vicinity of the viewpoint are also identified. The location of viewpoints is illustrated on Figure 13.11.

13.346. The visual assessment utilises the sensitivity of the principal visual receptor, as this is the receptor that is either most directly represented by the viewpoint or, generally in the case of local residents, most sensitive to the view from that viewpoint and within the vicinity. The secondary receptor is included to provide a context to receptors in the wider vicinity of the view. Therefore it is acknowledged that the secondary receptors will also experience these views, or views of a similar nature. The receptor that is judged to be either most directly represented by the specific viewpoint or the most sensitive to the view is the principal receptor, and as such the assessment description in the impact assessment section has a focus on the principal receptor. The significance of impact is also identified for the secondary receptor which may be more numerous or, occasionally, more sensitive, using the appropriate sensitivity and magnitude, to inform the wider context of the viewpoint locations.

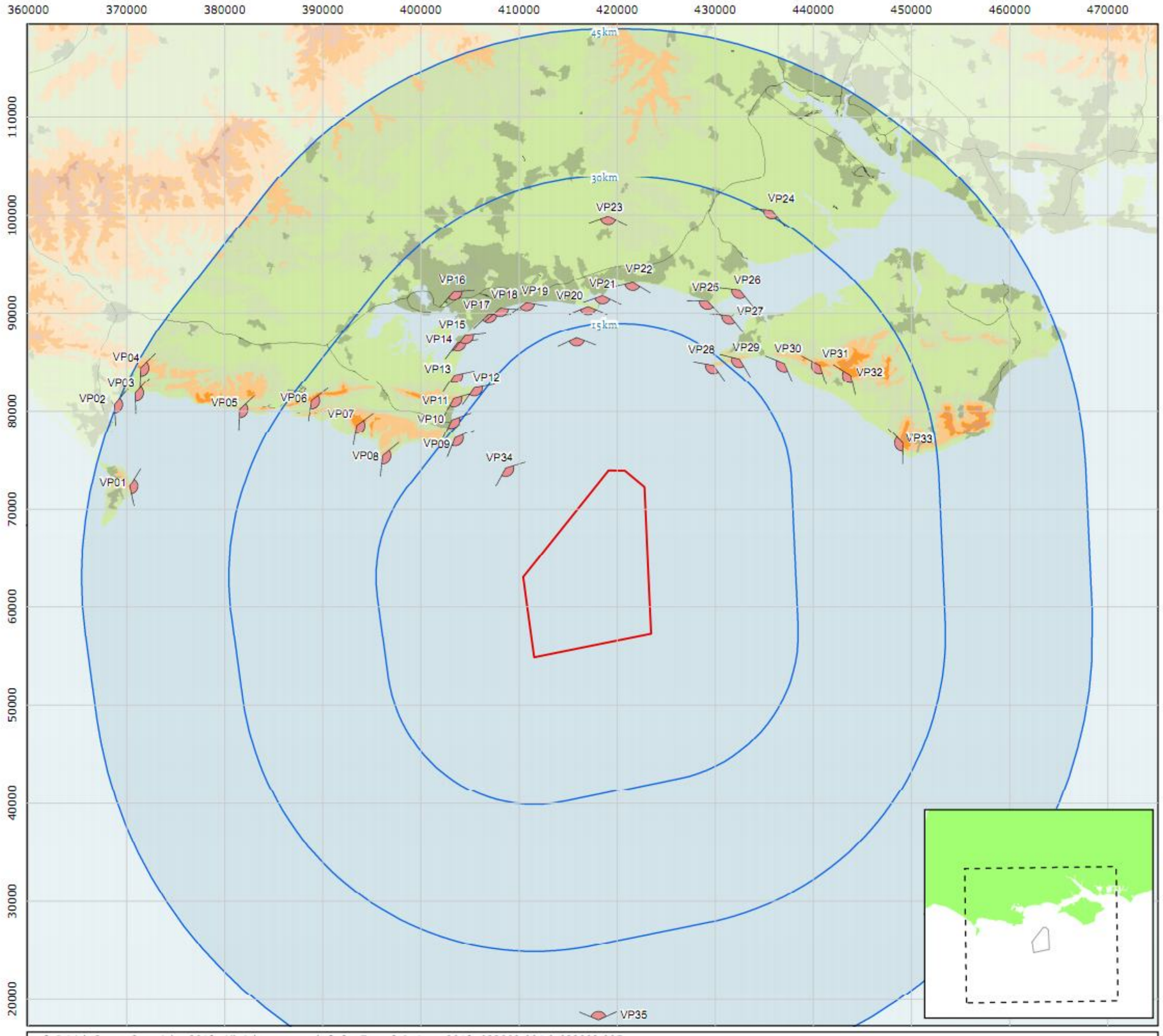
13.347. Night-time views are also considered for five viewpoints, numbers: 9, 10, 15, 18 and 29. These locations were identified from the suite of agreed representative viewpoints, to provide a range of geographical locations and receptors, and various types of settlement, landscapes and designations.

13.348. The agreement through consultation on these representative viewpoints, and the night time locations is set out in the Consultation section.

***Additional Wireframe***

13.349. Although not an identified representative viewpoint from which a viewpoint assessment is undertaken, a further wireframe has also been produced for a location within Bournemouth Bay (Viewpoint 36). This is located approximately 2 miles offshore within Bournemouth Bay, towards the entrance of Christchurch harbour, and lies 14.3km from the Turbine Area. It provides an example of a view that is representative of that available to the numerous recreational sailors using the harbour and people involved in water sports activities within the bay area around the harbour, extending across the bay towards Christchurch.

13.350. This location is not included as part of the agreed suite of representative viewpoints, and as such is not included within the assessment. The wireframe for this location has been provided in response to a specific consultee request as additional information and been produced to help inform judgements on the effects on the visual environment within near shore bays, and to represent views available to recreational sailors and the tourism resource.




# Navitus Bay Development Ltd

## Representative Viewpoints and Landform

### Legend

- Turbine Area
- 15km, 30km and 45km Radii around Turbine Area
- Viewpoint Locations

**Landform**

- 350m - 400m AOD
- 300m - 350m AOD
- 250m - 300m AOD
- 200m - 250m AOD
- 150m - 200m AOD
- 100m - 150m AOD
- 50m - 100m AOD
- 0m - 50m AOD

| | | |
|---|---|---|
| **Fig. No.:** Figure 13.11 | | **Date:**09/08/2013 |
| **Author:** RO | **Checked:** RO | **Approved:** WW |
| **Scale@A3:** 1:400,000 | | **Revision No.:** 03 |
| **Coordinate System:** British National Grid | | **Data Sources:** OS / NASA, SeaZone, PMSS, |
| **Datum:** OSGB 1936 | **Ref. No.:** 3355_11 | |

0 5 10 NM

0 10 20 km

N

NAVITUSBAY

Table 13.11 Summary of Representative Viewpoints

| Viewpoint | Location | Approximate distance to Turbine Area | Elevation (AOD) | County landscape character type | Regional seascape units | Principal visual receptor (and secondary receptor) | Sensitivity of receptor to offshore wind farm development (sensitivity of secondary receptor) |
|---|---|---|---|---|---|---|---|
| 1 | Portland Cliffs, Isle of Portland | 41.6 km | 101 m | Limestone Peninsula LCT | East Portland and Weymouth Bay RSU | Walkers (Local residents) | High (High) |
| 2 | Weymouth Beach | 45.5 km | 1 m | N/A | East Portland and Weymouth Bay RSU | Visitors (Walkers) | Medium (High) |
| 3 | Redcliff Point | 44.0 km | 41 m | Ridge and Vale | East Portland and Weymouth Bay RSU / Purbeck Coast RSU | Walkers | High |
| 4 | Footpath nr. Osmington White Horse, White Horse Hill | 44.7 km | 151 m | Chalk Escarpment / Ridge | Purbeck Coast RSU | Walkers (Visitors engaged in cultural pursuits/ Farmers) | High (High-medium / Medium-low) |
| 5 | Hambury Tout, SWCP, nr Lulworth Cove | 33.8 km | 115 m | Chalk Escarpment / Ridge | Purbeck Coast RSU | Walkers (Visitors) | High (Medium) |
| 6 | Whiteways Viewpoint, Povington Hill | 28.2 km | 192 m | Chalk Escarpment / Ridge | Purbeck Coast RSU | Visitors (Walkers) | Medium (High) |
| 7 | Swyre Head | 23.1 km | 192 m | Limestone Plateau LCT | Purbeck Coast RSU | Walkers (Farmers) | High (Medium-low) |
| 8 | St. Aldhelm's Head | 19.0 km | 79 m | Clay Valley LCT | Purbeck Coast RSU | Walkers (Local residents) | High (High) |
| 9 | Durlston Castle, Durlston Head | 14.4 km | 42 m | Limestone Plateau LCT | Purbeck Coast RSU / Swanage bay RSU | Visitors engaged in cultural pursuits | High-medium |
| 10 | Swanage Seafront | 15.8 km | 1 m | N/A | Swanage Bay RSU | Local residents (Visitors) | High (Medium) |

Table 13.11 Summary of Representative Viewpoints

| Viewpoint | Location | Approximate distance to Turbine Area | Elevation (AOD) | County landscape character type | Regional seascape units | Principal visual receptor (and secondary receptor) | Sensitivity of receptor to offshore wind farm development (sensitivity of secondary receptor) |
|---|---|---|---|---|---|---|---|
| 11 | Ballard Down | 17.0 km | 128 m | Chalk Escarpment / Ridge LCT | Swanage Bay RSU | Walkers (Farmers) | High (Medium-low) |
| 12 | Old Harry Rocks, Handfast Point | 16.0 km | 30 m | Chalk Escarpment / Ridge LCT | Swanage Bay RSU / Bournemouth Bay RSU | Walkers (Farmers) | High (Medium-low) |
| 13 | Knoll Beach, Studland | 18.5 km | 1 m | Lowland Heathland LCT | Bournemouth Bay RSU | Visitors (Walkers) | Medium (High) |
| 14 | Sandbanks Ferry Port | 20.3 km | 1 m | Harbour / Wetland / Lagoon LCT | Bournemouth Bay RSU | Travelling Public – car users (Foot passengers) | Medium-low (High-medium) |
| 15 | Sandbanks Beach | 20.2 km | 1 m | N/A | Bournemouth Bay RSU | Visitors (Local residents) | Medium (High) |
| 16 | Sea View, Constitution Hill | 24.4 km | 53 m | N/A | Bournemouth Bay RSU | Local residents (Visitors) | High (Medium) |
| 17 | Branksome Dene Chine, Community Rooms | 20.3 km | 4 m | N/A | Bournemouth Bay RSU | Local residents (Visitors) | High (Medium) |
| 18 | West Cliff, Bournemouth | 20.2 km | 12 m | N/A | Bournemouth Bay RSU | Local residents | High |
| 19 | Undercliff Drive, Bournemouth | 15.9 km | 2 m | N/A | Bournemouth Bay RSU | Visitors (Local residents) | Medium (High) |
| 20 | Hengistbury Head | 17.2 km | 33 m | N/A | Bournemouth Bay RSU / Christchurch Bay RSU | Walkers (Visitors) | High (Medium) |
| 21 | Mudeford Quay | 15.2 km | 5 m | Harbour / Wetland / Lagoon LCT | Christchurch Bay RSU | Visitors (Recreational sailors) | Medium (High-medium) |

Table 13.11 Summary of Representative Viewpoints

| Viewpoint | Location | Approximate distance to Turbine Area | Elevation (AOD) | County landscape character type | Regional seascape units | Principal visual receptor (and secondary receptor) | Sensitivity of receptor to offshore wind farm development (sensitivity of secondary receptor) |
|---|---|---|---|---|---|---|---|
| 22 | Wharncliff Rd Car Par / Café | 17.0 km | 25 m | N/A | Christchurch Bay RSU | Local residents (Visitors) | High (Medium) |
| 23 | Holmsley Ridge, Thorney Hill | 22.7 km | 65 m | Bransgore Wooded Farmland (2l) | Bournemouth Bay RSU / Christ-church Bay RSU | Travelling public, rural road users (Farmers) | Medium-low (Medium-low) |
| 24 | Hatchet Moor, Beaulieu Heath | 30.0 km | 40 m | Beaulieu Open Heath (4c) | Western Solent RSU | Cyclists (Motorists on local road / walkers) | High-medium (Medium-low / High) |
| 25 | Milford Promenade | 19.6 km | 0 m | South West New Forest Coastal Plain (9a) | Christchurch Bay RSU | Local residents (Visitors) | High (Medium) |
| 26 | Sea-Wall, Solent Way | 22.0 km | 1 m | South West New Forest Coastal Plain (9a) | Western Solent RSU | Walkers | High |
| 27 | Hurst Castle | 19.3 km | 1 m | South West New Forest Coastal Plain (9a) | Christchurch Bay RSU / Western Solent RSU | Walkers (Visitors) | High (Medium) |
| 28 | The Needles, Isle of Wight | 14.3 km | 16 m | Chalk Downs LCT1 | West Isle of Wight Coast RSU / Western Solent RSU | Visitors (Walkers) | High-medium (High) |
| 29 | Tennyson's Monument, Isle of Wight | 16.3 km | 147 m | Chalk Downs LCT1 | West Isle of Wight Coast RSU | Walkers (Visitors engaged in cultural pursuits) | High (High-medium) |
| 30 | Compton Beach, Isle of Wight | 19.0 km | 1 m | Southern Coastal Farmland LCT4 | West Isle of Wight Coast RSU | Visitors (Walkers) | Medium (High) |
| 31 | Mottistone, Isle of Wight | 21.5 km | 203 m | Sandstone Hills and Gravel Ridges LCT5 | West Isle of Wight Coast RSU | Walkers | High |
| 32 | Limerstone Down, Isle of Wight | 24.1 km | 190 m | Sandstone Hills and Gravel Ridges LCT5 | West Isle of Wight Coast RSU | Walkers | High |

Table 13.11 Summary of Representative Viewpoints

| Viewpoint | Location | Approximate distance to Turbine Area | Elevation (AOD) | County landscape character type | Regional seascape units | Principal visual receptor (and secondary receptor) | Sensitivity of receptor to offshore wind farm development (sensitivity of secondary receptor) |
|---|---|---|---|---|---|---|---|
| 33 | Blackgang Car Park, Isle of Wight | 26.6 km | 160 m | Chalk Downs LCT1 | West Isle of Wight Coast RSU / Ventnor Coast RSU | Visitors | Medium |
| 34 | Ferry Route, Poole to Cherbourg (sailing south) | 7.3 km | 2 m | N/A | Swanage Bay RSU / Active Coastal Waters | Ferry passengers (Ship workers) | Medium-low (Low) |
| 35 | Ferry Route, Cherbourg to Poole (sailing north) | 37.1 km | 2 m | N/A | Deep Water Offshore Shipping | Ferry passengers (Ship workers) | Medium-low (Low) |

### 13.4.7. Meteorological Context and Visibility

***Overview***

13.351. The degree, extent and likelihood of visual effects arising from the proposed development is an amalgam of a variety of different factors, including the prevailing weather conditions. These can determine changes in character and visibility due to varied wind, light, tidal movements and the clarity or otherwise of the atmosphere. Collectively, climate and day-to-day weather patterns combine to reduce the number of days upon which the Project would be visible from areas along the coast, its hinterland and from seascape units.

13.352. Visibility data has been obtained from the Met Office in order to help inform the assessment through an understanding of characteristic visibility patterns within the locality. These data include a frequency analysis of hourly visibility recordings from their meteorological recording stations at the Isle of Portland and Hurn for a 10 year period from 2002 to 2011.

13.353. These data provide a useful indicator as to the frequency of visibility over varying distances within the vicinity of the recording stations and provides an important context for the assessment of visual effects.

13.354. Tables 13.12 and 13.13 summarise the percentage of time that increasing distances from the recording stations have visibility, and the number of days per year that this equates to. They also summarise the cumulative percentage of time, over the 10 year survey period, when there is visibility to the range of distances from stations.

Table 13.12 Visibility Data from the Isle of Portland

| | ISLE OF PORTLAND<br>Height: 52m A.M.S.L<br>Nearest turbine: 42 km<br>Furthest turbine: 57 km | | | | |
|---|---|---|---|---|---|
| Visible Distance | Percentage of time visible | Days per year visible | Cumulative Visible Distance | Cumulative Percentage of time visible to indicated distance | Visibility frequency to distance shown (days) |
| 0 – 4.9 km | 8.4% | 31 | 0 – 4.9 km | 100% | 365 |
| 5 – 9.9 km | 14.5% | 53 | 0 – 9.9 km | 91.8% | 336 |
| 10 – 14.9 km | 16.1% | 59 | 0 – 14.9 km | 77.3% | 283 |
| 15 – 19.9 km | 17.1% | 63 | 0 – 19.9 km | 61.2% | 224 |
| 20 – 24.9 km | 13.4% | 49 | 0 – 24.9 km | 44.1% | 161 |
| 25 – 29.9 km | 9.9% | 36 | 0 – 29.9 km | 30.7% | 112 |
| 30 – 34.9 km | 7.9% | 29 | 0 – 34.9 km | 20.8% | 76 |
| 35 – 39.9 km | 5.4% | 20 | 0 – 39.9 km | 12.9% | 47 |
| 40 – 44.9 km | 3.3% | 12 | 0 – 44.9 km | 7.5% | 27 |
| 45 – 49.9 km | 2.0% | 7 | 0 – 49.9 km | 4.2% | 15 |
| 50 – 59.9 km | 1.8% | 7 | 0 – 59.9 km | 2.2% | 8 |
| 60 – 69.9 km | 0.4% | 1 | 0 – 69.9 km | 0.4% | 1 |
| 70 km + | 0.0% | 0 | 70 km + | 0% | 0 |

***Visibility Characteristics from the Isle of Portland***

13.355. The area within which the closest turbines in the Project would lie is the 40-44.9 km area. The visibility characteristics indicate that this distance and beyond is only visible for 7.5% of the time across the 10 year records, which is equivalent to 27 days of visibility a year. When considering the visibility distances cumulatively, the records indicate that visibility beyond 40 km is only possible for 7.5% of the time within a year.

13.356. The area within which the furthest turbines would lie is the 50-59.9 km area. The visibility records indicate that visibility to or beyond this distance is only possible for 2.2% of the time, equivalent to 8 days a year. The cumulative distance visibility indicates that visibility beyond 59.9 km is only possible for 0.4% of the time within a year which is equivalent to 1 day a year.

13.357. Further analysis of monthly fluctuations in visibility indicates that the period from July to December provides the optimal visibility of the distance of the nearest turbines, and therefore will be the time when the nearest turbines are most likely to be visible. The data also indicates that between January to March, visibility to the distance of the nearest turbines will be poorest.

Table 13.13 Visibility Data from Hurn

| | HURN<br>Height: 10m A.M.S.L<br>Nearest turbine: 20 km<br>Furthest turbine: 42 km | | | | |
|---|---|---|---|---|---|
| Visible Distance | Percentage of time visible | Days per year visible | Cumulative Visible Distance | Cumulative Percentage of time visible to indicated distance | Visibility frequency to distance shown (days) |
| 0 – 4.9 km | 8.8% | 32 | 0 – 4.9 km | 100% | 365 |
| 5 – 9.9 km | 14.2% | 52 | 0 – 9.9 km | 91.3% | 333 |
| 10 – 14.9 km | 13.9% | 51 | 0 – 14.9 km | 77.1% | 281 |
| 15 – 19.9 km | 14.8% | 54 | 0 – 19.9 km | 63.2% | 230 |
| 20 – 24.9 km | 20.5% | 75 | 0 – 24.9 km | 48.4% | 176 |
| 25 – 29.9 km | 14.3% | 52 | 0 – 29.9 km | 27.9% | 101 |
| 30 – 34.9 km | 7.6% | 28 | 0 – 34.9 km | 13.6% | 49 |
| 35 – 39.9 km | 3.6% | 13 | 0 – 39.9 km | 6.0% | 21 |
| 40 – 44.9 km | 1.5% | 5 | 0 – 44.9 km | 2.4% | 8 |
| 45 – 49.9 km | 0.6% | 2 | 0 – 49.9 km | 0.9% | 3 |
| 50 – 59.9 km | 0.3% | 1 | 0 – 59.9 km | 0.3% | 1 |
| 60 – 69.9 km | 0.0% | 0 | 0 – 69.9 km | 0% | 0 |
| 70 km + | 0.0% | 0 | 70 km + | 0% | 0 |

Note: Shaded areas equate to distances from each recording station to the nearest and furthest Navitus Bay turbines.

***Visibility Characteristics from Hurn***

13.358. The area within which the closest turbines in the Project would lie is the 20-24.9 km area. The visibility characteristics indicate that this distance and beyond is only visible for 48.4% of the time across the 10 year records, which is equivalent to 176 days of visibility a year. When considering the visibility distances cumulatively, the records indicate that visibility beyond 20 km is only possible for 48.4% of the time within a year.

13.359. The area within which the furthest turbines would lie is the 40-44.9 km area. The visibility records indicate that visibility to or beyond this distance is only possible for 2.4% of the time, which is equivalent to 8 days of visibility a year. The cumulative distance visibility indicates that visibility beyond 44.9 km is only possible for 0.9% of the time within a year which is equivalent to 3 days a year.

13.360. Further analysis of monthly fluctuations in visibility indicates that the period from May to September provides the optimal visibility of the distance of the nearest turbines, and therefore will be the time when the nearest turbines will be most visible. The data also indicates that between December to March, visibility to the distance of the nearest turbines will be poorest.

## 13.5. Impact Assessment

### 13.5.1. Realistic Worst Case Scenario

13.361. Prior to undertaking the SLVIA, a process was followed to establish which of the potential Project layouts identified by NBDL should be taken forward as representing the realistic worst case scenario ('RWCS') for assessment purposes. Table 13.14 describes those parameters taken forward to assessment and used to inform the SLVIA.

13.362. For this purpose, 11 appropriate viewpoints were selected from those agreed through consultation for the SLVIA, to inform the identification of the realistic worst case scenario. These viewpoints were selected to provide a range of geographical locations, receptors, and are located within various settlements, landscapes and designations. The 11 viewpoints used were as follows:

- Viewpoint 5: Hambury Tout, near Lulworth Cove
- Viewpoint 8: St. Aldhelm's Head
- Viewpoint 9: Durlston Head
- Viewpoint 10: Swanage Seafront
- Viewpoint 13: Knoll Beach, Studland
- Viewpoint 15: Sandbanks Beach
- Viewpoint 18: West Cliff, Bournemouth
- Viewpoint 20: Hengistbury Head
- Viewpoint 25: Milford Promenade
- Viewpoint 28: Viewpoint from footpath overlooking The Needles
- Viewpoint 32: Limerstone Down, Isle of Wight

13.363. The identification process included a review of comparative ZTVs and an analysis of wireframes for each layout using the selected representative viewpoints. The ZTV review indicated that while there is little difference in the geographic extent of theoretical visibility between the different layout options, there is a generally small increase in the geographic extent of visibility of the 8MW layout due to the greater height of the turbines.

13.364. Overall, the 8MW layout is considered to be the realistic worst case scenario for all operational impacts except those occurring at night. The 5MW layout is considered the realistic worst case scenario for night time operational and all construction and decommissioning impacts.

13.365. Given the duration of the operational phase and the prevalence of impacts during this time it was judged and agreed with Natural England that the RWCS scheme for the purposes of the assessment should be the 8 MW layout.

13.366. In reaching this decision a range of factors were taken account of onsite from the viewpoints included within the appraisal. These included:

- The height of the turbines;
- The number of the turbines;
- The visual density of the scheme layouts under consideration;
- The location of the turbines (in the event that different scheme layouts might adhere to different boundaries);
- The effects of Earth's curvature upon the different layouts;
- The relationship of the turbines with the horizon line and views of open sea;
- The layout of the turbines; and
- The visual relationship of the turbines with landform.

13.367. Whilst the identification of the RWCS was not consistent across all the viewpoints visited, this being a reflection of different combinations of the factors above, the clear majority was for the 8MW scheme.

13.368. It was also agreed that reference would be made to the 5MW layout where this might be particularly appropriate for operational impacts at specific viewpoints and for construction and decommissioning impacts (see below). The following agreed representative viewpoints were specifically identified for this purpose in discussion with Natural England:

- Viewpoint 8: St Aldhelm's Head
- Viewpoint 9: Durlston Head
- Viewpoint 13: Knoll Beach, Studland
- Viewpoint 25: Milford Promenade

- Viewpoint 28: The Needles, Isle of Wight

***RWCS Foundation Type***

13.369. It is considered that the worst case scenario with regards to foundation type is the space frame structures, (steel jacket, tripile or tripod) which will appear larger and less visually cohesive with the turbines. Therefore the RWCS for the foundation type would be all turbines fitted with space frame structures. It is a possibility that there will be a range of foundation types used across the Turbine Area.

***RWCS during daytime of O&M Phase***

13.370. It is agreed with Natural England that the RWCS scheme for all operational impacts should be the 8 MW turbine layout.

***RWCS during Night Time***

13.371. It is considered that the impacts occurring during operation at night from the 5 MW turbine layout are considered to be the RWCS as this would result in the installation of greater numbers of lights.

***RWCS during Construction and Decommissioning phases***

13.372. For the construction and decommissioning phases it was considered that the RWCS would be the 5 MW turbine layout, as the greater number of turbines would result in more turbines to construct or remove, and a greater number of vessel movements to ship the parts and machinery from and to the shore.

| Table 13.14 Rochdale Envelope Parameters relevant to the Seascape, Landscape and Visual Impact Assessment | | |
|---|---|---|
| Potential effect | Realistic worst case scenario | Rationale |
| Construction | | |
| Effects upon seascape character<br><br>(Note: These are temporary effects) | 5 MW turbine layout comprising 218 turbines (177 m blade tip height) with space frame foundations<br><br>1141 heavy vessel movements over the total construction period, equivalent to up to 380 movements per year(*)<br><br>6300 light vessel movements over the total construction period, equivalent to up to 2100 movements per year(*)<br><br>Space frame foundation type painted yellow above Mean High Water Springs<br><br>Three Offshore Substations<br><br>One Met Mast with lattice tower<br><br>Offshore Lighting Protocol (Construction)(**) | Greatest amount of construction activity, number of vessels and vessel movements anticipated arising from the construction of 218 turbines, foundations, associated offshore substation platforms and the laying of inter-array cables all of which impact upon the perceived character of the seascape and the characteristic level of human activity.<br><br>Space frame foundations appear larger and less cohesive with the turbines(*)(**) |
| Effects upon landscape character, World Heritage site, defined Heritage Coast and designated landscapes<br><br>(Note: These are temporary effects) | 5 MW turbine layout comprising 218 turbines (177 m blade tip height) with space frame foundations, associated infrastructure, lighting and vessel movements as per construction phase above | There would be no direct impacts upon landscape character or designations, therefore impacts would be confined to the visual attributes that contribute to defining the characteristics of an area of landscape or designation. The rationale for identifying the 5 MW turbines as the RWCS during construction is therefore the same as for visual receptors, see below. |
| Effects upon Visual receptors<br><br>(Note: These are temporary effects) | 5 MW turbine layout comprising 218 turbines (177 m blade tip height) with space frame foundations, associated infrastructure, lighting and vessel movements as per construction phase above | The greatest amount of construction activity, number of vessels and vessel movements is anticipated to arise from the construction of 218 turbines, foundations, associated offshore substation platforms and the laying of inter-array cables, all of which bring about visual impacts upon visual receptors. |

| Table 13.14 Rochdale Envelope Parameters relevant to the Seascape, Landscape and Visual Impact Assessment | | |
|---|---|---|
| Potential effect | Realistic worst case scenario | Rationale |
| Night time effects<br><br>(Note: These are temporary effects) | 5 MW turbine layout comprising 218 turbines (177 m blade tip height) with space frame foundations, associated infrastructure, lighting and vessel movements as per construction phase above | The greatest amount of construction activity, number of vessels and vessel movements is anticipated to arise from the construction of 218 turbines, foundations, associated offshore substation platforms and the laying of inter-array cables, all of which potentially bring about the greatest effect in terms of night time lighting levels and thus impacts upon visual receptors and seascape character. |
| Operation and maintenance | | |
| Effects upon seascape character | 8 MW turbine layout comprising 136 turbines (200m blade tip height) with space frame foundations<br><br>1000 return work boat vessel movements per year(*)<br><br>Space frame foundation type painted yellow above Mean High Water Springs<br><br>Three Offshore Substations<br><br>One Met Mast with lattice tower<br><br>Offshore Lighting Protocol (operation)(**) | The identification of the RWCS included a review of comparative ZTVs and an analysis of wireframes for each layout using the selected representative viewpoints. The review indicated that while there is little difference in the geographic extent of theoretical visibility between the different layout options, there is a generally small increase in the geographic extent of visibility of the 8MW layout due to the greater height of the turbines. |
| Effects upon landscape character, World Heritage site, defined Heritage Coast and designated landscapes | 8 MW turbine layout comprising 136 turbines (200m blade tip height) with space frame foundations, associated infrastructure, lighting and vessel movements as per O&M phase above | The identification of the RWCS included a review of comparative ZTVs and an analysis of wireframes for each layout using the selected representative viewpoints. The review indicated that while there is little difference in the geographic extent of theoretical visibility between the different layout options, there is a generally small increase in the geographic extent of visibility of the 8MW layout due to the greater height of the turbines. |

| Table 13.14 Rochdale Envelope Parameters relevant to the Seascape, Landscape and Visual Impact Assessment | | |
|---|---|---|
| Potential effect | Realistic worst case scenario | Rationale |
| Effects upon Visual receptors | 8 MW turbine layout comprising 136 turbines (200m blade tip height) with space frame foundations, associated infrastructure, lighting and vessel movements as per O&M phase above | The identification of the RWCS included a review of comparative ZTVs and an analysis of wireframes for each layout using the selected representative viewpoints. The review indicated that while there is little difference in the geographic extent of theoretical visibility between the different layout options, there is a generally small increase in the geographic extent of visibility of the 8MW layout due to the greater height of the turbines. |
| Night time effects | 5 MW turbine layout comprising 218 turbines (200m blade tip height) with space frame foundations, associated infrastructure, lighting and vessel movements as per O&M phase above | A greater number of turbines will require greater numbers of required navigation, aviation and operational lighting, which will result in greater effects at night time. |
| Decommissioning | | |
| Effects upon seascape character<br><br>(Note: These are temporary effects) | 5 MW turbine layout comprising 218 turbines (177 m blade tip height) with space frame foundations, associated infrastructure, lighting and vessel movements as per construction phase above | Greatest amount of decommissioning activity, number of vessels and vessel movements anticipated arising from the removal of 218 turbines and associated offshore substation platforms all of which impact upon the perceived character of the seascape and the characteristic level of human activity. |
| Effects upon landscape character, World Heritage site, defined Heritage Coast and designated landscapes.<br><br>(Note: These are temporary effects) | 5 MW turbine layout comprising 218 turbines (177 m blade tip height) with space frame foundations, associated infrastructure, lighting and vessel movements as per construction phase above | There are no direct impacts upon landscape character or designations, therefore impacts are confined to the visual attributes that contribute to defining the character of an area of landscape or designation. See below for rationale for Effects on visual receptors. |
| Effects upon Visual receptors<br><br>(Note: These are temporary effects) | 5 MW turbine layout comprising 218 turbines (177 m blade tip height) with space frame foundations, associated infrastructure, lighting and vessel movements as per construction phase above | Greatest amount of decommissioning activity, number of vessels and vessel movements anticipated arising from the removal of 218 turbines and associated offshore substation platforms all of which bring about visual impacts upon visual receptors |

| Table 13.14 Rochdale Envelope Parameters relevant to the Seascape, Landscape and Visual Impact Assessment | | |
|---|---|---|
| Potential effect | Realistic worst case scenario | Rationale |
| Night time effects<br><br>(Note: These are temporary effects) | 5 MW turbine layout comprising 218 turbines (177 m blade tip height) with space frame foundations, associated infrastructure, lighting and vessel movements as per construction phase above | Greatest amount of decommissioning activity, number of vessels and vessel movements anticipated arising from the removal of 218 turbines and associated offshore substation platforms all of which potentially bring about the greatest effect in terms of night time lighting levels and thus impacts upon visual receptors and seascape character. |

(*) Construction traffic estimate valid for all construction realistic worst case scenarios

(**) In addition to the turbine configuration, each Realistic Worst Case Scenario presented above includes space frame foundations, three offshore substations, one met mast and the lighting protocol during construction / operation (as appropriate)

### 13.5.2. Impact Assessment

13.373. The SLVIA assesses the offshore elements of the impacts of the Project during construction, O&M and decommissioning phases. However, the assessment has a focus on the O&M impacts of the Project, as these will potentially generate the most significant long lasting effects due to the projected 25 year operational lifetime of the Project. The assessment addresses the effects arising from the relevant RWCS as discussed above.

13.374. Consideration of the predicted effects of the Project at night and during the construction and decommissioning phases are also presented. The assessment findings set out in the sections that follow have been made following field survey and desk based assessment.

13.375. Effects upon the seascape and landscape resource, as well as upon visual receptors, during the construction and decommissioning phases are anticipated to be broadly similar although at a slightly reduced level of activity for the decommissioning phase given that seabed located elements such as turbine foundations and subsea cables are not required to be removed from site. In both cases they will be less than the impacts identified for the O&M phase of the project. As the processes and vessels involved are similar, it is logical to address the potential impacts associated with both these shorter term phases within the same section. Therefore construction impacts are considered under decommissioning impacts. This follows the assessment below, which focuses on the O&M phase.

### 13.5.3. Effects during the Operation and Maintenance Phase

#### *a) Seascape Effects*

#### *Effects on Regional Seascape Units*

#### *1. East Portland and Weymouth Bay*

13.376. The Project will lie outside the East Portland and Weymouth Bay RSU, whilst the land based areas of the RSU will lie 40-45 km to the west of the Project. Therefore only views from within the RSU will be affected.

13.377. The ZTV indicates that the Project will be discernible from the coastline of the RSU at distances generally 40-45 km away, while inland within settlements visibility will be marginal. The wide views across the RSU will not be restricted by the addition of the Project, as it will be seen in the background of views and from a notable distance. In addition, the foreground of views is heavily influenced by sea traffic around Weymouth Harbour and the breakwaters demarcating the harbour.

13.378. Overall, it is considered that the magnitude of effect upon the character of this RSU will be **very low**, such that post construction the baseline condition will be essentially unchanged, with only very minor alterations to visual characteristics of the RSU. Taking into account the **medium-low** sensitivity, the overall significance of impact is considered to be **very low**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

#### *2. Purbeck Coast*

13.379. Almost all the of the Turbine Area will lie within the east of the RSU, however despite this there remains a large proportion of the RSU left unaltered in the west.

13.380. The ZTV indicates that there will be visibility across much of the coastline, whilst within the coastal fringe visibility will be intermittent. The simple and large-scale open nature of the RSU will allow the Project to be accommodated, as it will occupy only a relatively small portion of the field of view within the RSU, whilst broad open views will remain throughout the west of the RSU. In views from the coast the Project will be seen in combination with dramatic coastal features which will provide a visual aid in understanding scale, increasing the magnitude of effect.

13.381. Overall, there will be no direct affects upon the landscape or coastal elements of the RSU as only the eastern seaward extent will be affected. Therefore, the magnitude of effect upon the character of the RSU is considered to be **medium** within the eastern portion of the RSU (reducing to **medium-low** towards the west), such that post construction there will be a distinct change to the baseline condition in the east, to a recognisable change in the west. Taking into account the **medium** sensitivity, the significance of impact is considered to be **moderate** in the east and **moderate** to **moderate-minor** within the west of the RSU. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

#### *3. Swanage Bay*

13.382. A large proportion of the Turbine Area will lie in the south of the RSU within the offshore extent.

13.383. The ZTV indicates that the Project will be visible from the coastline, the headlands and elevated coastal plain and cliffs, whilst within Swanage visibility will be confined to the seafront, and will be largely obscured by the headland. Views from within the seascape encompass many other coastlines, providing visual aids in understanding scale and acting as focal points. However, the Project will lie in an area offshore that does not visually compete with these features.

13.384. Due to the location of the Turbine Area and the orientation of the bays, only its northern-most section will be visible, and will occupy only a small proportion of the field of view, reducing effect upon the intimate and framed views. Views from headlands and cliffs are open and expansive, and will be able to accommodate the Project due to their large-scale and expansive horizon line.

13.385. It is considered that post construction the baseline condition will be notably changed from within the enclosed bays, with moderate alterations to some key elements of the RSU, whilst from the cliffs and headlands changes are anticipated to be recognisable, with minor alterations to key elements. Overall, it is considered that the magnitude of effect upon the character of the RSU will be **medium-low**, such that post construction there will be a distinct-recognisable change to the baseline condition in the east. Taking into account the **high-medium** sensitivity, the significance of impact is considered to be **moderate**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***4. Bournemouth Bay***

13.386. The entire Turbine Area will lie within the Bournemouth Bay RSU. Whilst a large proportion of the RSU will remain open, the Project will lie centrally and will occupy most views offshore. The ZTV indicates that visibility from the landward extent is limited to the coastline itself in parts of Poole Harbour and Studland's beach and nature reserve, whilst Bournemouth limits visibility further inland.

13.387. Views across the RSU extend to the focal points: Old Harry Rocks, Hengistbury Head and the Needles. The Project will sit in a different part of the seascape to the Needles and so these views will not be interrupted by the Project. Views to Old Harry Rocks lie within a similar direction to the Wind Farm, which will result in some visual conflict. However, these views will also be seen within an active bay with heavy shipping traffic and recreational use.

13.388. The Project, due to its close proximity and location between two important headlands, will become a new focal point in an open area of seascape. The entire Wind Park will be visible, and will occupy a relatively large proportion of views.

13.389. Therefore it considered that the magnitude of effect upon the character of the RSU will be **high-medium,** such that post construction the baseline condition will be fundamentally changed, with large - moderate alterations to visual characteristics of the RSU. Taking into account the **low** sensitivity, the overall significance of impact is considered to be between **moderate** and **moderate-minor**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***5. Christchurch Bay***

13.390. A large proportion of the RSU will remain open; however the Project will lie south and centrally, and will be seen in most offshore views.

13.391. The ZTV indicates that visibility of the Project is limited on the landward extent other than along the coastline, as inland the settlements of Christchurch and Milford on Sea would generally limit visibility. Views across the RSU extend to focal points: the Needles, Hengistbury Head and Old Harry Rocks. Due to the Project's central location, views to focal points will not be interrupted as they lie within different portions of the views, reducing their opportunity to act as visual reference points.

13.392. The addition of the Project will create development in a currently open seascape, creating a new focal point that will be visible from much of the RSU. Due to the Project's central location, its close proximity to the coast and the orientation of the bay, the entire Turbine Area will be visible and will occupy a relatively large proportion of views. The offshore extent of the RSU will, however, be able to accommodate the Project due to its large-scale and simple composition.

13.393. It is considered that the magnitude of effect upon the character of this RSU will be **high-medium**, such that post construction the baseline condition will be fundamentally - distinctly changed, with large - moderate alterations to visual characteristics of the RSU. Taking into account the **medium-low** sensitivity, the overall significance of impact is considered to be **moderate**.

This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***6. Western Solent***

13.394. A small section of the north-west of the Turbine Area will lie along the southern border of the RSU. Due to the location of the Turbine Area and the orientation of the Solent, only a small proportion of the Wind Park will be visible. This is illustrated by the ZTV which indicates that visibility will be limited to the north side of the Solent and the parts of the coastal fringe inland. The Project will therefore only occupy a small proportion of the field of view, and will not be seen as a focal point.

13.395. Most focal points in this RSU lie within the Solent, often located at the tightly framed entrance from the bay beyond. The Project will be seen within this entrance which will create some visual conflict. Whilst sea views will become more complicated following the addition of the Project, they are not a common feature within the RSU, and feature as only one of many complex views across the Strait. The enclosed nature of the RSU generally restricts most sea views, and as such the Project would be perceived as outside and well beyond the RSU.

13.396. Overall it is considered that the magnitude of effect upon the character of the RSU will be **low**, such that post construction the baseline condition will be recognisably changed, with only minor alterations to visual characteristics of the RSU. Taking into account the **medium** sensitivity, the overall significance of impact is considered to be **moderate-minor**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***7. West Isle of Wight Coast***

13.397. The entire Turbine Area will lie within the offshore extent of the West Isle of Wight Coast RSU.

13.398. The ZTV indicates that there will be visibility across the entire coastline and elevated coastal fringe where expansive views are possible. Views will be closest from the Needles at 14 km away, and the entire Project will be visible. As the Project will lie centrally it will be present in most offshore views, however the simple and large-scale open nature of the RSU will allow the Project to be accommodated. In addition, while it will occupy a relatively large proportion of views, a larger proportion of the RSU will remain undeveloped due to its size.

13.399. The views across the seascape to the horizon form one of the key characteristics of the RSU. The Project will add development to a largely undeveloped seascape, where there are no coastlines or focal points with which Wind Park would visually compete. Views to other coastlines and coastal features lie in a different direction of the RSU to the Project, and will not be interrupted or compromised.

13.400. Overall, it is considered that the magnitude of effect upon the character of the RSU will be **medium**, such that post construction the baseline condition will be distinctly changed, with moderate alterations to visual characteristics of the RSU. Taking into account the **medium** sensitivity, the overall significance of impact is considered to be **moderate**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***8. Ventnor Coast***

13.401. The Project will lie outside the Ventnor Coast RSU, whilst the land based areas of the RSU will lie 26 km to the east. Therefore only views from within the RSU will be affected. The ZTV indicates that the Project will be visible from some areas along the south-west of the coast, whilst it is likely that visibility will be further limited by localised vegetation not factored into the ZTV, but which is prevalent along the slumping cliffs.

13.402. The open views of the seascape will not be restricted by the addition of the Project as it will be seen in the margins of views and from a relatively notable distance. The angle of the view towards the Project will result in visibility of only the southern half of the Wind Park from the coast, and this will occupy only a small proportion of the large-scale seaward views.

13.403. Overall, it is considered that the magnitude of effect upon the character of the RSU will be **very low**, such that post construction the baseline condition will be essentially unchanged, with only very minor alterations to visual characteristics of the RSU. Taking into account the **medium** sensitivity, the overall significance of impact is considered to be **negligible**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Effects on Seascape Character Types***

***Coastal Seascape Character Types***

13.404. The addition of the Project will not physically affect any of the coastal SCTs, as it does not lie within any of the geographical areas they cover. Therefore only the visual elements that make up characteristics of the SCTs will be affected, such as seaward views towards the Project.

***Sandy Beaches (2a)***

13.405. This SCT covers various areas, and at its closest point, lies approximately 15.9 km from the Turbine Area, and will be a visible new element from within many areas of the SCT. The open nature of the SCT means that whilst the Project will be visible, the large scale of views will be able to accommodate the Project. The magnitude of effect is further reduced by the extent of sea-based activity, and the extent to which the beaches are used for recreation, as the majority lie within urban areas or are used extensively due to the proximity to settlements. This means the Project will generally be viewed within a busy urban context. Whilst the Project will produce moderate-minor alterations to sea views, the other key elements of the SCT will remain unchanged.

13.406. The magnitude of effect upon the character of the SCT is considered to be **low**, and taking into account the **low** sensitivity, results in a significance of impact of **minor**. The magnitude of effect will reduce with increasing distance from the Project, thus the significance of impact will also decrease with distance. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Shingle Beaches and Spits (2b)***

13.407. This SCT covers a number of different areas, and at its closest point lies approximately 19 km from the Turbine Area. As such the Project will be clearly visible from many areas of the SCT and its addition will result in a new feature within the seaward view. In general the open, large-scale nature and simple composition of the SCT will allow the Project to be accommodated within views. The regular use of some areas for recreation further reduces the magnitude of effect, due to the frequency of movement and activity within views. Overall, whilst the addition of the Project will result in moderate alterations to sea views, the other key elements of the SCT will remain unchanged.

13.408. The magnitude of effect upon the character of the SCT is considered to be **medium-low**, and taking into account the **medium** sensitivity, results in a significance of impact between **moderate** and **moderate-minor**. The magnitude of effect will reduce with increasing distance from the Project, thus the significance of impact will also decrease with distance. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Slumped Cliffs (2c)***

13.409. The slumped cliffs SCT covers a number of different areas and at its closest point lies approximately 15 km from the Turbine Area at Durlston Castle. The Project will be visible within most seaward views, with the effects most notable at Durlston Castle. Further west along the Purbeck coast and in the south-east on the Isle of Wight coast, the magnitude will be reduced by distance.

13.410. Despite the clear views of the project, the open nature of the cliffs, often with expansive sea views, will allow the Project to be accommodated. Some localised complexity is afforded by the undulations in cliff profiles, which may cause a contrast within views between these focal points and the Project. In general whilst the Project will result in moderate-minor alterations to seaward views, the other key characteristics of the SCT will remain unchanged.

13.411. The magnitude of effect upon the character of the SCT is considered to be **medium-low**, and taking into account the **medium-low** sensitivity, results in a significance of impact of **moderate-minor**. The magnitude of effect will reduce with increasing distance from the Project, thus the significance of impact will also decrease with distance. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Hard Rock Cliffs (2d)***

13.412. This SCT also includes a range of different areas and at its closest point lies approximately 14 km from the Turbine Area. One of the key characteristics of the SCT is the panoramic views afforded by the high cliff tops from where, weather conditions permitting, the Project will be visible. The addition of the Project will create a new focal point within the currently simple sea view. However, the elevated nature and large-scale of these views will allow the Project to be accommodated, decreasing the magnitude of effects.

13.413. This character type is also characterised by prominent focal points, such as dramatic coastal features within chalk cliffs. These features will sit in the foreground of views whilst the Project will be in the background, causing a visual contrast from some areas. In addition, some focal points form the closest points of landfall to the Project, such as the Needles 14 km away, Dancing Ledge 15 km away and Old Harry 16 km away, further increasing the magnitude of effect. Moderating the magnitude will be the heavy sea traffic that is seen within views from the coastlines.

13.414. Overall whilst the addition of the Project will result in **moderate-minor** alterations to seaward views, the other key characteristics of the SCT will remain unchanged.

13.415. The magnitude of effect upon the character of the SCT is considered to be **medium-low**, and taking into account the **medium** sensitivity, results in a significance of impact between **moderate** and **moderate-minor**. The magnitude of effect will decrease with increasing distance from the Project, thus the significance of impact will also decrease with distance. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Intertidal Rock Ledges (2e)***

13.416. The intertidal rock ledges type cover a number of areas and, at its closest point lies approximately 16 km from the Turbine Area.

13.417. The ZTV indicates that there will be visibility across much of the SCT, however it is likely that visibility will be reduced by local fluctuations and variations of landform, including small-scale headlands and coastal features. These features will sit in the foreground of views whilst the Project will be in the background, providing a visual contrast within views from some areas. The dynamic nature of the tides and inundation by water will also limit the opportunity for continuous seaward views. Visibility will therefore be intermittent, temporal and varied according to elevation and location.

13.418. The addition of the Project to the open and simple seascape will result in effects on the perception of remoteness of the SCT. However, due to the low elevation of the SCT, the Project will appear less prominent on the horizon. It is judged that the addition of the Project will result in minor alterations to key elements of the SCT, as seaward views do not feature as an important characteristic of the SCT.

13.419. The magnitude of effect upon the character of the SCT is considered to be **low**, and taking to account the **medium** sensitivity, results in a significance of impact of **moderate-minor**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Effects on Marine Seascape Character Types***

***Man-made Harbour (3a)***

13.420. At its closest point this SCT lies approximately 43 km from the Turbine Area. The addition of the Project will result in no direct effects on the character, and will cause only subtle changes to the seaward view. While the ZTV indicates that the Project may theoretically be visible from most of the harbour, the changes to the view will be only just perceptible, as the Project will lack definition amongst the activity within the harbour. The context of views will also reduce the magnitude of effect, as the Project will be seen from behind the harbour walls, in combination with frequent movement from large vessels and alongside vertical elements such as masts.

13.421. While the Project may be visible it is considered that post construction the baseline condition will be essentially unchanged. Therefore the magnitude of effect upon the character of this SCT is considered to be **very low**, and taking into account the **low** sensitivity, results in a significance of impact of **negligible**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Coastal Waters (3b)***

13.422. Two areas of this SCT lie within the study area, with the closest point lying approximately 13 km from the Turbine Area. There will be no direct effects upon the SCT however, the Project will be visible in views from the SCT, and will cause alterations to one of the key characteristics: the strong visual relationship between the SCT and areas of less developed and rural coastlines. These views will generally not be interrupted by the Project given that it is located offshore and mostly in the opposite direction to the coast within views. However, its presence will create minor alterations on the perception of remoteness.

13.423. The Project will also cause minor alterations to tranquillity, also characteristic of the SCT, and to the low levels of activity and dark skies at

night, as yellow navigational night-time lighting will contribute to the presence of the turbines.

13.424. Overall, it is considered that the Project will be obvious, and that there will be moderate-minor alterations to some key characteristics of the SCT. Therefore the magnitude of effect upon the character of the SCT is considered to be **medium-low**, and taking into account the **high-medium** sensitivity, results in a significance of impact of **moderate**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Active Coastal Waters (3c)***

13.425. This SCT is at its closest point approximately 2 km from the Turbine Area. As such there will be no direct effects upon the physical attributes of the SCT. One of the key characteristics of the SCT is the high levels of activity and movement arising from tankers, recreational sailing and dredging activity, which will reduce the magnitude of effect on this SCT. This is balanced by the increase in magnitude that will arise from the close proximity to the Project.

13.426. The SCT is located between the coast and the Project, and while they are located in different directions there will be inter-visibility between the two, particularly to important focal points along the coastlines. The magnitude of effect is moderated by the presence of urban centres and recreational activity at the coast, which imparts a developed character to the SCT. As such, tranquillity is reduced, allowing the Project to be more easily accommodated within views from the SCT.

13.427. It is considered that the Project will catch the eye, resulting in moderate alterations to some key characteristics of the SCT. The magnitude of effect upon the character of this SCT is considered to be **medium**, and taking into account the **medium** sensitivity, results in a significance of impact of **moderate**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Inshore Waters (3d)***

13.428. The north-eastern corner of the Turbine Area lies just within an area of this SCT.

13.429. There is a weak visual connection between the SCT and the coastline due to its distance offshore, which means that the seascape appears large-scale, open and simple. While the Project will be clearly visible, and will be a foremost feature where within the SCT, the magnitude is moderated as it will be easily accommodated into the seascape due to its large and open nature. While shipping is limited, there is a presence of human activity throughout the SCT, for example dredging activities, including various types and sizes of sea vessel, further accommodating the Project.

13.430. Despite these moderating factors, the location and proximity of the Turbine Area to areas of the SCT will increase the magnitude, as its addition will create a new focal point within views, and will be unmistakable in some areas.

13.431. It is considered that the Project will be conspicuous and will catch the eye, and that there will be moderate alterations to some key characteristics of the SCT. The magnitude of effect upon the character of the SCT is considered to be **medium**, and taking into account the **medium-low** sensitivity, results in a significance of impact between **moderate** and **moderate-minor**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Deep Water Offshore Fishing (3e)***

13.432. This marine SCT is at its closest point approximately 43 km from the proposed Wind Park, and as such will have no direct effect on the SCT; however distant views will be perceptible from within the SCT when weather conditions permit.

13.433. Views will be limited to particularly clear days, and will only be possible from the eastern-most part of the SCT in the study area. The SCT is characterised by its lack of visual connection to the coastline, creating a large and open seascape. This environment is able to easily accommodate any views that occur as there will be a lack of visual conflict with important coastal features.

13.434. It is considered that the Project's presence will be subtle at best, and that the baseline condition will be essentially unchanged. Therefore the magnitude of effect upon the character of the SCT is considered to be **very low**, and taking into account the **low** sensitivity, results in a significance of impact of **very low**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Deep Water Offshore Shipping (3f)***

13.435. Almost the entire Wind Park lies within this SCT and due to the large open nature of the SCT and its vast offshore extent, the Project will be easily accommodated. Large sea vessels frequent the SCT affording a sense of movement, further accommodating the Project, as the movement arising from the turbines will not contribute a new feature to the SCT.

13.436. The distance of the SCT from the coast affords a remote character and creates a distinct lack of visual connection to the land. This results in few views towards visual reference points, and makes it difficult to appreciate the differences in scale between the Project and important points on the coast.

13.437. These factors help to moderate the magnitude of effect from within the SCT. However the Project will provide a localised focal point within this SCT and will be seen in a large proportion of views within that part of the SCT that lies within the study area. This will result in changes to views, so that they are either in, or of the Project from very close proximity. This applies only to the northern section of the SCT where the Project will lie.

13.438. The characteristics of the SCT serve to moderate the magnitude of effects, such that post construction the baseline condition will be distinctly changed, with large to moderate alterations to key elements. The magnitude of effect upon the character of the SCT is considered to be **high-medium**, and taking into account the **low** sensitivity, results in a significance of impact between **moderate** and **moderate-minor**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Inshore Active Strait***

13.439. This marine SCT is at its closest point approximately 19 km from the Turbine Area, and as such will have no direct effect on the physical attributes of the SCT or on its key defining characteristics, but it will be visible in some views from within the SCT.

13.440. Most views within the SCT are contained by the landform around the Solent, and focus on the complex environment within the strait. Where views to the sea are possible, they are through a narrow gap between important coastal focal points. Therefore, while views towards the Project will be uncommon, where they occur, their magnitude of effect will correspondingly be increased.

13.441. It is considered that the Project's presence will be subtle and limited, and that the baseline condition will be essentially unchanged. Therefore the magnitude of effect upon the character of the SCT is considered to be **very low**, and taking into account the **medium** sensitivity, results in a significance of impact of **negligible**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Inshore Shipping Strait and Tidal Estuary***

13.442. This marine SCT is at its closest point approximately 39 km from the proposed Wind Park, and as such will have no direct effect on the SCT or on its key defining characteristics. However, it may just be perceptible in long distance views from within the Solent, as indicated by the ZTV.

13.443. Most views within the SCT are contained by the landform to within the estuary and strait. The point at which the estuary meets the strait affords distant views of the sea towards the south-west, within which views of the Project may be subtle and indistinct. The waters of this SCT are well-used by sea vessels and small sea traffic, and as such, hold much of the focus of views across the water, reducing the opportunity for clear and still views towards the Project.

13.444. It is considered that the visual presence of the Wind Park will be very limited, and that the baseline condition will be essentially unchanged The magnitude of effect upon the character of this SCT is thus considered to be **very low**, and taking into account the **low** sensitivity, results in a significance of impact of **very low**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Summary of Seascape effects***

| Table 13.15 Effects on Regional Seascape Units | | | | |
|---|---|---|---|---|
| Regional Seascape Unit | Sensitivity to offshore wind farm development | Magnitude of effect | Significance of impact | Significant under EIA Regulations |
| 1. East Portland and Weymouth Bay | Medium-low | Very low | Negligible | Not Significant |
| 2. Purbeck Coast | Medium | Medium | Moderate | Not Significant |
| 3. Swanage Bay | High-medium | Medium-low | Moderate | Not Significant |
| 4. Bournemouth Bay | Low | High-medium | Moderate to moderate-minor | Not Significant |
| 5. Christchurch Bay | Medium-low | High-medium | Moderate | Not Significant |
| 6. Western Solent | Medium | Low | Moderate-minor | Not Significant |
| 7. West Isle of Wight | Medium | Medium | Moderate | Not Significant |
| 8. Ventnor Coast | Medium | Very low | Very low | Not Significant |

| Table 13.16 Effects on Seascape Character Types | | | | |
|---|---|---|---|---|
| Seascape Character Type | Sensitivity to offshore wind farm development | Magnitude of effect | Significance of impact | Significant under EIA Regulations |
| ***Coastal Seascape Types*** | | | | |
| Sandy Beaches (2a) | Low | Low | Minor | Not Significant |
| Shingle Beaches and Spits (2b) | Medium | Medium-low | Between moderate and moderate-minor | Not Significant |
| Slumped Cliffs (2c) | Medium-low | Medium-low | Moderate-minor | Not Significant |
| Hard Rock Cliffs (2d) | Medium | Medium-low | Between moderate and moderate-minor | Not Significant |
| Intertidal Rock Ledges (2e) | Medium | Low | Moderate-minor | Not Significant |
| ***Marine Seascape Character Types*** | | | | |
| Man-made Harbour (3a) | Low | Very low | Negligible | Not Significant |
| Coastal Waters (3b) | High-medium | Medium-low | Moderate | Not Significant |
| Active Coastal Waters (3c) | Medium | Medium | Moderate | Not Significant |
| Inshore Waters (3d) | Medium-low | Medium | Between moderate and moderate-minor | Not Significant |
| Deep Water Offshore Fishing (3e) | Low | Very low | Negligible | Not Significant |
| Deep Water Offshore Shipping (3f) | Low | High-medium | Between moderate and moderate-minor | Not Significant |
| Inshore Active Strait | Medium | Very low | Negligible | Not Significant |
| Inshore Shipping Strait and Tidal Estuary | Low | Very low-none | Negligible | Not Significant |

***b) Landscape Effects***

***Introduction***

13.445. Section 13.4.3 of this report sets out the character of the landscape within SLVIA study area. Only those Landscape Character Types (LCTs) that exhibit a relationship to the seascape or coastal environment as one of their defining characteristics, or from where it is anticipated that there will be visibility of the project as indicated by the ZTV, are included for assessment. This allows for the consideration of effects on the relevant LCTs that are appropriate to the scope of the SLVIA and the scale of the proposed Project.

***Dorset - Landscape Character Types***

***Ridge and Vale***

13.446. At its closest point this LCT lies approximately 36.5 km from the Turbine Area, and as such views from within the LCT will be affected. The Project will be perceptible in views from the open ridges along the coast; while the ZTV indicates there will be limited visibility from the farmed vales inland. Whilst views from the coast form one of the key characteristics, the distance between the LCT and the Project would considerably moderate the magnitude of effect. The perception of openness will be largely unaffected, and there will be no alteration to the smaller scale enclosed areas of landscape. It is therefore anticipated that the Project will lack definition and its presence will be subtle.

13.447. Overall the magnitude of effect upon the character of the LCT is considered to be **very low**, and taking into account the **medium** sensitivity, results in a significance of impact of **negligible**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Limestone Peninsula***

13.448. At its closest point this LCT lies approximately 41 km from the Turbine Area, and as such will affect only seaward views to the east of the peninsula from within the LCT. This will slightly alter the composition of sweeping views along the coast. The Project will not appear to lie in front of the coast and at a distance of 41 km away, will create only a slight alteration to views, limiting the effects upon the distinctive coastal landmark. There will be no alteration to the exposed rocky landscape and the defining characteristics of the LCT.

13.449. It is considered that post construction the baseline situation will be essentially unchanged, as the presence of the Project, when visible, will be subtle. Overall the magnitude of effect upon the character of the LCT is considered to be **very low**, and taking into account the **medium** sensitivity, results in a significance of impact of **negligible**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Limestone Plateau***

13.450. At its closest point this LCT lies approximately 14.2 km from the Turbine Area, and as such will affect only views from within the LCT, as it will introduce a new element into a seascape with no apparent development. This will alter the composition of seaward views, and is likely to give rise to a minor reduction in the perception of openness from coastal areas. The availability of expansive seaward views will also be slightly reduced, whilst the proximity to and angle of view of the turbine array will increase the magnitude of effect. The remaining key characteristics of the LCT will not be affected as the large and simple nature is able to accommodate views of the Project.

13.451. It is considered that post construction, the visual aspects of the baseline condition will be distinctly changed in coastal areas, with moderate alteration to key visual characteristics of the LCT. Overall the magnitude of effect upon the character of the LCT is considered to be **medium**, and taking into account the **medium** sensitivity, results in a significance of impact of **moderate**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Clay Valley***

13.452. At its closest point it lies approximately 14.5 km from the Turbine Area. The Project will not directly alter the fabric of the LCT; however it will alter views from within the LCT. The ZTV indicates that views will be available only from coastal areas and some inland elevated areas of the LCT. The Project will be seen within close proximity to the coast, with areas lying 14.5 km to 28 km away along the coast. This will result in a perceptible change in the uninterrupted views to the horizon. The presence of the Project will also result in an alteration to the context of views within which distinctive coastal features are seen. However, it is anticipated that its presence will result in only a minor reduction in the perception of exposure from coastal areas.

13.453. Where the LCT is more intimate and enclosed, views of the Project will be more in contrast with the scale of the LCT, and will create a greater impact upon the character.

13.454. Views of the Project will not be available across the entirety of the LCT, and thus do not represent the effect that will be experienced across much of the large area.

13.455. It is considered that, post construction, the baseline visual characteristics of the LCT will be recognisably changed in coastal and elevated areas only, with minor alteration to key characteristics, as, when visible, the Project will be obvious. Overall the magnitude of effect upon the character of the LCT is considered to be **low**, and taking into account the **high-medium** sensitivity, this results in a significance of impact between **moderate** and **moderate-minor**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Chalk Escarpment / Ridge***

13.456. At its closest point this LCT lies approximately 15.8 km from the Turbine Area. The LCT extends westwards beyond the 45 km study area. The ZTV indicates that visibility will be localised to the areas along the coast and around the Purbeck Hills. As such only the composition of seaward views from coastal and elevated areas in the LCT will be affected. It is considered, however, that the large-scale and panoramic views will not be distinctively altered by the presence of the Project.

13.457. The Project will also result in alterations to views from inland locations, where views extend across valleys and complex landscapes with the Project in the background. This will result in changes to the bold skyline and open character, some of the defining characteristics of the LCT. However, importantly the presence of the Project will not create any meaningful alteration to the open character, or to the dramatic landform of the ridge.

13.458. It is considered that, post construction, the baseline visual environment will be recognisably changed in the area closest to the Project. Overall the magnitude of effect upon the character of the LCT is considered to be **low**, decreasing with distance from the Project site, and taking into account the **high-medium** sensitivity, this results in a significance of impact between **moderate** and **moderate-minor**, decreasing with distance from the Project. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Harbour / Wetland / Lagoon***

13.459. At its closest point the LCT lies approximately 17.5 km from the Turbine Area. The presence of the Project will not directly affect the fabric of the LCT, and it will be seen only in views from the entrances of harbours. Despite the close proximity of some areas of the LCT to the Project; the orientation, enclosure, vegetation and frequent use by boats will obscure most views from within the harbours. Therefore there will be no alteration to most key characteristics of the LCT, including the open, tranquil and unspoilt nature, and the recreational value of the open space. There may be very minor alterations to vistas of historical and cultural importance where there is inter-visibility with the sea, however these will, in general, be limited. It is therefore anticipated that the Project will lack definition and its presence, when visible, will be limited and subtle.

13.460. Overall the magnitude of effect upon the intrinsic character of the LCT is considered to be **very low**, and taking into account the **medium** sensitivity, this results in a significance of impact of **negligible**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***River Terrace***

13.461. At its closest point this LCT lies approximately 20 km from the Turbine Area, and 1.5 km inland from the coast, with all of the areas located behind the coastal urban conurbation. The presence of the Project will not directly

affect the fabric of the LCT, and with no coastal aspects, this LCT will have very limited views offshore. Woodland blocks and shelter belts feature as a key characteristic, further reducing the opportunity for seaward views.

13.462. It is anticipated that there will be no alteration to the key defining characteristics of this LCT, and that post construction, the baseline situation will be essentially unchanged. Overall the magnitude of effect upon the character of the LCT is considered to be **very low**, and taking into account the **low** sensitivity, this results in a significance of impact of **negligible**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Lowland Heathland***

13.463. At its closest point this LCT lies approximately 18 km from the Turbine Area. Most of this LCT lies inland with only a small portion located at the coast; therefore only views will be affected. The ZTV indicates that the Project will only be visible from the coastal edge of the LCT along the beach.

13.464. Immediately inland from the beach, views are restricted and retained inland. The area lies north of the ridgeways and hills, which prevent views to the south. Views to the west are enclosed by the Foreland at Old Harry Rocks, which prevents views south towards the Project. Therefore, the distinctive open landform and exposed character will be unaffected and the key characteristics of the LCT will remain intact.

13.465. It is anticipated that, post construction, the baseline situation will be essentially unchanged, as the Project will lack visual definition and its presence will be subtle. Overall the magnitude of effect upon the defining character of the LCT is considered to be **very low**, and taking into account the **medium-low** sensitivity, results in a significance of impact of **negligible**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Hampshire - Landscape Character Areas***

***Coastal Plain Enclosed***

13.466. At its closest point the LCT lies approximately 19.5 km from the Turbine Area. The Project will not directly alter the fabric of the LCT, however its large size will appear out of scale in views with the wooded and enclosed character of the LCT. While the ZTV indicates that there will be notable visibility, it will in reality be largely obscured by the woodland, and will only be available in glimpsed views. Overall, the addition of the Project will create few alterations to the visual characteristics only of the LCT.

13.467. It is anticipated that, post construction, the baseline situation will be essentially unchanged, as the visual presence of the Project, when seen, will be subtle. Overall the magnitude of effect upon the character of the LCT is considered to be **very low**, and taking into account the **high-medium** sensitivity, this results in a significance of impact of **negligible**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Coastal Plain Open***

13.468. At its closest point the LCT lies approximately 19.2 km from the Turbine Area. The Project will not directly alter the fabric of the LCT; however, due to the open character of the LCT, it will be visible from the coastal areas of the LCT. The ZTV indicates that visibility of the Project will occur mostly within the Solent, from where views of the open sea are restricted. In general the large scale character will be unaffected by the presence of the Project, while views will only be possible from coastal areas adjacent to the open sea.

13.469. It is anticipated that, post construction, the baseline situation will be essentially unchanged, as the presence of the Project will be subtle. Overall the magnitude of effect upon the character of the LCT is considered to be **low-very low**, and taking into account the **low** sensitivity, results in a significance of impact of **minor-negligible**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Coastal Reclaim and Grazing Marsh***

13.470. At its closest point the LCT lies approximately 20.4 km from the Turbine Area. The Project will not directly alter the fabric of the LCT. The ZTV indicates that there will be visibility of the Project from within most of the LCT, however on site observations indicated that views to the open sea are restricted from within much of the Solent, and as such it is anticipated that views will be infrequent. Therefore the character of the LCT will be essentially unchanged as the Project, where seen, will lack definition. Overall the magnitude of effect upon the character of the LCT is considered

to be **very low**, and taking into account the **medium** sensitivity, results in a significance of impact of **negligible**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Intertidal Estuary and Harbour***

13.471. At its closest point the LCT lies approximately 32.5 km from the Turbine Area. The Project will not directly alter the fabric or the defining characteristics of the LCT. The ZTV indicates that there will be theoretical visibility of the Project from within some areas of this LCT. However, site observations indicated that seaward views are largely obscured due to the sheltered locations of the LCT, whilst views are generally retained within the Solent. Therefore it is anticipated that the presence of the Project will not alter the defining characteristics of this LCT. In general, post construction, the baseline situation will be essentially unchanged as the views to the Project will be very infrequent, and where they occur it will lack definition. Overall the magnitude of effect upon the character of the LCT is considered to be **very low**, and taking into account the **medium-low** sensitivity, results in a significance of impact of **negligible**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Open Coastal Shore***

13.472. At its closest point the LCT lies approximately 19.2 km from the Turbine Area, and as such will affect only the long views afforded from within the LCT, which arise due to the open character of the LCT. The ZTV indicates that there will be visibility across much of the LCT, however the presence of Hurst Spit will serve to restrict most views from within the Solent, therefore affording visibility only from Hurst Spit itself. Therefore from Hurst Spit the alteration to views will, to a degree, influence the character of the LCT. However, this influence will not be experienced by most other areas of the LCT.

13.473. It is considered that post construction, there will be only minor alterations to the key elements of the character, such that the baseline will be essentially unchanged across most of the LCT, while from Hurst Spit it will be recognisably changed. Overall, the magnitude of effect upon the character of the LCT is considered to be **low**, and taking into account the **low** sensitivity, results in a significance of impact of **minor**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***River Valley Floor***

13.474. At its closest point the LCT lies approximately 22.8 km from the Turbine Area. The Project will not directly alter the fabric of the LCT. The ZTV indicates that there will be theoretical visibility across much of the LCT, however in reality site observations have shown that the low lying landform and regular tree cover across the valley floor will restrict views to the sea, and therefore views of the Project. Therefore, while views of the Project would appear out of scale with the character when seen within framed wooded views, it is anticipated that these views will be infrequent within this LCT.

13.475. It is considered that post construction, the baseline condition will be essentially unchanged across the LCT, as views to the Project will be very infrequent, and where they occur the Project will lack definition.. Overall, the magnitude of effect upon the character of the LCT is considered to be **very low**, and taking into account the **medium** sensitivity, results in a significance of impact of **negligible**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***River Valley Terrace***

13.476. At its closest point the LCT lies approximately 20.7 km from the Turbine Area, and as such the Project will only affect views from within the LCT. The ZTV indicates that the Project will theoretically be visible across much of the LCT, however site observations indicated that the low lying landform and lack of elevated vantage points will dramatically reduce opportunities for visibility. There is sufficient tree cover provided by hedgerow trees which will further obscure views. Those views that are available will be seen from a relatively large-scale and open character, and therefore it is anticipated that the presence of the Project will not alter the character of the LCT.

13.477. It is considered that post construction, the baseline condition will be essentially unchanged across the LCT, as views to the Project will be very infrequent, and where they occur will lack definition. Overall, the magnitude of effect upon the character of the LCT is considered to be **very low**, and taking into account the **low** sensitivity, results in a significance of impact of **negligible**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Coastal Sea: Western Solent (11a)***

13.478. At its closest point the LCT lies approximately 16.2 km from the Turbine Area, and as such only views from within the LCT will be affected. The ZTV and on site observations indicates that the Project will be visible from outside the Solent entrance and along the Christchurch coast, which will afford relatively close distance views. Within the Solent itself visibility will be limited to the centre and northern edge of the strait, from where views will be seen within the narrow Solent entrance at Hurst Spit, alongside prominent landmarks.

13.479. The presence of the Project will noticeably alter the visual characteristics of the area outside the Solent, while it will have only a weak presence from within the Solent. Therefore there will be a distinct change to the baseline visual characteristics from the area outside the Solent and along Christchurch coast, with minor alterations to the visual attributes. From inside the Solent, views are self-contained and the overall alteration to character will be minor.

13.480. The magnitude of effect upon the character is considered to be **medium-low**, diminishing to **low-very low** within the Solent, and taking into account the **high-medium** sensitivity, this results in a significance of impact of **moderate** upon visual attributes. This will diminish to **minor** upon the character within the Western Solent itself. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Coastal Sea: Eastern Solent (11c)***

13.481. At its closest point the LCT lies approximately 38 km from the Turbine Area, and as only views from within the LCT will be affected. The ZTV indicates that theoretical visibility will be intermittent and only possible form areas adjacent to the Western Solent (11a), for example offshore from Lee-on-the-Solent. These views are 38km at the closest point from the Project, and therefore the Western Solent will lie in the foreground. Views of the Project will be unclear and lacking in definition, and will be seen behind the context of the Hurst Spit.

13.482. The presence of the Project will result in only very minor alterations to the visual attributes of the LCT, while it will have no direct effect on physical character. It is considered that post construction the baseline condition will be essentially unchanged. Overall, the magnitude of effect upon the character is considered to be **very low**, and taking into account the **medium** sensitivity, results in a significance of impact of **negligible**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Isle of Wight AONB - Landscape Character Types***

***LCT1. Chalk Downs***

13.483. At its closest point the LCT lies approximately 14 km from the Turbine Area. The key characteristics of the LCT include a large-scale open landscape with long vistas, large fields, a sense of space and exposure, and few trees or hedgerows. Whilst the Project will not lie within the LCT it will be clearly visible in seaward views from the downs, creating a new focal point out to sea and causing a distinct alteration to the composition of seaward views.

13.484. The Project will lie in the background of views to important coastal features, while not always in the same angle of view. This will alter the context within which these focal points are seen. However, the large-scale nature of the LCT will accommodate the scale of the proposed development, and will result in only a minor change to the sense of space and exposure. Views also extend inland across the downs, within which the Project will not be present, and it is considered that there will be no alteration to the remaining key characteristics.

13.485. It is anticipated that post construction, the baseline visual characteristics will be recognisably changed, as the Project will be clearly discernible. Overall the magnitude of effect upon the visual attributes of the character of the LCT is considered to be **medium-low**, and taking into account the **high-medium** sensitivity, this results in a significance of impact of **moderate**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***LCT2. Traditional Enclosed Pasture***

13.486. The sensitivity of this LCT to the type of change proposed is considered to be **medium**, and at its closest point it lies approximately 16 km from the Turbine Area.

13.487. The LCT is generally located inland, with little relationship to the area of sea where the Project will be located. The ZTV indicates that views will be

possible from only a small area of the LCT towards the south of the island, approximately 25 km from the Turbine Area.

13.488. The Project will become a new focal point within an open seaward horizon; however the view of the sea is expansive and will be able to accommodate the scale of the Project. The distance and the infrequency of these views from the LCT further moderate the magnitude of effect. Therefore it is considered that the addition of the Project will cause no alterations to the key defining characteristics of the LCT.

13.489. It is anticipated that post construction, the baseline situation will be essentially unchanged; with only minor alterations to visual attributes of character evident in a very small proportion of the overall LCT. The magnitude of effect upon the character of the LCT is considered to be **very low**, resulting in a significance of impact of **negligible**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***LCT3. Intensive Agricultural Land***

13.490. The sensitivity of this LCT to the type of change proposed is considered to be **low**, and at its closest point it lies approximately 23.5 km from the Turbine Area.

13.491. While there will be no direct effect on the LCT the addition of the Project will cause minor alterations to the composition of views towards the sea. It will form a new focal point within an uncluttered sea view; however it will be seen within a large-scale landscape, defined by its degraded hedgerows, intensive agriculture and open expansive seaward views offshore, allowing the presence of the Project to be accommodated. The intensively used landscape imposes a man-made character upon the LCT, within which the Project will be perceived, further moderating the magnitude of effect.

13.492. It is anticipated that post construction, the baseline situation will be recognisably changed; with only minor alterations to the visual attributes of the LCT. Overall the magnitude of effect upon the character of the LCT is considered to be **low**, resulting in a significance of impact of **minor**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***LCT4. Southern Coastal Farmland***

13.493. The sensitivity of this LCT to the type of change proposed is considered to be **medium**, and at its closest point it lies approximately 19 km from the Turbine Area.

13.494. While there will be no direct effect on the LCT the addition of the Project will cause alterations to the composition of seaward views from within the LCT. The ZTV, supported by on site observations, indicates that the Project will be visible from almost all of the western area of this LCT, at a distance of approximately 19 km away. The Project will be seen within views towards the chalk cliffs along the north of the island, albeit it within a separate portion of the view. This will cause a slight alteration to the context of these views, reducing the openness of views within which they sit. However, the presence of the Project will not detrimentally alter any of the remaining characteristics of the LCT, and will cause no physical change.

13.495. It is anticipated that post construction, the baseline situation will be recognisably changed; with minor alterations to the visual characteristics of the LCT. Overall the magnitude of effect upon the character of the LCT is considered to be **low**, resulting in a significance of impact of **moderate-minor**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***LCT5. Sandstone Hills and Gravel Ridges***

13.496. The sensitivity of this LCT to the type of change proposed is considered to be **low**, and at its closest point it lies approximately 21 km from the Turbine Area.

13.497. While there will be no direct effect on the LCT the addition of the Project will cause alterations to the composition of seaward views. The ZTV indicates that the Project will be visible from much of the two areas of this LCT on the west side of the island, which lie between 20 – 27 km away from the Project, while there will be limited visibility across other areas of the LCT. In reality it is likely that visibility will be possible from the most elevated areas, whilst lower down it will be reduced due to the large blocks of woodland and forestry plantations that will obscure views. It is anticipated that views will be intermittent across the LCT, with the focus shared between the coastal farmland in the foreground and the seaward horizon beyond, within which the Project will sit.

13.498. From elevated areas, the open large-scale views will visually accommodate the scale of the proposed development, and will result in only a minor change to the sense of exposure. From more enclosed areas where views are possible, there will be a slight alteration to the views as the Project

may appear out of scale within views. This will be moderated however by the distance at which the Project will be seen from.

13.499. It is anticipated that post construction, the visual characteristics only of the baseline situation of the LCT will be recognisably changed. Overall the magnitude of effect upon the defining characteristics of the LCT is considered to be **low**, resulting in a significance of impact of **minor**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***LCT9. The Undercliff***

13.500. The sensitivity of this LCT to the type of change proposed is considered to be **medium**, and at its closest point it lies approximately 26.3 km from the Turbine Area.

13.501. While there will be no direct effect on the LCT the addition of the Project will cause alterations to the composition of seaward views. The ZTV indicates that the Project will be visible across much of the LCT. However, this does not factor in the small-scale vegetation such as the trees and scrub that cover much of the slumping cliffs. This will limit views at a local level, restricting expansive views and limiting the opportunity for views towards the Project. Conversely those views that are possible will experience the Project within an open and uncluttered seaward view, with no other coastlines visible. The large-scale of these sea views will enable the Project to be accommodated, as it will occupy only one relatively small portion of the view, and will be further mitigated by distance. The presence of the Project will not detrimentally alter any other characteristics of the LCT.

13.502. It is anticipated that post construction, the baseline visual situation only will be slightly changed; with very minor alterations to this aspect of the character of the LCT. Overall the magnitude of effect upon the character of the LCT is considered to be **low-very low**, resulting in a significance of impact of **minor**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Summary of Landscape Effects***

Table 13.17 Effects on Landscape Character Types

| Landscape Character Type | Sensitivity to offshore wind farm development | Magnitude of effect | Significance of impact | Significant under EIA Regulations |
|---|---|---|---|---|
| *Dorset LCA* | | | | |
| Ridge and Vale | Medium | Very low | Negligible | Not Significant |
| Limestone Peninsula | Medium | Very low | Negligible | Not Significant |
| Limestone Plateau | Medium | Medium | Moderate | Not Significant |
| Clay Valley | High-medium | Low | Between moderate and moderate-minor | Not Significant |
| Chalk Escarpment / Ridge | High-medium | Low | Between moderate and moderate-minor | Not Significant |
| Harbour / Wetland / Lagoon | Medium | Very low | Negligible | Not Significant |
| River Terrace | Low | Very low | Negligible | Not Significant |
| Lowland Heathland | Medium-low | Very low | Negligible | Not Significant |
| *Hampshire Integrated LCA* | | | | |
| Coastal Plain Enclosed | High-medium | Very low | Negligible | Not Significant |
| Coastal Plain Open | Low | Low-very low | Minor-very low | Not Significant |
| Coastal Reclaim and Grazing Marsh | Medium | Very low | Negligible | Not Significant |
| Intertidal Estuary and Harbour | Medium-low | Very low | Negligible | Not Significant |
| Open Coastal Shore | Low | Low | Minor | Not Significant |
| River Valley Floor | Medium | Very low | Negligible | Not Significant |

Table 13.17 Effects on Landscape Character Types

| Landscape Character Type | Sensitivity to offshore wind farm development | Magnitude of effect | Significance of impact | Significant under EIA Regulations |
|---|---|---|---|---|
| *Dorset LCA* | | | | |
| River Valley Terrace | Low | Very low | Negligible | Not Significant |
| Coastal Sea: Western Solent (11a) | High-Medium | Medium-low | Moderate | Not Significant |
| Coastal Sea: Eastern Solent (11c) | Medium | Very low | Negligible | Not Significant |
| *Isle of Wight AONB LCA* | | | | |
| LCT1. Chalk Downs | High-medium | Medium-low | Moderate | Not Significant |
| LCT2. Traditional Enclosed Pasture | Medium | Very low | Negligible | Not Significant |
| LCT3. Intensive Agricultural Land | Low | Low | Minor | Not Significant |
| LCT4. Southern Coastal Farmland | Medium | Low | Moderate-minor | Not Significant |
| LCT5. Sandstone Hills and Gravel Ridges | Low | Low | Minor | Not Significant |
| LCT9. The Undercliff | Medium | Low-very low | Minor | Not Significant |

***c) Effects on National Landscape and Seascape Designations***

13.503. The project is not located within an area designated or defined nationally for its seascape or landscape quality or value. However, it is necessary to have regard to the purpose of the designations within the study area, and the impact that the project may have upon their setting.

***New Forest National Park***

13.504. The New Forest National Park is approximately 19 km from the proposed Project at its nearest point, Hurst Castle. The National Park is considered to have a **high** sensitivity to the type of development proposed.

13.505. Whilst the Park itself will not be physically changed by the Project, views of the Project are considered with regards to impacts on the visual characteristics of the National Park.

13.506. Only the south-eastern section of the National Park has a coastal edge. This section of the park lies along the north coast of the western Solent Strait, and has very restricted views out to the open sea. Views across the western Solent are orientated towards the north coast of the Isle of Wight, and towards Hurst Castle and the Needles beyond, where the small entrance to the Strait is located.

13.507. Analysis of the ZTV indicates that only a relatively small proportion of the National Park, principally the coastal and slightly elevated areas approximately 20-25 km from the proposed project site, will have views of the Project.

13.508. One of the key characteristics of the park is the predominance of woodland, which is interspersed with open areas of lowland heath. Visibility is therefore restricted by the extensive woodlands, whilst from within areas of heath, the vegetation and surrounding woodland largely contain views to localised areas. Whilst the ZTV shows that the National Park coastline along the Solent will have visibility, this will be intermittent and limited by the presence of Hurst spit. Views to the open sea are restricted to a very narrow gap at the west Solent entrance, which lies between the focal points of Hurst Castle and The Needles. This will result in views where the Project is visible behind both of these focal points; however the magnitude of effect is decreased by the infrequent occurrence of these views, and the complexity and range of detracting elements across the RSU.

13.509. Therefore, in general views of the sea are only possible from parts of the Solent coastline and from isolated elevated areas inland. The distance of these elevated areas from the Project is often further than 20 km. These areas are not representative of most of the National Park, and represent only isolated and uncommon views.

13.510. It is considered that the addition of the Project to views along the Solent will be a very minor alteration to these views, and are only one small part of views from and within the National Park. It is anticipated that none of

the special qualities of the Park will be changed, and it is therefore considered that the magnitude of effect will be **very low**, resulting in an overall **negligible** significance of impact. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Isle of Wight AONB***

13.511. The Isle of Wight AONB lies approximately 14 km from the Turbine Area at its nearest point at the Needles. It is considered to have **high** sensitivity to the type of change proposed.

13.512. The AONB is distributed across the island in 4 distinct areas. The largest of these extends over west Wight and it is principally from within this area that the ZTV indicates that there will be visibility of the Project. Likewise the ZTV and field work indicate that the remaining three areas of the Hampstead Coast; the Osbourne and Quarr area; and the East Downs and Bembridge section will have all but no visibility of the Project It is anticipated that whilst the AONB will not be physically changed by the project, views out of the AONB, principally from those more open areas of the AONB within west Wight that enjoy a south west orientation towards the Project, will be possible. The ZTV indicates that there will be visibility of the project from along and within this larger western section of the AONB, along the coastline and extending to approximately 2-3 km inland, and 4 km at some points. There is a strong relationship between the coastal fringe and the sea, with seascapes being identified as an important characteristic of the AONB, and sea cliffs and sweeping beaches listed as special features. The AONB extends further east inland and across the island, however the ZTV and site work both give rise to the conclusion that there will be no visibility from these areas of the AONB.

13.513. The bareground ZTV indicates that worst case theoretical visibility could occur across a maximum of 35% of the AONB with all but a very small percentage of this occurring within the west Wight area. As the bareground ZTV does not take into account any screening effects arising from woodland or built form or small scale localised woodland and trees, it is certain that the anticipated visibility from within the AONB will be noticeably less than this. With regard to the west Wight area, the small scale undulations and woodlands around the town of Shorewell will also reduce visibility. Therefore, whilst much of the western coast of the AONB will have views to the seascape, seaward views from slightly more inland locations will be intermittent and fragmented. To take this difference in visibility into account, the assessment has been undertaken for the area along the west coast, and then for the rest of the AONB separately.

13.514. The area being considered along the west coast of the AONB includes the length of coast from the Needles in the north to approximately Binnel Point in the south, and extends inland upon the central elevated chalk hills between Shalcombe Down, Mottistone, Shorewell and St. Catherine's Down. For this area of the island which has open sea views, the addition of the Project will cause a generally minor alteration to some characteristics of these views. These alterations will, however, be perceived within wider views across both the seascape and the island. The remaining special features of the AONB will not be altered by the Project, and as such it is considered that the overall magnitude of effect within this area will be **low**, resulting in an overall significance of impact of **moderate**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

13.515. Across the rest of the AONB, the Hampstead Coast, Osbourne and Quarr area, and the East Downs and Bembridge area, it is considered that the Project will not be visible and the magnitude of effect will be **very low**, resulting in a **negligible** significance of impact. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Cranborne Chase and West Wiltshire Downs AONB***

13.516. The AONB lies entirely inland, and a minimum of 32 km from the Turbine Area at its nearest point, towards the north-west of Wimborne Minster. The AONB is considered to have a **high** sensitivity to the type of change proposed.

13.517. Only the southernmost 10-15 km of the AONB lies within the study area, from where the ZTV indicates that there will theoretically be intermittent visibility. The closest area with visibility lies approximately 35 from the Turbine Area. This distance, in combination with the blocks of woodland cover throughout this part of the AONB, and the lack of connection to the seascape environment, serve to notably reduce the magnitude of effect. In addition, only a small section of the AONB lies within the study area, whilst the rest extends further inland, with no opportunities for views of the sea or the Project.

13.518. It is considered that none of the special qualities of the AONB will be altered by the addition of the Project. Therefore it is considered that the magnitude of effect will be **very low**, resulting in an overall **Negligible**

significance of impact. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Dorset AONB***

13.519. The Dorset AONB occupies approximately 42% of Dorset, with much of it extending inland and beyond the extent of the study area. The AONB is considered to have a **high** sensitivity to the type of development proposed. Within the study area, one section of the AONB lies along the Purbeck Hills and the Purbeck coast, with the nearest point at Durlston Head, coming to within approximately 14 km of the Turbine Area.

13.520. It is anticipated that whilst the AONB will not be physically changed by the project, views out of the AONB will be affected by the Project. The bareground ZTV indicates that there will be visibility of the project from within approximately 37% of that section of the Purbeck coastline that lies within the study area, these being from some elevated areas inland along the coastal fringe such as the Purbeck Hills, and from within Poole Harbour. Throughout the rest of the AONB, there will be limited visibility of the Project and where this may theoretically occur the distances involved are in excess of 45km and beyond as well as generally being from inland locations where there will be much else to draw the eye and obscure any prospect of a distant view. To take this difference in visibility across the AONB into account, the assessment has been undertaken for the area along the Purbeck hills and coast, and the rest of the AONB separately.

13.521. A key theme of the special qualities of the AONB is the exceptional undeveloped coastline renowned for its spectacular scenery. The area being considered along the Purbeck hills and coast includes the length of coast from West Lulworth in the west to Ballard Down in the east. It also extends inland on elevated areas such as Worth Matravers, Acton and Harman's Cross, and along the Purbeck hills from Povington Hill and Knowle Hill to Nine Barrow Down. For this section of the AONB the addition of the Project will create a new focus in a currently undeveloped coastline view, thus altering this special feature, and causing minor alterations to some characteristics of the view. However, whilst views from these areas will be altered by the visual presence of the Project, the remaining special features of the AONB will not be altered, moderating the magnitude of effect. For this section of the AONB, it is considered that the overall magnitude of effect is **low**, resulting in a significance of impact of **moderate**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

13.522. However, for that section of the AONB between Old Harry Rocks and St Aldhelm's Head, this being the closest part of the AONB to the Project, the magnitude of effect will be locally **medium,** resulting in a significance of impact of **major-moderate** which is considered to be **Significan**t under the EIA Regulations for this SLVIA.

13.523. For the section of the AONB that lies further inland and west, and mostly beyond 45 km from the Turbine Area, there is no coastal inter-visibility and as such the Project will not be visible. This section of the AONB accounts for a large proportion, approximately 76%, of the AONB's area. Therefore in this area, the magnitude of effect is considered to be **very low**, resulting in a **negligible** significance of impact. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

13.524. Overall, taking account of the variations identified above, the magnitude of overall effect upon the entirety of the Dorset AONB is considered to be no more than **low-very low** giving an overall significance of impact that is no more than **moderate-minor.** This is considered to be **Not Significant** under the EIA Regulations for this SLVIA

***Dorset Heritage Coast – Purbeck Coast***

13.525. The Purbeck Heritage Coast is located approximately 14 km at its closest point from the Project and lies within the Dorset AONB. The Heritage Coast is judged to be of **high-medium** sensitivity to the type of development proposed.

13.526. The location of the Project will afford clear and direct views of the proposed development from the Heritage Coast. The coastline exhibits numerous chalk and limestone coastal features which will form the context of views towards the Project, and in many views, particularly from the southern section of the coast, it will be seen in a currently undeveloped seaward view when looking eastwards. One of the national purposes of the Heritage Coast definition, stated in section 5.6.3, is to: "Conserve, protect and enhance the natural beauty of the coasts". The addition of the Project will not directly alter any of the physical attributes of the Heritage Coast, therefore only views from the Heritage Coast will be affected and it is considered that the effects upon Heritage Coast will be purely visual.

13.527. The Project will be visible from much of the length of the Purbeck Heritage Coast due to its location, short viewing distance and orientation. Therefore, whilst the setting of Heritage Coasts is not specifically defined, it is considered that there will be moderate alterations to views from the Purbeck Heritage Coast; however, as the coast itself will not be physically altered the overall magnitude of effect upon the coast will be lower. It is further moderated in that the visibility of the Project will be further reduced towards the west of the Purbeck Heritage Coast where it lies over 30 km from the Turbine Area. For these reasons it is considered that the overall magnitude of effect upon the Purbeck Heritage Coast will be **low**, resulting in an overall significance of impact between **moderate** and **moderate-minor**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

13.528. As with the Dorset AONB, for that localised section of the Purbeck Heritage Coast between Old Harry Rocks and St Aldhelm's Head the magnitude of impact upon the Heritage Coast locally increases reflecting the availability and importance of elevated seaward coastal views. For this section of the Purbeck Heritage Coast the magnitude of effect will tend towards **medium**, resulting in a significance of impact between **major-moderate** and **moderate** which is considered to be **Significant** under the EIA Regulations for this SLVIA. However, the length of this section of the Heritage Coast constitutes only approximately a third of the Purbeck stretch of the Heritage Coast and a much smaller percentage of the whole of the length of the Dorset Heritage Coast (which extends well beyond the limits of the study area) were this to also be taken into account.

***Isle of Wight Heritage Coast – Tennyson Coast***

13.529. The Tennyson Heritage Coast is located approximately 14 km at its closest point from the Project and partially overlaps with the Isle of Wight AONB. It is judged to be of **high-medium** sensitivity to the type of development proposed.

13.530. The Turbine Area will be located to the south-west part of the Heritage Coast, and therefore will be clearly visible from the coast. The coastline exhibits numerous small bays and chalk and sandstone cliffs and coastal features, particularly to the north-west, which will form the context of views towards the Project. In views towards the south-west the addition of the Project will provide a new focus in a currently simple seaward view.

13.531. One of the national purposes of the Heritage Coast definition, stated in section 5.6.3, is to: "Conserve, protect and enhance the natural beauty of the coasts". The addition of the Project will not directly alter any of the physical attributes of the Heritage Coast, therefore only views from the Heritage Coast will be affected and it is considered that the effects upon Heritage Coast will be purely visual.

13.532. The Project will be visible from the majority of the Tennyson Heritage Coast due to its location, short viewing distance and orientation. Therefore, whilst the setting of Heritage Coasts is not specifically defined, it is considered that there will be moderate alterations to views from the Heritage Coast; however as the coast itself will not be physically altered the overall magnitude of effect upon the coast will be lower. It is further moderated in that visibility of the Project will be reduced towards the south-east of the coast, which lies 25-35 km from the Turbine Area. For these reasons it is considered that the magnitude of effect will be **low**, resulting in an overall significance of impact between **moderate** and **moderate-minor**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***World Heritage Site***

13.533. The Dorset and East Devon Coast lies approximately 14.5 km from the Turbine Area at its eastern-most point. The WHS stretches to 108 km to the west of the Project, therefore approximately only 66 km of its 155 km length (43%) lies in the study area. It is judged that the WHS has a **high** sensitivity to the type of development proposed.

13.534. The WHS was granted World Heritage status for the importance of its geological features, as it was considered that its geology and geomorphology were of 'Outstanding Universal Value'. UNESCO also considered that whilst the site was nationally important for natural beauty, it was not internationally significant, and therefore the designation was not granted on this basis. As the Project will cause no direct changes to the WHS this element has not been assessed.

13.535. The setting of the WHS is, however, also a factor deemed important by UNESCO, and includes views to and from the WHS. The ZTV indicates that views of the Project will be possible from much of the WHS within the study area. However, as a large proportion of the WHS on coastlines orientated

away from, or with views obscured from the development, the magnitude of effect upon views from within the WHS is reduced.

13.536. Therefore, any effects will be limited to effects upon the context of the WHS rather than on the WHS itself. These changes to views from, and in some areas towards, the WHS will cause minor alterations to the key elements of the views.

13.537. Overall, for the section of the WHS located within the study area (between the region of Old Harry Rocks and Portland Bill), the magnitude of effect is considered to be **low**. Effects will be localised to only certain sections of the WHS within the study area. This will result in an overall **moderate** significance of impact for that part of the WHS within the study area. The impact will diminish with increasing distance westwards from the Project. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

13.538. On a more detailed level, when just considering that stretch of the WHS between Old Harry Rocks and St Aldhelm's Head, it is acknowledged that, as with the Purbeck Heritage Coast, the importance and availability of elevated coastal seaward views that would be principally orientated towards the Turbine Area would prompt a locally higher magnitude of effect upon its visual attributes with this being judged to rise to **medium**. This would result in a localised stretch of the WHS experiencing a significance of impact upon its visual attributes of **major-moderate.** This is considered to be **Significant** under the EIA Regulations for this SLVIA. As with the Purbeck Heritage Coast, this should also be seen in the context of a significantly extended length of WHS that extends well beyond the study area to the west of the Project.

13.539. Although falling out with the extent of the agreed study area, were the full length of the WHS including that extending beyond Portland Bill to be taken into account, the overall magnitude of effect upon the entirety of the WHS and the significance of impact arising will be further diluted to the extent that the magnitude of effect would be **very low** and the significance of impact **negligible.** This is considered to be **Not Significant** under the EIA Regulations for this SLVIA

***d) Effects on Local Landscape Designations***

13.540. Local Plan Policy seeks to protect the distinctive characteristics and qualities of county and local level landscape designations (refer to Section 5.7). The Project is not located within an area designated locally for its landscape quality or value. The project is however visible from locations within areas of landscape that are locally designated, and it is therefore recognised that where the nature of views from these areas informs their special character, there may be changes as a result of the development.

***Areas of Local Landscape Importance (ALLIs) – Weymouth and Portland Borough Council***

13.541. The nearest ALLI is located approximately 39.5 km away from the Project, along the eastern edge of the Isle of Portland. ALLIs are considered to have **high-medium** sensitivity to the type of development proposed.

13.542. Within the ALLIs, the ZTV indicates that areas with theoretical visibility lie at the edge of the study area, and are located at 40 km or more form the Project. The areas with the clearest and most direct visibility will be those at the eastern edge of the Isle of Portland and those on the eastern side of the spit connecting Weymouth to the Isle of Portland (the eastern end of Chesil Beach). The remaining ALLIs are located inland and on the outskirts of Weymouth, where visibility will be intermittent and largely from locations over 45 from the Turbine Area. These factors moderate the scale of change the development will have upon ALLIs. It is considered that only very minor alterations to the nature of views from within some ALLIs will occur, whilst there will be no discernible impact on the fabric, cultural or perceptual attributes which contribute to the reason for designation. Overall, the magnitude of effect is judged to be **very low**, resulting in a **negligible** significance of impact. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Land of Local Landscape Importance (LLLIs) – West Dorset District Council***

13.543. The nearest LLLI is located approximately 38 km away from the Project, at Owermoigne. LLLIs are considered to have **high-medium** sensitivity to the type of development proposed.

13.544. The LLLIs are located around Dorchester and within the rural areas of West Dorset, providing protection for locally valued land generally associated with small settlements. There are no LLLIs located on or near the coast, resulting in a lack of influence from seaward views on their characteristics. The ZTV also indicates that none of the LLLIs will have visibility of the

Project. Therefore, the magnitude of effect is considered to be none, such that post construction there will be no legible alteration to the special features or qualities of the LLLIs, resulting in a baseline condition which is unchanged. The significance of impact, which also considers the sensitivity of the LLLIs to offshore wind farm development, is judged to be **none**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Areas of Great Landscape Value (AGLVs) – East Dorset District Council***

13.545. The nearest AGLV is located approximately 23.2 km away from the Project. AGLVs are considered to have **high-medium** sensitivity to the type of development proposed.

13.546. The AGLVs are located within the East Dorset countryside, and have no areas on or adjacent to the coast. Seaward views are therefore not a characteristic of the AGLV.

13.547. No alterations to the quality and character of the AGLVs will occur as a result of the development. The ZTV indicates that there will be intermittent visibility from within AGLVs, however, these will occur at locations generally beyond 30 from the Turbine Area. With distance, there will also be large stretches inland, where the foreground will occupy the focus of views out. Overall, the Project is too far a distance to affect the setting of the AGLVs.

13.548. Post construction there will be a very minor, if any perceptible alteration to the quality and character of the AGLVs resulting in a baseline condition which is only very marginally altered.

13.549. The Project is sufficiently distant from the landscape that there will be no meaningful direct or indirect effects which would impact on the reason for designation.

*The magnitude of effect is considered to be **very low**, resulting in a **negligible** significance of impact. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.*

***Summary of Effects on Landscape and Seascape Designations***

Table 13.18 Effects on Designations

| Designation | Sensitivity to offshore wind farm development | Magnitude of effect | Significance of impact | Significant under EIA Regulations |
|---|---|---|---|---|
| *National* | | | | |
| New Forest National Park | High | Very low | Negligible | Not Significant |
| Isle of Wight AONB | High | Low (within the west Wight area and along the western coast) | Moderate (within the west Wight area and along the western coast) | Not Significant |
| | | Very low (across the remainder of the AONB) | Negligible (across the remainder of the AONB) | Not Significant |
| Cranborne Chase and West Wiltshire Downs AONB | High | Very low | Negligible | Not Significant |
| Dorset AONB | High | Low – very low (overall) | Moderate – minor (overall) | Not Significant |
| | | Low (along the Purbeck hills and coast) | Moderate (along the Purbeck hills and coast) | Not Significant |
| | | Low – medium (between Old Harry Rocks and St Aldhelm's Head) | Between major-moderate and moderate (between Old Harry Rocks and St Aldhelm's Head) | Significant |

| Table 13.18 Effects on Designations | | | | |
|---|---|---|---|---|
| | | Very low (between West Lulworth and Ballard Down) | Negligible (between West Lulworth and Ballard Down) | Not Significant |
| Dorset Heritage Coast – Purbeck Coast | High-Medium | Low (overall) | Between moderate and moderate-minor (overall) | Not Significant |
| | | Medium (between Old Harry Rocks and St Aldhelm's Head) | Between major-moderate and moderate (between Old Harry Rocks and St Aldhelm's Head) | Significant |
| Isle of Wight Heritage Coast – Tennyson | High-Medium | Low | Between moderate and moderate-minor | Not Significant |
| The Dorset and East Devon Coast World Heritage Site (Jurassic Coast) | High | Low (overall) | Moderate (overall) | Not Significant |
| | | Medium (between Old Harry Rocks and St Aldhelm's Head) | Major-moderate (between Old Harry Rocks and St Aldhelm's Head) | Significant |
| | | Very low (entire WHS) | Negligible (entire WHS) | Not Significant |
| *Local* | | | | |
| Areas of Local Landscape Importance (ALLIs) | High-Medium | Very low | Negligible | Not Significant |
| Land of Local Landscape Importance (LLLIs) | High-Medium | None | None | Not Significant |

Table 13.18 Effects on Designations

| | | | | |
|---|---|---|---|---|
| Areas of Great Landscape Value (AGLVs) | High-Medium | Very low-none | Negligible-none | Not Significant |

***e) Visual Effects: Key Receptor Groups***

13.550. Section 13.4 of this Chapter records the baseline visual environment within the SLVIA study area with reference to key receptor groups and 35 agreed representative viewpoints.

***Onshore Receptors***

***Residents***

13.551. Local residents are judged to have a generally **high** sensitivity to the type of change proposed where views of the proposed Wind Park may be both direct and permanent.

13.552. Within the 45 km study area the frequency and pattern of residential development with seaward facing views varies considerably. The nature of views of the Project varies from direct clear views to glimpsed, partially obscured or oblique views.

13.553. The ZTV, supported by on site observations, indicates that from within most urban settlements views will be limited, and will largely be prevented due to buildings preventing seaward views. Most views from settlements are from either elevated and open areas free from tall vegetation, or those residential areas along seafront promenades or beaches.

13.554. The greatest magnitude of effect will be experienced along these seafront promenades or beach areas, as these areas will generally afford views with a focus on the sea and are usually free from visual obstructions. They are also generally in closer proximity to the Project. Those residents within settlements further inland and at a high elevation will generally experience a lower magnitude of effect, as there will be various other features within the foreground of the view, competing for the focus of the view and detracting from the Project.

13.555. The residential areas with closest proximity to the Project are Swanage, at approximately 16 km away, Bournemouth (Sandbanks to Southbourne)

approximately 20 km away, Christchurch (Mudeford to Highcliff, Barton on Sea and Milford on Sea) approximately 18.5 – 19.5 km away, and Poole approximately 22 km away. Within Purbeck District and the Isle of Wight, there will also be residents in villages and farmsteads, from where clear views of the Project will be possible. Residents near the coast and in open elevated locations within these areas will be able to see the Project, within an open and generally undeveloped sea view. These sea views are also frequently busy due to recreational activity along the coast and the use by shipping and sail boats. As such it is considered that residents at these areas will experience a **medium-low** magnitude of effect, resulting in a significance of visual impact between **major-moderate** and **moderate**. This is considered to be **Significant** under the EIA Regulations for this SLVIA.

13.556. Beyond this, Weymouth and the Isle of Portland lie much further away at approximately 45 km, at which distance the opportunity and clarity of views will be substantially less. There will also be more focus on the activity around Weymouth Harbour further reducing the magnitude of effect. For residents in these areas, the magnitude of effect is considered to be very low, resulting in a significance of impact of **negligible**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Visitors and the Recreation / Tourism Resource***

13.557. This category incorporates those visitors, whose common preoccupation is the enjoyment of the outdoor environment, including tourist and visitor amenities. Their sensitivity will vary depending on the type of activity (for example,

- Recreational walkers will be of **high** sensitivity to the type of change proposed;
- Visitors, for example to beaches, will have a **medium** sensitivity;
- Visitors engaged in cultural pursuits will have **high-medium** sensitivity).

13.558. Substantial parts of the study area are recognised as major centres for tourism and recreational pursuits, notably Bournemouth and Christchurch, The Isle of Wight coast, the Purbeck Coast and hills, Swanage and the New Forest National Park. There will naturally be many opportunities to see the Project from coastal footpaths, coastal tourist locations and seaside resorts. The impact on visual amenity arising from the Project will however be frequently moderated by the distance of the view, (which is affected by weather and atmospheric conditions), and the presence of an urban and developed environment around many coastal tourist locations.

13.559. The greatest magnitude of change will arise from the closest locations, where the receptor groups will be recreational walkers and visitors, including those engaged in cultural pursuits, such as from:

- Durlston Castle (viewpoint 9);
- Ballard Down on the Purbeck Way (viewpoint 11);
- Old Harry Rocks on the South West Coast Path (viewpoint 12);
- Hurst Castle (viewpoint 27);
- The Needles just off the Tennyson Trail (viewpoint 28).

13.560. In these locations the magnitude of visual effect is generally judged to be **high-medium** such that there will be a distinct and unmistakeable change to the baseline condition. For those visitors to the beaches along Bournemouth Bay and from Christchurch to Milford on Sea, the magnitude of effect is generally considered to be **medium**, as there will still be a distinct but less well-defined change to the baseline condition reflecting the inherently busier and visually more active character of these areas.

13.561. Beyond 25 km from the Turbine Area the magnitude of change will diminish considerably as the effect of distance becomes apparent, such as at Weymouth, (viewpoint 2) and from many inland areas where views from footpaths and other visitor amenities are frequently limited by the screening effects of landform or vegetation, and / or by inclement weather conditions.

13.562. At these locations, as represented by viewpoints 9, 11, 12, 27 and 28, the assessment considers that the effects are anticipated to be such that recreational walkers will experience a between **major** and **major-moderate** impact arising from the project. This is considered to be **Significant** under the EIA Regulations for this SLVIA.

13.563. Likewise, at these locations the effects are anticipated to be such that visitors will experience a between **major-moderate** and **moderate** impact arising from the project. This is considered to be **Significant** under the EIA Regulations for this SLVIA.

13.564. Again, at these locations the effects are anticipated to be such that visitors engaged in cultural pursuits at these and similar viewpoints will experience a **major-moderate** impact arising from the project. This is considered to be **Significant** under the EIA Regulations for this SLVIA.

***Workers***

13.565. Workers are generally considered to have a **low** sensitivity if they work indoors and **medium-low** sensitivity if outdoors, on the basis that they are likely to be focussed on activities and tasks related to their employment. On the basis that a large extent of the study area supports agricultural land uses, it is reasonable to assume that the workers with the greatest visibility will be those working outdoors, such as farmers and labourers.

13.566. It is judged that the greatest magnitude of effect will arise for workers located within 25 km of the proposed development and where views to the Project are possible. In these locations it is considered that the magnitude of change will be **medium**, as there will be a distinct change to the view. This will result in a significance of visual impact between **moderate** and **moderate-minor**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA

13.567. Beyond 25 from the Turbine Area it is judged that the magnitude of effect will be notably reduced, and will diminish as the effects of distance and vegetation screening become greater, in addition to the effects of weather and atmospheric conditions.

***The Travelling Public***

13.568. This category of visual receptor includes both residents/commuters and those who travel to or through the study area. It is considered that this group will have a range of levels of sensitivity to the type of proposed change, depending upon the purpose and objective of the traveller, and on account of the transitory nature of views in any one direction. The principal movement corridors are illustrated on Figure 13.10.

***Public Rights of Way***

13.569. Recreational walkers and horse riders using designated footpaths and bridleways are judged to have a **high** sensitivity to the type of changed proposed on account of their purpose for being in the landscape which is, in part, an enjoyment of views. Cyclists are judged to have a **high – medium** sensitivity due to their speed of travel.

13.570. The network of paths across the study area includes National Trails, Long Distance Paths and Coastal paths. The greatest magnitude of effect will be experienced from those sections of path that are closest to the Project (within approximately 20 km), at a high elevation and with a coastal aspect. The areas identified that will experience the greatest magnitude of change are, the Purbeck coast and Hills (South West Coast Path and Purbeck Way) and the west coast of the Isle of Wight (Tennyson Trail and the Coastal Path). It is judged that at sections of these paths within 20 km, receptors will experience a **high-medium** magnitude of visual effect, resulting in a significance of visual impact between **major** and **major-moderate**. This is considered to be **Significant** under the EIA Regulations for this SLVIA.

13.571. The SUSTRANS cycle routes across the study area are generally located inland, and rarely afford direct views of the sea. Route 2 however includes the coastline along Bournemouth, and therefore will gain open views from coast and seafront roads. It is considered that from these seafront roads in Bournemouth cyclists will experience moderate alterations to views, as the Project will be clearly visible and will catch the eye. It is therefore judged that for cyclists on these routes there will be a **medium** magnitude of effect, resulting in a significance of impact between **major-moderate** and **moderate**. This is considered to be **Significant** under the EIA Regulations for this SLVIA.

13.572. From the remaining cycle routes in the study area there are fewer opportunities for views, and as such at these locations the receptor group is generally judged to experience a **very low** magnitude of effect, resulting in a **negligible** significance of visual impact. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

13.573. There are also a number of designated OS tourist viewpoints along public rights of way. Representative viewpoints have been selected to provide an assessment from these locations which can be found in section 9.6 Representative Viewpoints, for: Povington Hill (VP06); Swyre Head (VP07); Constitution Hill, Poole (VP16); Hengistbury Head (VP20); The Needles , Isle of Wight (VP28); Tennyson's Monument (VP29); Limerstone Down (VP32) and Blackgang Car Park (VP33).

***Roads and Rail***

13.574. Road users along main carriageways are considered to have a generally **low** sensitivity to the type of development, due to often high speeds of travel and a focus on the road itself. Users of more local roads will have a **medium-low** sensitivity as the slower speed of travel allows more of the views to be seen. Rail users are considered to have a **medium** sensitivity to the type of change proposed given the mode of transport and propensity for passengers to intermittently observe the external environment.

13.575. The nature of views from road and rail transport varies significantly dependent on distance from the proposed development, the speed and direction of travel and the screening effect of cuttings, embankments, vegetation and structures that lie along the road or rail route.

13.576. Most principal roads within the study area lie inland and away from the coast, while B roads run from the main routes towards the coast. Rail routes lie a notable distance inland from the coast, or within densely urban areas near the coast, where views will generally be restricted by development.

13.577. On the Isle of Wight, the principal road route, the A3055, runs parallel with and in close proximity to the southern coastline, affording clear views of the seascape for almost the entire western side of the island. However, there are no train routes along the western coast, or from any areas within which there may be views of the sea.

13.578. The ZTV, supported by on site observations, indicates that on the mainland, views from roads will be restricted to open coastal or elevated roads which tend to be local or minor, from where oblique views of the Project may be possible. From undeveloped rural areas there will be more opportunities for these views, while in urban areas they will mostly only occur directly along the coast. It is judged that for users of local roads in the aforementioned areas, the magnitude of effect will generally be medium, resulting in a significance of impact between **moderate** and **moderate-minor**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA. This will diminish further inland, from where the magnitude of effect will be **very low**, resulting in a **negligible** significance of visual impact. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

13.579. On the Isle of Wight, road users along the coastal A road will have clear views of the Project, from where it will appear as a new focal point within the sea view. These views will be open, frequent and for long stretches of the road. It is judged that these receptors will experience a **high-medium** magnitude of effect, resulting in a significance of visual impact between **moderate** and **moderate-minor**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

13.580. Rail users on the mainland will have few open views towards the Project, while where they do they will be brief and glimpse views. On the Isle of Wight there will be no views of the Project available to rail users. Overall it is judged that rail receptors will experience a **very low** magnitude of effect, resulting in a **negligible** significance of visual impact. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Offshore Receptors***

***Marine Based Workers***

13.581. This receptor group will include fishermen and workers in the marine aggregates industry, who are judged to have **medium-low** sensitivity. It is judged that those employed in these offshore industries will experience a **high-medium** magnitude of effect, as open views will be possible and the turbines will be seen from a close distance. The magnitude will be reduced as the receptor is likely to be focussed on activities and tasks related to their employment. This results in a **moderate** significance of visual impact. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Marine based travellers***

***Ferry Routes***

13.582. The key ferry routes through the seaward extent of the study area comprise:

- Poole to France / Jersey / Guernsey;
- Portsmouth to France / Spain / Jersey / Guernsey;
- Weymouth to Jersey / Guernsey.

13.583. Ferry passengers are likely to be intermittently occupied by views across the seascape and on this basis are considered to have a **medium - low** sensitivity to offshore wind farm development.

13.584. The majority of main ferry routes will pass immediately adjacent to the Project on its west and south sides and will afford very close and clear views of it. The Project will be viewed within the context of an open sea view, but also within very busy shipping lanes. While the turbines will be greater in scale than surrounding vessels, they will not appear to be the only vertical, and moving, elements on the horizon. The close proximity of the shipping lanes to the Project will however result in the turbines appearing dominating and they will become the foremost features. It is therefore judged that the magnitude of effect will be locally **high**, resulting in a significance of impact between **major-moderate** and **moderate**, which will diminish with distance from the Project. This is considered to be **Significant** under the EIA Regulations for this SLVIA.

13.585. The transitory nature of views from ferries mean that a particular view will be experienced only for a short period of time. This consideration is important in assessing the impact of the Project on marine receptors, as while the significance of visual impact will be great whilst adjacent to the Project, this significance will be temporary, as it will rapidly decrease on moving away from the development. As such it is anticipated the magnitude of effect for these receptors will drop to low or **very low** beyond 20 from the Turbine Area, resulting in **minor** to **very low** significance of visual effects. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Marine recreational receptors***

13.586. Recreational sailing and racing areas are numerous throughout the study area, and are located along much of the coastline, extending out approximately 6 – 10 km offshore. Given the mode of transport and propensity for passengers to have open views of the sea, recreational sailors are considered to have a **high – medium** sensitivity to the type of change proposed, while other receptors include recreational fisherman (**medium sensitivity**), wind surfers and sea kayakers (both **medium-low sensitivity**), and divers/snorkelers (**low-very low sensitivity**).

13.587. The Project will be visible from all of the recreational sailing, sport and fishing areas around the coast, and receptors in these areas will have clear views of the Project. Vertical elements will be seen along the horizon, arising from other sail boats and recreational activity within the sailing areas, while large ships frequent the offshore horizon heading in and out of the major ports or along the Channel. The Project will be seen as a new focal point within this context, and will be seen from approximately 7 km at the closest, up to 40 km or more.

13.588. For receptors in areas up to approximately 15 km away, it is judged that the magnitude of effect will be **medium**, resulting in a significance of visual impact between **major-moderate** and **moderate**. This is considered to be **Significant** under the EIA Regulations for this SLVIA.

13.589. The effects will diminish with increasing distance from the Project, reducing to a **low** magnitude of effect for receptors in areas from 16-40 km away, resulting in significance of visual impact between **moderate** and **moderate-minor**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

13.590. Beyond 40 km it is judged that the magnitude will be **very low** resulting in a **negligible** significance of impact. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Burial at Sea Site***

13.591. The Burial at Sea site is located adjacent to the Needles. The presence of the Project will not directly affect the Burial at Sea site, but will affect the context within which it is seen. Its close proximity to the Project, at approximately 10 km, will allow clear views of it from boats at the Burial site. The Project will lie in views to the south-west, while the Needles will lie in the view to the north, which will not be interrupted or obscured by the presence of the Project.

13.592. It is anticipated that baseline views to the north will be unchanged; however views to the south-west will largely be altered as the Project will become a foremost feature. The sensitivity of this receptor to the type of change proposed is considered to be **high**. Overall the magnitude of visual effect upon receptors at this location is considered to be **high-medium** for those facing south west resulting in a significance of visual impact between **major** and **major-moderate**. This is considered to be **Significant** under the EIA Regulations for this SLVIA. For those receptors facing north the magnitude of effect will be none as will the significance of visual impact.

### *f) Visual Effects: Representative Viewpoints*

13.593. For each representative viewpoint an assessment of the sensitivity of the viewer represented is given, according to the agreed SLVIA methodology. In addition to the viewpoint descriptions, panoramic photographs illustrate the current view. Wireframes and Photomontages illustrating the proposed Wind Park are illustrated in the SLVIA Visuals Appendix.

13.594. As noted in Table 13.8 the majority of the receptors at the representative viewpoints are judged to be of **high** or **high - medium sensitivity** to the type of development proposed. The assessment largely focuses on representative visual receptors with a higher level of sensitivity to changes in their seascape, landscape and visual environments, and at locations within the ZTV with unobstructed views to the project.

13.595. The viewpoints have been assessed against the 8 MW turbine layout which was determined to be the worst case scenario (see impact assessment section). However, for specific viewpoints the 5 MW alternative layout was also considered where it was deemed that it may present worse or equivalent effects. These viewpoints are: VP08. St Aldhelm's Head; VP09. Durlston Head; VP13. Knoll Beach, Studland; VP25. Milford Promenade; and VP28. The Needles, Isle of Wight.

13.596. The magnitude of effect arising from the Project is judged based on the criteria outlined in Table 13.5. Moreover, consideration is also given to:

- The distance of the viewpoint from the Project;
- The nature of the existing baseline view;
- The elevation and horizontal angle of view in relation to the receptor;
- The extent of the area over which the changes will be visible.

#### *Viewpoint 1: Portland Cliffs*

| Table 13.19 VP1 Portland Cliffs, Isle of Portland | |
|---|---|
| Grid Reference | 370314, 72401 |
| Principal visual receptor | Walkers |
| Secondary visual receptor | Local residents |
| Distance / direction to the Turbine Area | 41.6 km east |
| Elevation | 101 m AOD |
| Regional Landscape Character | Limestone Peninsula LCT |
| Regional Seascape Unit | East Portland and Weymouth Bay RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.597. The Project will lie just south of the Purbeck coast within the view, and will be seen against an open horizon. The Isle of Wight will rarely be perceptible in the background of the views as it lies approximately 72 km from the viewpoint. The Project will be seen at its widest angle, but will occupy only 23.5° of the broad seaward horizon of approximately 150°, due to distance.

13.598. It is considered that post construction, the distant baseline view will be changed as the Project will be seen, however the distance and small spread across the horizon will prevent it from being more conspicuous. Further moderating factors will be the numerous elements visually competing for the focus including; the harbour, Weymouth, the Purbeck hillsides and the remaining open and undeveloped seaward horizon.

13.599. The sensitivity of the visual receptor at this viewpoint to the type of change proposed is considered to be **high**. Overall the magnitude of effect is considered to be **low-very low**, resulting in a significance of visual impact between **moderate-minor** and **minor**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

#### *Viewpoint 2: Weymouth Beach*

| Table 13.20 VP2 Weymouth Beach | |
|---|---|
| Grid Reference | 368753, 80701 |
| Principal visual receptor | Visitors |
| Secondary visual receptor | Walkers |
| Distance / direction to the Turbine Area | 45.5 km east south-east |
| Elevation | 1 m AOD |
| Regional Landscape Character | N/A |
| Regional Seascape Unit | East Portland and Weymouth Bay RSU |

| Table 13.20 VP2 Weymouth Beach | |
|---|---|
| Photographic panorama | SLVIA Visuals Appendix |

13.600. The Project will lie beyond the north of the Bay adjacent to the Purbeck coast. It will occupy 19.3° of the seaward horizon which is approximately 70°. While the bay is enclosed by the surrounding landform of the Purbeck coast and the Isle of Portland, it retains an open seaward character and does not appear framed. Due to the distance and orientation, only the blade tips of the turbines will be visible above the horizon.

13.601. It is considered that post construction, the baseline view will be essentially unchanged, as the Project will lack definition and will only just be perceivable on clear days. The sensitivity of the visual receptor at this viewpoint is considered to be **medium**. Overall the magnitude of effect is considered to be **very low**, resulting in a significance of visual impact of **very low**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

13.602. The secondary receptor at this viewpoint has a higher sensitivity than the principal receptor. However, the impact significance for walkers at this location remains at **very low**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 3: Redcliff Point***

| Table 13.21 VP3 Redcliff Point | |
|---|---|
| Grid Reference | 370905, 81882 |
| Principal visual receptor | Walkers |
| Distance / direction to the Turbine Area | 44.0 km east south-east |
| Elevation | 41 m AOD |
| Regional Landscape Character | Ridge and Vale |
| Regional Seascape Unit | East Portland and Weymouth Bay RSU / Purbeck Coast RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.603. The Project will lie in the east of the view, and will appear adjacent to and behind the far headland, St. Aldhelm's Head. The Project will occupy 18.5° of the broad seaward view, appearing adjacent to the coastline. St. Aldhelm's Head draws the eye along the coastline and towards the location of the Project. However, there are also numerous competing elements within this view, including the distinctive Isle of Portland and ships moving to and from Weymouth Harbour.

13.604. While the Project will appear to be visually associated with the coastline, it will form only one element within a large and varied view, and as it lies 44 km away, it will not be seen as a dominant or distinct feature.

13.605. It is considered that post construction, the baseline view will be recognisably changed but the Project will lack definition. The sensitivity of the visual receptor at this viewpoint is considered to be **high**. Overall the magnitude of effect is considered to be **low-very low**, resulting in a significance of visual impact of **minor**.

***Viewpoint 4: Footpath near Osmington White Horse***

| Table 13.22 VP4 Footpath near Osmington White Horse, White Horse Hill | |
|---|---|
| Grid Reference | 371436, 84503 |
| Principal visual receptor | Walkers |
| Secondary visual receptor | Visitors engaged in cultural pursuits / farmers |
| Distance / direction to the Turbine Area | 44.7 km east south-east |
| Elevation | 151 m AOD |
| Regional Landscape Character | Chalk Escarpment / Ridge |
| Regional Seascape Unit | Purbeck Coast RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.606. The view is from the chalk ridgeway inland, and consists of 360° views across the sea and inland. Towards the sea there is a complex foreground of undulating fields and dense hedgerows, interspersed with intimate wooded and settled valleys leading to a raised coastal edge.

13.607. The Project will be located to the east of the view where many turbines will be obscured by landform, and would occupy only 3.5° of the seaward view. As such the Project will lack definition, while most focus within the views will be held by other competing elements.

13.608. It is considered that post construction the baseline view will be essentially unchanged, with the Project appearing only very subtly in the distance. The sensitivity of the visual receptor at this viewpoint is considered to be **high**. Overall the magnitude of effect is considered to be **very low**, resulting in a significance of visual impact of **negligible**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 5: Hambury Tout***

| Table 13.23 VP5 Hambury Tout, South West Coast Path (SWCP), near Lulworth Cove | |
|---|---|
| Grid Reference | 381531, 80224 |
| Principal visual receptor | Walkers |
| Secondary visual receptor | Visitors |
| Distance / direction to the Turbine Area | 33.8 km east south-east |
| Elevation | 115 m AOD |
| Regional Landscape Character | Chalk Escarpment / Ridge |
| Regional Seascape Unit | Purbeck Coast RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.609. The Project will lie in the east of the view and will occupy 25.0° of the 180° seaward view. It will lie directly behind the main focal point of the view, Lulworth Cove, which draws the eye out and leads it along the coastline, as the turbines will appear almost level with the top of St. Aldhelm's Head. The pattern along the coastline of small coves and bays alternating with headlands will be interrupted by the addition of the Project.

13.610. While the presence of the Project will create a distinct change to the most important part of the view, the remaining majority of open seaward views will be unchanged. As such, the presence of the Project will result in moderate-minor alterations to key elements of the view.

13.611. It is considered that post construction, the baseline view will be recognisably changed as the Project will appear obvious. The sensitivity of the visual receptor at this viewpoint is considered to be **high**. Overall the magnitude of effect is considered to be **low**, resulting in a significance of visual impact of **moderate**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 6: Povington Hill***

| Table 13.24 VP6Whiteways Viewpoint, Povington Hill | |
|---|---|
| Grid Reference | 388847, 81124 |
| Principal visual receptor | Visitors |
| Secondary visual receptor | Walkers |
| Distance / direction to the Turbine Area | 28.2 km east south-east |
| Elevation | 192 m AOD |
| Regional Landscape Character | Chalk Escarpment / Ridge |
| Regional Seascape Unit | Purbeck RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.612. This inland location affords views across the wooded valley before reaching the raised coastal fringe. This varied coastline affords intermittent views of the seaward horizon, with a large stretch of open sea to the west. Elevated land to the east will obscure some of the 34.7° of the horizon that the Project will occupy. The Project will sit along the horizon above St. Aldhelm's Head, giving the appearance that it lies onshore upon the headland, further defining its presence. However the distance to the Project will serve to moderate the magnitude of effect. Whilst the Project will not become a key focal point, attention will be drawn to it and its visual relationship to St. Aldhelm's Head.

13.613. It is considered that post construction the baseline view will be recognisably changed as the Project will appear conspicuous in one portion of the view. As this viewpoint is a specific destination in its own right the principal receptor is identified as visitors even though walkers retain a higher sensitivity to the potential change. The sensitivity of the principal visual receptor at this viewpoint is therefore considered to be **medium**.

Overall the magnitude of effect is considered to be **medium-low**, resulting in a significance of visual impact between **moderate** and **moderate-minor**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

13.614. The secondary receptor at this viewpoint has a higher sensitivity than the principal receptor. The impact significance for walkers at this location increases to between **major-moderate and moderate.** This is considered to be **Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 7: Swyre Head***

| Table 13.25 VP7 Swyre Head | |
|---|---|
| Grid Reference | 393453, 78614 |
| Principal visual receptor | Walkers |
| Secondary visual receptor | Farmers |
| Distance / direction to the Turbine Area | 23.1 km south-east |
| Elevation | 192 m AOD |
| Regional Landscape Character | Limestone Plateau LCT |
| Regional Seascape Unit | Purbeck Coast RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.615. The focus of this view lies upon the cove in the foreground, which leads the eye to St. Aldhelm's headland and the narrow strip of seaward horizon beyond. The Project will lie along this stretch of sea above the headland, emphasising its presence. The entire array will be visible, and will occupy 41.0° of the approximately 70° seaward horizon.

13.616. The Project will draw attention away from the focal points of the view, while the view to the Cove will not be interrupted, the background view will be distinctly altered. The Project will appear large and out of the scale with the intricate landscape and enclosed bay, and on a clear day, will serve to enclose the sea between the Isle of Wight and the coast.

13.617. It is considered that post construction, the baseline view will be distinctly changed as the Project will become a foremost feature. The sensitivity of the visual receptor at this viewpoint to the type of change proposed is considered to be **high**. Overall the magnitude of effect is considered to be **high medium**, resulting in a significance of visual impact between **major** and **major-moderate**. This is considered to be **Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 8: St. Aldhelm's Head***

| Table 13.26 VP8 St. Aldhelm's Head | |
|---|---|
| Grid Reference | 396096, 75468 |
| Principal visual receptor | Walkers |
| Secondary visual receptor | Local residents |
| Distance / direction to the Turbine Area | 19.0 km south-east |
| Elevation | 79 m AOD |
| Regional Landscape Character | Clay Valley LCT |
| Regional Seascape Unit | Purbeck Coast RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.618. The Project will occupy 47.2° of the approximately 200° open seaward horizon. Due to the open and elevated nature of the headland, the viewpoint affords views of the entire array.

13.619. The seaward view is relatively simple, and whilst the Project will be conspicuous, it will sit alone and without visual conflict. The occasional views to the Isle of Wight will not be interrupted; however as it lies a similar direction, its presence may slightly reduce the perception of

openness. Inland, the isolated, large-scale and simple character of the coastal plain will easily accommodate views of the Project.

13.620. The 5 MW turbine layout has also been considered in addition to the 8MW worst case scenario for this viewpoint. The 5MW layout will appear less ordered across the horizon, and will appear to be denser as the greater number of turbines reduces the visual permeability. The angle of view will also result in an equally strong stacking effect across the turbines in both the 5 MW and 8 MW layouts. Overall, it is considered that the alteration to views arising from the Project will exhibit the same magnitude of effect whether from the 5 MW or 8 MW layout.

13.621. It is considered that post construction, the baseline view will be distinctly changed, as the Project will become a foremost feature. The sensitivity of the visual receptor at this viewpoint is considered to be **high**. Overall the magnitude of effect is considered to be **medium**, resulting in a significance of visual impact of **major-moderate**. This is considered to be **Significant** under the EIA Regulations for this SLVIA.

13.622. The secondary receptor at this viewpoint has the same sensitivity as the principal receptor. The impact significance for local residents at this location remains at **major-moderate.** This is considered to be **Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 9: Durlston Castle, Durlston Head***

| Table 13.27 VP9 Durlston Castle, Durlston Head | |
|---|---|
| Grid Reference | 403467, 77279 |
| Principal visual receptor | Visitors engaged in cultural pursuits |
| Distance / direction to the Turbine Area | 14.4 km south-east |
| Elevation | 42 m AOD |
| Regional Landscape Character | Limestone Plateau LCT |
| Regional Seascape Unit | Purbeck Coast RSU / Swanage Bay RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.623. The Project will lie to the south-east of the view, and will occupy 57.2° of the approximately 150° open seaward horizon. It will appear sufficiently offshore to the east, preventing a visual conflict with the coast or the enclosure of the bay. However due to the close proximity to the Project, the turbines will appear large scale in comparison to the coastline.

13.624. There will be a visual gap between the Isle of Wight and the Project, and whilst the turbines will not obscure the island they will appear taller than its height. In addition, the simple open seaward view will to a certain degree accommodate the Project, however its location, and the proportion of view that it will occupy will result in it becoming a foremost feature. The visibility of the offshore substations will further contribute to visual effects as they will be visible from this close proximity, and provide a development that is visually different to the turbines.

13.625. The 5 MW turbine layout has also been considered for this viewpoint in addition to the 8 MW worst case scenario. The 5 MW turbines will appear smaller and therefore further away, but will also appear more dense, particularly in the south-west. However, due to the location of the viewpoint in relation to the layouts it is considered that the taller height of the 8 MW turbines will be more perceptible than the difference in turbine density, and thus the 8 MW layout will be anticipated to exhibit the greatest magnitude of visual effect.

13.626. It is considered that post construction, the baseline view will be distinctly changed, as the Project will appear dominant within the view. The sensitivity of the visual receptor at this viewpoint to the type of change proposed is considered to be **high-medium**. Overall the magnitude of effect is considered to be **high-medium**, resulting in a significance of visual impact of **major-moderate**. This is considered to be **Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 10: Swanage Seafront***

| Table 13.28 VP10 Swanage Seafront | |
|---|---|
| Grid Reference | 403134, 79157 |
| Principal visual receptor | Local residents |
| Secondary visual receptor | Visitors |
| Distance / direction to the Turbine Area | 15.8 km south-east |
| Elevation | 1 m AOD |
| Regional Landscape Character | N/A |

| Table 13.28 VP10 Swanage Seafront | |
|---|---|
| Regional Seascape Unit | Swanage Bay RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.627. The Project will lie towards the south-east of the view, and will be mostly obscured by the small developed headland to the south of the bay. As such it will occupy 17.7° of the approximately 80° seaward view. The turbines visible will appear smaller than the buildings on the headland, and will be relatively loosely spread across the horizon, preventing it from imposing an overbearing presence on the bay. The turbines will also be seen amongst the masts of small sailing boats that are seasonally moored around the pier, which will appear taller on the horizon than the turbines, holding the focus within the foreground of the view.

13.628. The Project will be slightly more visible from views towards the north of Swanage Bay, however the orientation, distance and shared focus on elements across the bay will prevent it from becoming a key focal point.

13.629. It is considered that there will be very minor alterations to the key elements of the view, such that post construction the baseline view will be recognisably changed but the Project will not be well defined. The sensitivity of the visual receptor at this viewpoint is considered to be **high**. Overall the magnitude of effect is considered to be **low**, resulting in a significance of visual impact of **moderate**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

13.630. The secondary receptor at this viewpoint has a sensitivity of **medium**, resulting in an impact significance for visitors at this location of **moderate-minor**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 11: Ballard Down***

| Table 13.29 VP11 Ballard Down | |
|---|---|
| Grid Reference | 403348, 81311 |
| Principal visual receptor | Walkers |
| Secondary visual receptor | Farmers |

| Table 13.29 VP11 Ballard Down | |
|---|---|
| Distance / direction to the Turbine Area | 17.0 km south-east |
| Elevation | 128 m AOD |
| Regional Landscape Character | Chalk Escarpment / Ridge LCT |
| Regional Seascape Unit | Swanage Bay RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.631. This viewpoint affords 360° views across the open sea and towards Bournemouth, Poole, Swanage and the Purbeck Hills. The Project will lie towards the south-east of the view, and will sit just below the horizon allowing a perception of its size. It will occupy 48.4° of the approximately 160° open seaward horizon. The large presence of the Project will appear to dominate the small-scale Swanage Bay in the south, enclosing the sea views and reducing the perception of openness.

13.632. Numerous elements compete as focal points in this view, reducing the magnitude of effect, as while the Project will dominate views to the south-east, the remaining portions of the 360° view will not be altered.

13.633. It is considered that there will be large alterations to the key elements of the view, such that post construction the baseline view will be distinctly changed and the Project will become a foremost feature. The sensitivity of the visual receptor at this viewpoint is considered to be **high**. Overall the magnitude of effect is considered to be **high-medium,** resulting in a significance of visual impact between **major** and **major-moderate**. This is considered to be **Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 12: Old Harry Rocks, Handfast Point***

| Table 13.30 VP12 Old Harry Rocks, Handfast Point | |
|---|---|
| Grid Reference | 405449, 82379 |
| Principal visual receptor | Walkers |
| Secondary visual receptor | Farmers |
| Distance / direction to the Turbine Area | 16.0 km south south-east |
| Elevation | 30 m AOD |

| Table 13.30 VP12 Old Harry Rocks, Handfast Point | |
|---|---|
| Regional Landscape Character | Chalk Escarpment / Ridge LCT |
| Regional Seascape Unit | Swanage Bay RSU / Bournemouth Bay RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.634. The Project will lie to the south, and will occupy 47.5° of the approximately 160° seaward horizon. The focus of this view is the chalk coastal formation of Old Harry Rocks in the north-east of the foreground. The viewpoint affords 360° views, which extend inland across Bournemouth and Poole Harbour.

13.635. The Project will lie away from all surrounding coastlines and a notable distance from the Isle of Wight. It will not overlap with the Old Harry Rocks, and will not interfere with the views across the bay to the white chalk cliffs of the Isle of Wight. Whilst being accommodated within an open portion of seascape, the Project will become a new focal point on the horizon and will to a degree reduce the perceived openness of this seaward view.

13.636. There will be moderate alterations to some key elements of the view, such that post construction the baseline view will be distinctly changed and the Project will be conspicuous. The sensitivity of the visual receptor at this location is considered to be **high**. Overall the magnitude of effect is considered to be **medium**, resulting in a significance of visual impact of **major-moderate**. This is considered to be **Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 13: Knoll Beach, Studland***

| Table 13.31 VP13 Knoll Beach, Studland | |
|---|---|
| Grid Reference | 403410, 83745 |
| Principal visual receptor | Visitors |
| Secondary visual receptor | Walkers |
| Distance / direction to the Turbine Area | 18.5 km south south-east |
| Elevation | 1 m AOD |

| Table 13.31 VP13 Knoll Beach, Studland | |
|---|---|
| Regional Landscape Character | Lowland Heathland LCT |
| Regional Seascape Unit | Bournemouth Bay RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.637. The Project will lie to the south-east of the view, and will be largely obscured by the Old Harry Rocks headland. The wireframe indicates that the Project will occupy 4.7° of the horizon; however the turbines will be almost entirely hidden by the headland from this location.

13.638. There will be glimpse views of a small number of turbines from locations further north along the beach, which will be seen behind and within gaps between the Old Harry stacks. While the turbines will visually compete with the stacks, the number of turbines visible will be so few that overall the Project will not be obvious.

13.639. The 5 MW turbine layout has also been considered for this viewpoint in addition to the 8 MW worst case scenario. Only one turbine within the 5 MW layout will be visible within the gaps between the stacks. More may be visible from further north along the beach, however, overall it will be difficult to distinguish between the layouts from this viewpoint, and any differences would be marginal.

13.640. This will result in minor-very minor alterations to key elements of the view, resulting in a baseline view that will be essentially unchanged. The presence of the Project, if at all perceptible, will be subtle. The sensitivity of the principal visual receptor at this viewpoint, identified as visitors due to the number of beach users rather than walkers, is considered to be **medium**. Overall the magnitude of effect is considered to be **low-very low**, resulting in a significance of visual impact of **minor**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

13.641. The secondary receptor of walkers at this viewpoint have a **high** sensitivity which, when combined with the **low-very low** magnitude of effect also results in a significance of visual impact of minor. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 14: Sandbanks Ferry Port***

| Table 13.32 VP14 Sandbanks Ferry Port | |
|---|---|
| Grid Reference | 403763, 87038 |
| Principal visual receptor | Travelling public – car users |
| Secondary visual receptor | Travelling public – foot passengers / visitors |
| Distance / direction to the Turbine Area | 20.3 km south south-east |
| Elevation | 1 m AOD |
| Regional Landscape Character | Harbour / Wetland / Lagoon LCT |
| Regional Seascape Unit | Bournemouth Bay RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.642. The Project will sit along the horizon within the narrow seaward view, and will occupy 33.4° of the approximately 55° seaward view, stretching across a large proportion of the available sea view. The view contains many vertical elements associated with the harbour and navigable channels, such as markers, buoys, poles and signs. The turbines will be seen within the background of this view, whilst the vertical elements hold much of the focus within the foreground.

13.643. The Project will appear to visually extend on from the coast at Old Harry Rocks, and will further enclose the already narrow sea view. However, this effect would be mitigated by distance, and a lack of clear views towards Old Harry. Due to the busy and developed context of the view, alterations to the seaward horizon will not appear well defined.

13.644. It is considered that post construction; the baseline view will be recognisably changed, as while the Project will be obvious it will not be clearly defined. The sensitivity of the principal visual receptor at this viewpoint, identified as car users as observation indicates that the majority of passengers remain in their cars for the duration of the very short passage, is considered to be **medium-low**. Overall the magnitude of effect is considered to be **medium-low**, resulting in a significance of visual impact of **moderate-minor**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

13.645. The secondary receptor at this viewpoint has a higher sensitivity than the principal receptor. However, the impact significance for travelling public – foot passengers / visitors at this location remains at **moderate-minor**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 15: Sandbanks Beach***

| Table 13.33 VP15 Sandbanks Beach | |
|---|---|
| Grid Reference | 404538, 87744 |
| Principal visual receptor | Visitors |
| Secondary visual receptor | Local residents |
| Distance / direction to the Turbine Area | 20.2 km south south-east |
| Elevation | 1 m AOD |
| Regional Landscape Character | N/A |
| Regional Seascape Unit | Bournemouth Bay RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.646. From this location the Project will lie towards the south-east of the view, and will occupy 36.9° across the broad but framed horizon. It will sit adjacent to Old Harry Rocks in the south, where the turbines will appear to be approximately the same height as the stacks, extending the sense of enclosure across the bay. To the south-west the view to the Isle of Wight will be unchanged.

13.647. Numerous features detract from the Project, such as recreational activities or ships within the bay, however, its location extent across the seaward horizon will afford the Project a strong presence within the view.

13.648. To view to the south appears rural, across the Purbeck hills and the intricate coastline of Studland Beach. The Project will be seen in these southerly views, thereby introducing a new focal point and reducing the sense of remoteness in this direction. However, due to the urban location of the viewpoint, the visual strength of an urbanised coastline prevails over the rural views.

13.649. It is considered that post construction; the baseline view will be recognisably changed, as while the Project will be obvious and apparent, it will not be clearly defined. The sensitivity of the principal visual receptor at

this location, identified as visitors (beach users) as these are the most numerous and most directly represented by this viewpoint, is considered to be **medium**. Overall the magnitude of effect is considered to be **medium**, resulting in a significance of visual impact of **moderate**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

13.650. The secondary receptor at this viewpoint has a higher sensitivity than the principal receptor. The impact significance for local residents at this location increases to **major-moderate**. This is considered to be **Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 16: Sea View, Constitution Hill***

| Table 13.34 VP16 Sea View, Constitution Hill | |
|---|---|
| Grid Reference | 403328, 92229 |
| Principal visual receptor | Local residents |
| Secondary visual receptor | Visitors |
| Distance / direction to the Turbine Area | 24.4 km south south-east |
| Elevation | 53 m AOD |
| Regional Landscape Character | N/A |
| Regional Seascape Unit | Bournemouth Bay RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.651. This view extends south-west across Poole Harbour, with only a small section of open sea visible, while most of the focus is upon the wooded islands within the harbour. The Project will lie within this small view of open sea to the south-east, filling the gap to the open horizon. The Project will occupy 31.3° of this seaward view; however the full extent of this array will not be visible as it will be partially obscured by the trees at the viewpoint on Constitution Hill. While the seaward horizon will be enclosed by the Project, this feature is not a main focus within the view, and therefore will not fundamentally change the view.

13.652. It is considered that there will be only very minor alterations to the elements of the view, such that the baseline view will be slightly changed as the Project will be apparent, but it will be mostly screened by vegetation. The sensitivity of the principal visual receptor of local residents at this viewpoint is considered to be **high**. Overall the magnitude of effect is considered to be **low-very low**, resulting in a significance of visual impact between **moderate-minor** and **minor**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

13.653. The secondary receptor at this viewpoint has a sensitivity of **medium**, resulting in an impact significance for visitors at this location of **minor**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 17: Branksome Dene Chine, Community Rooms***

| Table 13.35 VP17 Branksome Dene Chine | |
|---|---|
| Grid Reference | 406904, 89920 |
| Principal visual receptor | Local residents |
| Secondary visual receptor | Visitors |
| Distance / direction to the Turbine Area | 20.3 km south south-east |
| Elevation | 4 m AOD |
| Regional Landscape Character | N/A |
| Regional Seascape Unit | Bournemouth Bay RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.654. The Project will lie towards the south-east of the view, and will extend across the horizon for 34.0°, a large proportion of the broad seaward horizon. It will lie with a large open stretch to the east, preventing any alteration to the view of the Needles. To the west, the Project will sit close to Old Harry, resulting in some visual competition; however the turbines will not appear taller than the stacks. Within the foreground, stone groynes and markers focus the view and frame the location of the Project along the horizon.

13.655. The viewpoint is located in a remote section of the cliff side which has an almost enclosed feel, yet affords wide open views of the bay. Overall, there remains a large proportion of open seaward horizon, and while the Project will slightly reduce the perception of openness, the distance reduces its prominence and reduces the magnitude of effect.

13.656. It is considered that there will be moderate alterations to key elements of the view, such that post construction the baseline view will be distinctly changed, and the Project will appear conspicuous. The sensitivity of the principal visual receptor at this viewpoint to the type of change proposed is considered to be **high.** Overall the magnitude of effect is considered to be **medium,** resulting in a significance of visual impact of **major-moderate**. This is considered to be **Significant** under the EIA Regulations for this SLVIA.

13.657. The secondary receptor at this viewpoint has a sensitivity of **medium**, resulting in an impact significance for visitors at this location of **moderate**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 18: West Cliff, Bournemouth***

| Table 13.36 VP18 West Cliff, Bournemouth | |
|---|---|
| Grid Reference | 408089, 90536 |
| Principal visual receptor | Local residents |
| Distance / direction to the Turbine Area | 20.2 km south south-east |
| Elevation | 12 m AOD |
| Regional Landscape Character | N/A |
| Regional Seascape Unit | Bournemouth Bay RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.658. At this location the Project will lie to the south of the view, within the centre of the broad bay. The turbines will occupy a large proportion of the sea view, stretching across 32.7° of the approximately 100° seaward horizon. The elevated location draws views away from the coast in the foreground, and towards the wide bay. This affords more focus upon the distant focal points such as, in the east: Bournemouth Pier, Hengistbury Head and the white cliffs at the Needles on the Isle of Wight; and in the west the Purbeck Hills and Old Harry Rocks.

13.659. The Project will lie in an open area of sea, creating a new focal point which will draw the eye out to the horizon. However this will not visually compete with any existing surrounding coastal features. There will be a notable alteration to key elements of this view, as the open sea plays such an important role in the view, and this will be altered by the presence of the Project.

13.660. It is considered that, post construction, there will be a distinct change to key elements of the view, and as such the Project will appear conspicuous. The sensitivity of the visual receptor at this viewpoint to the type of change proposed is considered to be **high**. Overall the magnitude of effect is considered to be **medium**, resulting in a significance of visual impact of **major-moderate**. This is considered to be **Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 19: Undercliff Drive near Boscombe Pier, Bournemouth***

| Table 13.37 VP19 Undercliff Drive, Bournemouth | |
|---|---|
| Grid Reference | 410766, 91107 |
| Principal visual receptor | Visitors |
| Secondary visual receptor | Local residents |
| Distance / direction to the Turbine Area | 19.4 km south |
| Elevation | 0 m AOD |
| Regional Landscape Character | N/A |
| Regional Seascape Unit | Bournemouth Bay RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.661. The Project will lie to the south of the view in the centre of the wide bay. It will occupy 32.2° of the approximately 100° seaward horizon.

13.662. Much of the focus lies upon man-made elements in the foreground, including Boscombe Pier, groynes and markers, whilst in the background the Project will not interrupt the view to the Isle of Wight. Markers on the groynes rise above the horizon line and frame the portion of the horizon within which the Project will lie, reinforcing its presence. While the Project will become a new focal point, the urban context and man-made elements

will easily accommodate the additional development of the Project within the view.

13.663. The Project will slightly reduce the sense of openness as it will occupy approximately 1/3 of the seaward horizon. However due the orientation at which it will be seen it will be visually permeable, and there will remain large gaps either side of the Project.

13.664. It is considered that there will be moderate alterations to key elements of the view, such that post construction the baseline view will be distinctly changed, and the Project will appear conspicuous. The sensitivity of the principal visual receptor at this viewpoint, identified as visitors rather than residents given the precise viewpoint location, is considered to be **medium**. Overall the magnitude of effect is considered to be **medium**, resulting in a significance of visual impact of **moderate**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

13.665. The secondary receptor at this viewpoint has a higher sensitivity than the principal receptor. The impact significance for local residents at this location increases to **major-moderate.** This is considered to be **Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 20: Hengistbury Head***

| Table 13.38 VP20 Hengistbury Head | |
|---|---|
| Grid Reference | 417044, 90702 |
| Principal visual receptor | Walkers |
| Secondary visual receptor | Visitors |
| Distance / direction to the Turbine Area | 17.3 km south |
| Elevation | 33 m AOD |
| Regional Landscape Character | N/A |
| Regional Seascape Unit | Bournemouth Bay RSU / Christchurch Bay RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.666. The Project will lie to the south of Bournemouth Bay and to the west of the Isle of Wight. The elevated viewpoint affords 360 ° views, whilst the Project will occupy 29.4° of the approximately 110° open seaward horizon.

13.667. The Project will lie within the open uninterrupted horizon away from the surrounding headlands and coasts, and from the competing focal points of the view. The presence of the Project will introduce development to this open portion of sea, and will occupy just over a quarter of the horizon, serving to partially reduce the perception of openness. However the large-scale nature of the elevated view and the shared focus will reduce the overall magnitude of this effect.

13.668. It is considered that there will be moderate alterations to key elements of the view, such that post construction the baseline view will be distinctly changed. The sensitivity of the visual receptor at this viewpoint is considered to be **high**. Overall the magnitude of effect is considered to be **medium**, resulting in a significance of visual impact of **major-moderate**. This is considered to be **Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 21: Mudeford Quay***

| Table 13.39 VP21 Mudeford Quay | |
|---|---|
| Grid Reference | 418516, 91811 |
| Principal visual receptor | Visitors |
| Secondary visual receptor | Recreational sailors |
| Distance / direction to the Turbine Area | 18.3 km south |
| Elevation | 1 m AOD |
| Regional Landscape Character | Harbour / Wetland / Lagoon LCT |
| Regional Seascape Unit | Christchurch Bay RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.669. The Project will lie to the south of the view, and will extend across the horizon from Hengistbury Head. It will occupy 26.8° of the approximately 75° seaward horizon, which is just over a third, leaving views to the Isle of Wight uninterrupted. Whilst the Project will extend from behind Hengistbury Head, the turbines will appear notably smaller than the height

of the headland, and due to distance will not appear to dominate the horizon. Much of the focus of the views lies upon features in the foreground around the bay, and whilst views to the east are relatively remote and vegetated, the Project will be seen in busier views of the harbour to the west, leaving the perception of remoteness unaffected.

13.670. There will also be temporal alterations to the view with the movement of the tides, affording more complex views of sand and water patterns when the tide is out, and a simpler pattern of water when the tide is in.

13.671. It is considered that there will be moderate alterations to key elements of the view, such that post construction the Project will be clearly visible. The sensitivity of the principal visual receptor at this viewpoint, identified as visitors rather than recreational sailors as a reflection of the precise viewpoint and the greater receptor numbers, is considered to be **medium**. Overall the magnitude of effect is considered to be **medium**, resulting in a significance of visual impact of **moderate**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

13.672. The secondary receptor at this viewpoint has a higher sensitivity than the principal receptor. The impact significance for recreational sailors at this location increases to between **major-moderate and moderate.** This is considered to be **Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 22: Wharncliff Road Car Park / Café***

| Table 13.40 VP22 Wharncliff Road Car Park / Cafe | |
|---|---|
| Grid Reference | 421586, 93175 |
| Principal visual receptor | Local residents |
| Secondary visual receptor | Visitors |
| Distance / direction to the Turbine Area | 19.7 km south |
| Elevation | 17 m AOD |
| Regional Landscape Character | N/A |
| Regional Seascape Unit | Christchurch Bay RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.673. The Project will lie to the south of the bay. It will occupy approximately a quarter of the sea view, for 22.8° of the approximately 90° seaward horizon.

13.674. The central location of the Project within the wide bay will result in large gaps being retained on the horizon either side of the Project, reducing the opportunity for visual conflict with important coastal formations at headlands. To the east the Needles are visible and form a noticeable feature on the horizon line. While there will be a notable gap between the headlands and the Project, the headlands will appear to be slightly smaller in height than the turbines, resulting in them appearing to be slightly less prominent than the turbines.

13.675. The viewpoint is slightly elevated and affords large-scale views of the sea. Groynes and other man-made features are visible along the beach and hold some of the focus of foreground views, which slightly reduces the effects of further man-made development within the view. The Project will however appear prominent due to its central location within the large open bay, providing a new point of focus and an increased sense of enclosure resulting in creating a distinct change to the view.

13.676. It is considered that there will be moderate alterations to key elements of the view, such that post construction the baseline view will be distinctly changed, as the Project will be clearly visible and will catch the eye. The sensitivity of the principal visual receptor at this viewpoint to the type of change proposed is considered to be **high**. Overall the magnitude of effect is considered to be **medium**, resulting in a significance of visual impact of **major-moderate**. This is considered to be **Significant** under the EIA Regulations for this SLVIA.

13.677. The secondary receptor at this viewpoint has a sensitivity of **medium**, resulting in an impact significance for visitors at this location of **moderate**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 23: Holmsley Ridge, Thorney Hill***

| Table 13.41 VP23 Holmsley Ridge, Thorney Hill | |
|---|---|
| Grid Reference | 419101, 99951 |
| Principal visual receptor | Travelling public, rural road users |

| Table 13.41 VP23 Holmsley Ridge, Thorney Hill | |
|---|---|
| Secondary visual receptor | Farmers |
| Distance / direction to the Turbine Area | 26.5 km south |
| Elevation | 71 m AOD |
| Regional Landscape Character | Bransgore Wooded Farmland (2l) |
| Regional Seascape Unit | Bournemouth Bay RSU / Christchurch Bay RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.678. This viewpoint lies inland and is located along the elevated and densely vegetated Holmsley Ridge. The extent of vegetation and distance from the coast prevents frequent and clear views of the sea, and as such views are not common within the area. The Project will occupy almost the entire seaward horizon that is just visible through the trees, stretching for 19.8°.

13.679. The focus of this view lies in the foreground, on the undulating landform with small pockets of agriculture within a densely wooded landscape. The Project will lie to the south of the view and will be just visible where the landform is lower, affording framed views through the vegetation to the sea. The seaward horizon is not clearly perceptible, and therefore the presence of the sea will only be notable post construction. Therefore there is the possibility that the Project will appear to sit on land, which will contrast with the wooded and intimate landscape.

13.680. However, overall there will only be very minor alterations to key elements of the view, as the foreground will retain much of the focus of the view. Post construction the baseline view will be essentially unchanged as the Project will be apparent and lacking in definition, but will not be obvious. The sensitivity of the visual receptor at this viewpoint to the type of change proposed is considered to be **medium-low**. Overall the magnitude of effect is considered to be **low-very low**, resulting in a significance of visual impact of **minor-very low**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 24: Hatchet Moor, Beaulieu Heath***

Table 13.42 VP24 Hatchet Moor, Beaulieu Heath

| Table 13.42 VP24 Hatchet Moor, Beaulieu Heath | |
|---|---|
| Grid Reference | 435754, 100513 |
| Principal visual receptor | Cyclists |
| Secondary visual receptor | Travelling public – B road users |
| Distance / direction to the Turbine Area | 30.7 km south south-west |
| Elevation | 41 m AOD |
| Regional Landscape Character | Beaulieu Open Heath (4c) |
| Regional Seascape Unit | Western Solent RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.681. This viewpoint lies inland within the relatively flat heathland at Beaulieu Heath. The heathland and tree vegetation, in combination with the distance from the coast, generally prevent views of the sea, while those that do occur are not clear. As such the lack of visibility of the sea at the viewpoint is representative of the area.

13.682. The Project will lie to the south-west of the view. The vegetation will completely obscure any views of the Project from this viewpoint. Therefore it is considered that there will be no changes to the baseline view. The sensitivity of the visual receptor at this viewpoint to the type of change proposed is considered to be **high-medium**. Overall the magnitude of effect is considered to be **none**, resulting in a significance of visual impact of **none**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 25: Milford Promenade***

| Table 13.43 VP25 Milford Promenade | |
|---|---|
| Grid Reference | 429236. 91239 |
| Principal visual receptor | Local residents |
| Secondary visual receptor | Visitors |
| Distance / direction to the Turbine Area | 19.5 km south south-west |
| Elevation | 1 m AOD |

| Table 13.43 VP25 Milford Promenade | |
|---|---|
| Regional Landscape Character | South West New Forest Coastal Plain (9a) |
| Regional Seascape Unit | Christchurch Bay RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.683. From this location the Project will lie to the south-west of the view, and will appear to lie within the centre-east of the bay. It will occupy a very large proportion of the sea view, stretching for 23.2° of the approximately 60° open seaward horizon, almost 40%.

13.684. The Project will be seen adjacent to the Needles on the Isle of Wight, and while it does not lie immediately next to them, it will compete as a focal point as the turbines will appear as a similar height. Their presence will detract from the distinctive view of the Needles and will fundamentally alter the open seaward context within which they are viewed.

13.685. The openness towards the horizon will be reduced by the presence of the Project; however the effect of this will be moderated as there will remain a large proportion of seaward view across the large Bournemouth and Christchurch Bays with the Purbeck coast in the background of views.

13.686. The 5 MW turbine layout has also been considered for this viewpoint in addition to the 8 MW worst case scenario. The context of the Needles provides the opportunity to understand the height of the turbines, and the wireframes indicate that the 8 MW layout turbines will appear as the same height if not slightly taller than the Needles, while the turbines of the 5 MW layout will appear marginally smaller. The 5 MW layout will appear most dense along the horizon; however the effects of this will be reduced due to the smaller size of the turbines, and overall the 8 MW layout is anticipated to exhibit the greatest magnitude of visual effect.

13.687. It is considered that there will be large alterations to key elements of the view, such that post construction the baseline view will be fundamentally changed. The Project will appear commanding and well defined, but will not however appear completely dominating within the view. The sensitivity of the principal visual receptor at this viewpoint to the type of change proposed is considered to be **high**. Overall the magnitude of effect is considered to be **high-medium**, resulting in a significance of visual impact between **major** and **major-moderate**. This is considered to be **Significant** under the EIA Regulations for this SLVIA.

13.688. The secondary receptor at this viewpoint has a sensitivity of **medium**, resulting in an impact significance for visitors at this location between **major-moderate** and **moderate**. This is also considered to be **Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 26: Sea-Wall, Solent Way***

| Table 13.44 VP26 Sea-Wall, Solent Way | |
|---|---|
| Grid Reference | 432495, 92362 |
| Principal visual receptor | Walkers |
| Distance / direction to the Turbine Area | 22.0 km south south-west |
| Elevation | 1 m AOD |
| Regional Landscape Character | South West New Forest Coastal Plain (9a) |
| Regional Seascape Unit | Western Solent RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.689. From this location the Project will lie to the south-west of the view behind Hurst Spit, and will occupy 15.8° across the horizon towards the south-west.

13.690. The open sea is not visible from this viewpoint within the Solent, as the raised Hurst Spit and Hurst Castle occupy the gap out to sea and extend in front of the Isle of Wight. The Project will be seen above the Spit, while the presence of the nearby sea and the distance will prevent it from appearing overbearing on the landform.

13.691. The Project will extend along a considerable length of Hurst Spit to Keyhaven Harbour, where white poles and flag masts from moored boats can be seen extending vertically above the horizon. From this distance the masts and turbines will appear a similar height, form and colour, and will be difficult to distinguish between. This will reduce the magnitude of effect, as the presence of the Project will appear as a continuation of an already existing feature. This will, however, be a temporal feature of the view as boats may not be moored there all year round, and in their absence the

turbines will be the only vertical element within a predominantly open horizontal landscape.

13.692. The key feature within the view across the Solent is Hurst Castle, appearing dominant on the horizon. The Needles sit behind and hold less focus of the view. The Project will appear to sit behind the Needles, adding an additional layer to the already busy view. While they will appear to be less prominent than the other two features, their movement may draw attention to their presence.

13.693. This viewpoint also affords complex views inland across the nature reserve, and across the east of the Solent to Lymington which shares the focus of the view, and where again white vertical masts can be seen at the harbour. These varied views extend 360° and will reduce the overall magnitude of change to the view.

13.694. It is considered that there will be moderate-minor alterations to key elements of the view, such that post construction the baseline view will be recognisably changed, as the Project will be apparent and likely to catch the eye. The sensitivity of the visual receptor at this viewpoint to the type of change proposed is considered to be **high.** Overall the magnitude of effect is considered to be **medium-low**, resulting in a significance of visual impact between **major-moderate** and **moderate**. This is considered to be **Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 27: Hurst Castle***

| Table 13.45 VP27 Hurst Castle | |
|---|---|
| Grid Reference | 431482, 89752 |
| Principal visual receptor | Walkers |
| Secondary visual receptor | Visitors |
| Distance / direction to the Turbine Area | 19.3 km south-west |
| Elevation | 1 m AOD |
| Regional Landscape Character | South West New Forest Coastal Plain (9a) |
| Regional Seascape Unit | Christchurch Bay RSU / Western Solent RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.695. From this viewpoint the Project will lie to the south-west of the view, behind and adjacent to the Needles on the Isle of Wight. It will occupy 16.3° of the seaward horizon, which stretches westwards for approximately 45°, and to 85° with the Purbeck and Christchurch coast in the far distance.

13.696. The main focal point within this view is the Needles, which lie only 5.3 km away from the viewpoint. The Project will be visible through the gaps between the stacks at the Needles, and will extend westwards. The turbines will appear slightly taller than the stacks, and will fundamentally alter the silhouette of the Needles, which are currently seen within an open seaward horizon.

13.697. The view also extends inland to Hurst Castle, to the lighthouse and Keyhaven Harbour, however the key focus of the view will remain the Needles and the open sea, upon which the Project will impose a dominating presence. While this occupies only a small proportion of the overall panoramic view, it is the most important part of the view, and therefore will present a greater magnitude of effect.

13.698. It is considered that there will be large alterations to key elements, such that post construction the baseline view will be fundamentally changed, and the Project will be unmistakable and commanding within the context of the view. The sensitivity of the visual receptor at this viewpoint to the type of change proposed is considered to be **high**. Overall the magnitude of effect is considered to be **high**, resulting in a significance of visual impact of **major**. This is considered to be **Significant** under the EIA Regulations for this SLVIA.

13.699. The secondary receptor at this viewpoint a lower sensitivity than the principal receptor. However, the impact significance for visitors is **major-moderate,** which is still considered to be **Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 28: The Needles, Isle of Wight***

| Table 13.46 VP28 The Needles | |
|---|---|
| Grid Reference | 429848, 84730 |
| Principal visual receptor | Visitors |

| Table 13.46 VP28 The Needles | |
|---|---|
| Secondary visual receptor | Walkers |
| Distance / direction to the Turbine Area | 14.2 km south-west |
| Elevation | 16 m AOD |
| Regional Landscape Character | Chalk Downs LCT1 |
| Regional Seascape Unit | West Isle of Wight Coast RSU / Western Solent RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.700. From this viewpoint the Project will lie to the south-west of the view within the expansive uninterrupted view of the sea, and will occupy 30.5° of the approximately 150° seaward horizon.

13.701. The Project will be seen on its own within the seaward view, and due to its close proximity and the elevated view, the turbines will appear to sit below the horizon line thus affording an understanding of its size and depth.

13.702. While it will not lie immediately adjacent to the Needles, it will lie within broadly the same direction and context of view. This viewpoint is visited by people specifically to gain views of the Needles, and as the presence of the Project will introduce a new evident focal point, it will fundamentally alter the defining elements of this view, and the context within which the Needles are seen. Due to the close proximity to the Project, the substations will also be apparent from this location, complicating the views and will contribute to increasing the magnitude of visual effect.

13.703. The 5 MW turbine layout has also been considered for this viewpoint in addition to the 8 MW worst case scenario. The 5 MW layout turbines will appear particularly dense, but will however appear smaller than the 8 MW layout turbines as their additional height will be discernible due to the close proximity to the viewpoint. The layout of the 8 MW turbines will appear slightly more chaotic and inconsistent in comparison to the 5 MW turbines due to their additional height, and therefore the 8 MW turbines will be anticipated to exhibit a greater visual effect.

13.704. It is considered that there will be large alterations to key elements, such that post construction the baseline view will be fundamentally changed, and the Project will be unmistakable and commanding within the context of the view. The sensitivity of the principal visual receptor at this viewpoint (people visiting specifically for the view) to the type of change proposed, is considered to be **high-medium**. Overall the magnitude of effect is considered to be **high**, resulting in a significance of visual impact between **major** and **major-moderate**. This is considered to be **Significant** under the EIA Regulations for this SLVIA.

13.705. The secondary receptor at this viewpoint (walkers along the Tennyson Coastal Path) have a higher sensitivity than the principal receptor. The impact significance for walkers at this location increases to **major**. This is also considered to be **Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 29: Tennyson's Monument***

| Table 13.47 VP29 Tennyson's Monument, Isle of Wight | |
|---|---|
| Grid Reference | 432486, 85338 |
| Principal visual receptor | Walkers |
| Secondary visual receptor | Visitors engaged in cultural pursuits |
| Distance / direction to the Turbine Area | 16.4 km south-west |
| Elevation | 131 m AOD |
| Regional Landscape Character | Chalk Downs LCT1 |
| Regional Seascape Unit | West Isle of Wight Coast RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.706. From this location the Project will lie to the south-west of the view within the expansive uninterrupted view of the sea, and will occupy 30.6° of the seaward horizon. This viewpoint affords almost 360° views, within which there are numerous key features, of which the sea is only one. Much of the focus lies on the dramatically undulating landform of the island leading to the white chalk cliffs in the west, and views inland to the Solent and Christchurch Bay to the north.

13.707. The Project will be seen on its own within the seaward view and due to the elevation of the viewpoint, will be seen to sit just below the horizon line. Its presence will create a new focal point that will appear conspicuous within the seaward portion of the view. The offshore substations will also be visible from this location, and will add a degree of complexity to the

view of the Project. However, these views will not have any influence on the features within the remaining portions of the 360° view and it is judged that the wide marine expanse has the ability to accommodate the Project.

13.708. Overall, there will be moderate alterations to key elements such that post construction the baseline view will be distinctly changed, as the Project will be well defined and will catch the eye. The sensitivity of the visual receptor at this viewpoint to the type of change proposed is considered to be **high**. Overall the magnitude of effect is considered to be **medium**, resulting in a significance of visual impact of **major-moderate**. This is considered to be **Significant** under the EIA Regulations for this SLVIA.

13.709. The secondary receptor at this viewpoint a lower sensitivity than the principal receptor. However, the impact significance for visitors is between **major-moderate and moderate,** which is still considered to be **Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 30: Compton Beach***

| Table 13.48 VP30 Compton Beach, Isle of Wight | |
|---|---|
| Grid Reference | 437063, 84917 |
| Principal visual receptor | Visitors |
| Secondary visual receptor | Walkers |
| Distance / direction to the Turbine Area | 19.2 km south-west |
| Elevation | 2 m AOD |
| Regional Landscape Character | Southern Coastal Farmland LCT4 |
| Regional Seascape Unit | West Isle of Wight Coast RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.710. From this viewpoint the Project will lie to the south-west of the view, within the expansive uninterrupted view of the sea and to the south of the white cliffs that form Tennyson Down. The Project will occupy 31.1° of the approximately 140° seaward horizon and the turbines will be seen to partially extend beyond the horizon, thus reducing their apparent proximity and their perceived size.

13.711. The Project will sit on its own in its marine setting where its presence will be conspicuous within the simple and open view. The turbines will appear notably smaller in height than the white chalk cliffs to the north-west. While the view is partially contained by these cliffs, it is open to the south-east, with small scale bays and undulations along the cliffs. This affords very large-scale seaward views within which the Project will be seen.

13.712. Due to the location of the Project the offshore substations will also be apparent from this location. The sea level elevation of the view will limit how clearly the Project is seen, and will reduce the prominence of the substations, thus reducing their effect.

13.713. It is considered that there will be moderate alterations to key elements, such that post construction the baseline view will be distinctly changed, as the Project will be clearly defined and will catch the eye. The sensitivity of the principal visual receptor at this viewpoint, identified as visitors (beach users) due to their greater number, to the type of change proposed is considered to be **medium**. Overall the magnitude of effect is considered to be **medium**, resulting in a significance of visual impact of **moderate**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

13.714. The secondary receptor at this viewpoint has a higher sensitivity than the principal receptor. The impact significance for walkers at this location increases to **major-moderate**. This is considered to be **Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 31: Mottistone, Isle of Wight***

| Table 13.49 VP31 Mottistone | |
|---|---|
| Grid Reference | 440624, 84724 |
| Principal visual receptor | Walkers |

| Table 13.49 VP31 Mottistone | |
|---|---|
| Distance / direction to the Turbine Area | 21.9 km west south-west |
| Elevation | 200 m AOD |
| Regional Landscape Character | Sandstone Hills and Gravel Ridges LCT5 |
| Regional Seascape Unit | West Isle of Wight Coast RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.715. From this location the Project will lie to the west and slightly south of the view, within the expansive uninterrupted view of the sea and south of the white cliffs at Tennyson Down. The Project will occupy 30.1° of the approximately 180° seaward horizon.

13.716. The elevated inland viewpoint affords almost 360° views, within which the focus is shared between the expansive seaward view and the undulating land across the island, within which intimate small-scale settlement and woodland across the coastal plain can be seen. The Project will be seen within a very large expanse of sea; however the large-scale nature of the view will be able to accommodate it to a certain degree, reducing its prominence.

13.717. Neither the view towards the white cliffs in the north, nor to the coast in the south-east will be interrupted by the presence of the Project as it will lie in its own portion of the view. Therefore it will lie within a less sensitive part of the view. In addition, its distance from the coast is also considered to reduce the impact it may have on the intact small-scale inland settlement and woodland.

13.718. However, the offshore substations will also just be perceptible from this location, which will slightly complicate the view, marginally increasing the magnitude of effect.

13.719. Overall it is considered that there will be moderate-minor alterations to key elements, such that post construction the baseline view will be recognisably changed, as the Project will be apparent, and will catch the eye. The sensitivity of the visual receptor at this viewpoint to the type of change proposed is considered to be **high**. Overall the magnitude of effect is considered to be **medium-low**, resulting in a significance of visual impact between **major-moderate** and **moderate**. This is considered to be **Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 32: Limerstone Down***

| Table 13.50 VP32 Limerstone Down, Isle of Wight | |
|---|---|
| Grid Reference | 443791, 83717 |
| Principal visual receptor | Walkers |
| Distance / direction to the Turbine Area | 24.1 km west south-west |
| Elevation | 190 m AOD |
| Regional Landscape Character | Sandstone Hills and Gravel Ridges LCT5 |
| Regional Seascape Unit | West Isle of Wight Coast RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.720. From this location the Project will lie to the west and slightly south of the view, within the expansive uninterrupted view of the sea. The Project will occupy 29.6° of the approximately 180° seaward horizon.

13.721. The elevated inland viewpoint affords almost 360° views, within which the focus is shared between the undulating land across the island as well as the expansive seaward horizon.

13.722. Much focus lies on the settlement of Brightstone and the woodland surrounding it. This draws views to the foreground, reducing the emphasis on the seaward view. The Project will however be seen within an open expanse of sea and will become a new focal point, drawing some of the focus away from the coastal plain. Overall this will remain a large-scale sea view, as it is capable of accommodating the large-scale of development, reducing its prominence and therefore magnitude of effect.

13.723. The view to the white cliffs in the north will not be interrupted by the presence of the Project as it will lie in its own portion of the view. In addition, its distance from the coast is also considered to reduce the impact it may have on the intact small-scale inland settlement and woodland. However, the offshore substations will be just perceptible from this location, which will slightly complicate the view, increasing the magnitude of effect.

13.724. It is considered that there will be moderate-minor alterations to key elements, such that post construction the baseline view will be recognisably changed, as the Project will be apparent, and obvious. The sensitivity of the visual receptor at this viewpoint to the type of change proposed is considered to be **high**. Overall the magnitude of effect is considered to be **medium-low**, resulting in a significance of visual impact between **major-moderate** and **moderate**. This is considered to be **Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 33: Blackgang car park***

| Table 13.51 VP33 Blackgang Car Park, Isle of Wight | |
|---|---|
| Grid Reference | 449096, 76747 |
| Principal visual receptor | Visitors |
| Distance / direction to the Turbine Area | 27.0 km west |
| Elevation | 168 m AOD |
| Regional Landscape Character | Chalk Downs LCT1 |
| Regional Seascape Unit | West Isle of Wight Coast RSU |
| Photographic panorama | SLVIA Visuals Appendix |

13.725. From this viewpoint the Project will lie to the west of the view. It will occupy 30.5° of the seaward horizon, however the full extent of this array will not be visible as it will be largely obscured by the vegetation around the viewpoint at Blackgang Chine. Beyond this viewpoint, the view is drawn to the white cliffs in the north of the island. The Project will lie in a separate portion of the view to the white cliffs, and as such will not interrupt views towards them. It will lie to the far west of the view, and will be mostly obscured by vegetation.

13.726. The location of the Project, the distance away and the orientation within the view notably reduces the prominence. Therefore, post construction there will be only a slight alteration to the view, as most of the focus will remain on Blackgang Chine and along the coast of the island itself.

13.727. It is considered that there will be minor alterations to key elements of the view, and while the Project will be apparent it will not be clearly visible. The sensitivity of the visual receptor at this viewpoint to the type of change proposed is considered to be **medium**. Overall the magnitude of effect is considered to be **low**, resulting in a significance of visual impact **moderate-minor**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 34: Ferry Route***

| Table 13.52 VP34 Ferry Route, Poole to Cherbourg (sailing south) | |
|---|---|
| Grid Reference | 408644, 74239 |
| Principal visual receptor | Ferry passengers |
| Secondary visual receptor | Ship crew |
| Distance / direction to the Turbine Area | 8.5 km south-east |
| Elevation | 0 m AOD |
| Regional Landscape Character | N/A |
| Regional Seascape Unit | Swanage Bay RSU / Active Coastal |
| Photographic panorama | SLVIA Visuals Appendix |

13.728. From this marine location the Project will lie centrally within the view to the south-east. The viewpoint is located so that views will focus centrally upon the Project, and stacking of the rows will be clearly apparent. The turbines will occupy 77.7° of the horizon, however this view affords open views, with approximately 270° of the open seaward horizon visible. The close proximity to the Project will result in it becoming the key feature of the view. Large stretches of the horizon to the west and north-east will however still be available.

13.729. There will be no change in the view towards the coast, and while the focus of views will be altered this will be within a different portion of the view. The direct view to the Needles, 24 km away, will not be affected as it will not be interrupted by the location of the Project. However the context of the view will be altered as it will lie in close proximity to the Needles along the horizon, appearing just to the south within the view, reducing the perception of openness within which they are seen.

13.730. It is considered that there will be large alterations to key elements of the view as the Project will appear dominant and commanding within the seaward view. The sensitivity of the visual receptor at this viewpoint to the

type of change proposed is considered to be **medium-low**. Overall the magnitude of effect is considered to be **high**, resulting in a significance of visual impact between **major-moderate** and **moderate.** This is considered to be **Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 35: Ferry Route***

| Table 13.53 VP35 Ferry Route, Cherbourg to Poole (sailing north) | |
|---|---|
| Grid Reference | 418071, 17922 |
| Principal visual receptor | Ferry passengers |
| Secondary visual receptor | Ship crew |
| Distance / direction to the Turbine Area | 37.9 km north |
| Elevation (AOD) | 0 m AOD |
| Regional Landscape Character | N/A |
| Regional Seascape Unit | Deep Water Offshore Shipping |
| Photographic panorama | SLVIA Visuals Appendix |

13.731. From this marine location the Project will lie centrally upon the horizon within the open sea view. The shipping lane lies at 37.86 km away, which results in the turbines being just visible above the horizon. The Project will occupy 17.0° of the open 360° view, and will therefore have little effect on the openness of views and the expansive horizon available.

13.732. The lack of visual connection to the coast will remove the opportunity for visual conflict with coastal features, as the nearest coastal location lies 60.8 km away at Anvil point on the Purbeck coast. Overall, while the Project will impose little influence on the view, it will form a new focal point in a view with no focal points whatsoever, and in that respect will result in a slight alteration to key visual elements of the view.

13.733. It is considered that there will be minor alterations to key elements of the view, and while the Project will be apparent, its presence will be subtle and blurred. The sensitivity of the visual receptor at this viewpoint to the type of change proposed is considered to be **medium-low**. Overall the magnitude of effect is considered to be **low-very low**, resulting in a significance of visual impact of **minor-very low.** This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Summary of Visual Effects***

Table 13.54 Effects upon Representative Viewpoints

| Viewpoint | Location | Approx. Distance to site | Principal visual receptor (and secondary receptor) | Sensitivity of receptor to offshore wind farm development (sensitivity of secondary receptor) | Magnitude of Effect | Significance of Impact | Significant under EIA Regulations |
|---|---|---|---|---|---|---|---|
| 1 | Portland Cliffs, Isle of Portland | 41.60 km | Walkers<br>(Local residents) | High<br>(High) | Low-very low | Between moderate-minor and minor<br>(Between moderate-minor and minor) | Not Significant<br>(Not Significant) |
| 2 | Weymouth Beach | 45.55 km | Visitors (Walkers) | Medium<br>(High) | Very low | Very low<br>(Very low) | Not Significant<br>(Not Significant) |
| 3 | Redcliff Point | 44.04 km | Walkers | High | Low-very low | Minor | Not Significant |
| 4 | Footpath nr. Osmington White Horse, White Horse Hill | 44.73 km | Walkers<br>(Visitors engaged in cultural pursuits/ Farmers) | High<br>(High-medium/ Medium-low) | Very low | Very low<br>(Very low) | Not Significant<br>(Not Significant) |
| 5 | Hambury Tout, SWCP, nr Lulworth Cove | 33.81 km | Walkers<br>(Visitors) | High<br>(Medium) | Low | Moderate<br>(Moderate-minor) | Not Significant<br>(Not Significant) |
| 6 | Whiteways Viewpoint, Povington Hill | 28.23 km | Visitors<br>(Walkers) | Medium<br>(High) | Medium-low | Between moderate and moderate-minor.<br>(Between major-moderate to moderate) | Not Significant<br>(Significant) |
| 7 | Swyre Head | 23.07 km | Walkers<br>(Farmers) | High<br>(Medium-low) | High-medium | Between major and major-moderate<br>(Moderate) | Significant<br>(Not Significant) |
| 8 | St. Aldhelm's Head | 19.04 km | Walkers<br>(Local residents) | High<br>(High) | Medium | Major-moderate<br>(Major-moderate) | Significant<br>(Significant) |
| 9 | Durlston Castle, Durlston Head | 14.41 km | Visitors engaged in cultural pursuits | High-medium | High-medium | Major-moderate. | Significant |
| 10 | Swanage Seafront | 15.84 km | Local residents<br>(Visitors) | High<br>(Medium) | Low | Moderate<br>(Moderate-minor) | Not Significant<br>(Not Significant) |

| Table 13.54 Effects upon Representative Viewpoints | | | | | | | |
|---|---|---|---|---|---|---|---|
| 11 | Ballard Down | 17.03 km | Walkers<br>(Farmers) | High<br>(Medium-low) | High-medium | Between major and major-moderate.<br>(Moderate) | Significant<br>(Not Significant) |
| 12 | Old Harry Rocks, Handfast Point | 16.04 km | Walkers<br>(Farmers) | High<br>(Medium-low) | Medium | Major-moderate<br>(Between moderate and moderate-minor) | Significant<br>(Not Significant) |
| 13 | Knoll Beach, Studland | 18.49 km | Visitors<br>(Walkers) | Medium<br>(High) | Low-very low | Minor<br>(Between moderate-minor and minor) | Not Significant<br>(Not Significant) |
| 14 | Sandbanks Ferry Port | 20.30 km | Travelling Public – car users<br>(Foot passengers) | Medium-low<br>(High-medium) | Medium-low | Moderate-minor<br>(Moderate) | Not Significant<br>(Not Significant) |
| 15 | Sandbanks Beach | 20.22 km | Visitors<br>(Local residents) | Medium<br>(High) | Medium | Moderate<br>(Major-moderate) | Not Significant<br>(Significant) |
| 16 | Sea View, Constitution Hill | 24.36 km | Local residents<br>(Visitors) | High<br>(Medium) | Low-very low | Between moderate-minor and minor<br>(Minor) | Not Significant<br>(Not Significant) |
| 17 | Branksome Dene Chine, Community Rooms | 20.34 km | Local residents<br>(Visitors) | High<br>(Medium) | Medium | Major-moderate<br>(Moderate) | Significant<br>(Not Significant) |
| 18 | West Cliff, Bournemouth | 20.2 km | Local residents | High | Medium | Major-moderate | Significant |
| 19 | Undercliff Drive, Bournemouth | 15.9 km | Visitors<br>(Local residents) | Medium<br>(High) | Medium | Moderate<br>(Major-moderate) | Not Significant<br>(Significant) |
| 20 | Hengistbury Head | 17.2 km | Walkers<br>(Visitors) | High<br>(Medium) | Medium | Major-moderate<br>(Moderate) | Significant<br>(Not Significant) |
| 21 | Mudeford Quay | 15.2 km | Visitors<br>(Recreational sailors) | Medium<br>(High-medium) | Medium | Moderate<br>(Between major-moderate and moderate) | Not Significant<br>(Significant) |
| 22 | Wharncliff Rd Car Par / Café | 17.0 km | Local residents<br>(Visitors) | High<br>(Medium) | Medium | Major-moderate<br>(Moderate) | Significant<br>(Not Significant) |

Table 13.54 Effects upon Representative Viewpoints

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 23 | Holmsley Ridge, Thorney Hill | 22.7 km | Travelling public, rural road users<br>(Farmers) | Medium-low<br>(Medium-low) | Low-very low | Minor-very low<br>(Between minor and very low) | Not Significant<br>(Not Significant) |
| 24 | Hatchet Moor, Beaulieu Heath | 30 km | Cyclists<br>(Motorists on local road / walkers) | High-medium<br>(Medium-low / High) | None | None<br>(None) | Not Significant<br>(Not Significant) |
| 25 | Milford Promenade | 19.6 km | Local residents<br>(Visitors) | High<br>(Medium) | High-medium | Between major and major-moderate<br>(Between major-moderate and moderate) | Significant<br>(Significant) |
| 26 | Sea-Wall, Solent Way | 22.04 km | Walkers | High | Medium-low | Between major-moderate and moderate | Significant |
| 27 | Hurst Castle | 19.28 km | Walkers<br>(Visitors) | High<br>(Medium) | High | Major<br>(Major-moderate) | Significant<br>(Significant) |
| 28 | The Needles, Isle of Wight | 14.3 km | Visitors<br>(Walkers) | High-medium<br>(High) | High | Between major and major-moderate<br>(Major) | Significant<br>(Significant) |
| 29 | Tennyson's Monument, Isle of Wight | 16.3 km | Walkers<br>(Visitors engaged in cultural pursuits) | High<br>(High-medium) | Medium | Major-moderate<br>(Between major-moderate and moderate) | Significant<br>(Significant) |
| 30 | Compton Beach, Isle of Wight | 19.0 km | Visitors<br>(Walkers) | Medium<br>(High) | Medium | Moderate<br>(Major-moderate) | Not Significant<br>(Significant) |
| 31 | Mottistone, Isle of Wight | 21.5 km | Walkers | High | Medium-low | Between major-moderate and moderate | Significant |
| 32 | Limerstone Down, Isle of Wight | 24.1 km | Walkers | High | Medium-low | Between major-moderate and moderate | Significant |
| 33 | Blackgang Car Park, Isle of Wight | 26.6 km | Visitors | Medium | Low | Moderate-minor | Not Significant |
| 34 | Ferry Route, Poole to Cherbourg | 7.3 km | Ferry passengers<br>(Ship workers) | Medium-low<br>(Low) | High | Between major-moderate and moderate.<br>(Moderate) | Significant |

| Table 13.54 Effects upon Representative Viewpoints | | | | | | | |
|---|---|---|---|---|---|---|---|
| 35 | Ferry Route, Cherbourg to Poole | 37.1 km | Ferry passengers (Ship workers) | Medium-low (Low) | Low-very low | Minor-very low (Between minor and very low) | Not Significant (Not Significant) |

***Night Time Visual Effects***

13.734. Lighting of the offshore elements of the Project is required to provide navigational, aviation and operational safety. Lighting that is anticipated to be visible from the coast and surrounding seascape will consist of three light sources associated with the turbines, met mast and the offshore substation platforms. Required lighting includes:

- Aviation lights: These will be red, 2000 candela, and will be located at the turbine hub height. They will emit a Morse code 'W' flashing sequence. No more than 45% or less than 20% of the peak beam intensity will be visible in the horizontal plane, while no more than 10% of the peak will be visible lower than 1.5 degrees below the horizontal plane. This will generally prevent aviation lighting being visible from the coast;
- Navigational lights: These will consist of IPS and SPS navigational lighting, both yellow, 50 candela, on a 3 second and 5 second sequence respectively. They will be located at approximately 15-20 m height upon the turbine column. Most lighting seen from surrounding coast lines will be due to the navigational lighting.
- Operational lights for substation platforms: It is assumed at the time of writing that the substations will be unmanned, and will therefore require minimal operational lighting. Internal navigation lighting will also be located on the substations.

13.735. A night time assessment has been undertaken to determine the impact of the lighting upon the seascape, landscape and visual environment. Night time photomontages have been produced for 5 viewpoints agreed with Natural England to inform this assessment, and can be seen in the SLVIA Visuals Appendix.

***Viewpoint 9: Durlston Castle, Durlston Head***

13.736. There are few areas affected by existing lighting within this view, with only a small number of buildings lit on the adjacent headland, and the distant glow of Bournemouth in the background of the view to the north. The Wind Park will lie in a separate section of the view to these coastal settlements, and will lie within the currently undeveloped and unlit sea view.

13.737. It will introduce lighting to this area which, due to its separation from the coast will not appear in the same direction of view as Bournemouth. Overall, the lighting associated with urban areas, particularly Bournemouth, may help to modify the effects of the lighting of the Wind Park and substations. However, it will lie separately from the coast and will introduce lighting into a section of view that is currently unlit. The turbines will be apparent with two lights on each turbine, however only those turbines closest to the viewpoint will be visible. The three offshore substations will create the greatest effect, as their bright lighting and large size makes them more apparent than the turbines. The magnitude of this will be increased by the relatively remote context of this viewpoint.

13.738. Views are representative of those available to visitors engaged in cultural pursuits, who are considered to have **high-medium** sensitivity to the type of change proposed. Overall the magnitude of night-time effects is considered to be **medium-low**, resulting in a significance of impact of **moderate**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 10: Swanage Seafront***

13.739. Swanage Bay is particularly lit up along the water's edge, and in particular the buildings upon the headland to the south of the bay. Only a small proportion of the Wind Park will be visible adjacent to this headland. The lighting on the turbines will be perceptible in the distance; however the prominence and close proximity of the headland lighting will draw nearly all of the attention within this view. Due to the location of the turbines, they will appear to be associated with the headland or boats moored to the pier. The addition of the Wind Park lighting will result in only very minor alterations to the view.

13.740. Views are representative of those available to local residents who are considered to have **high** sensitivity to the type of change proposed. Overall the magnitude of night-time effect is considered to be **very low**, resulting in a significance of impact of **negligible**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

13.741. The secondary receptor at this viewpoint is visitors, who are considered to have a **medium** sensitivity. The impact significance for visitors at this location remains at **negligible.** This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 15: Sandbanks Beach***

13.742. This viewpoint lies at the edge of the urban area of Bournemouth, and is adjacent to the residential areas of Sandbanks. The view consists of the open sea to the east and south-east and Studland beach and the Purbeck Hills behind to the west. Very little lighting is perceptible on the land to the west other than at the Glebeland Estate, located on the hillside to the north of Studland and visible in the west of the view. The lighting of boats moored across the bay is visible to the south-west of the view and appears as small dots along the horizon. This provides the only source of lighting throughout most of the view, other than in the far north-east along the Bournemouth coastline. The turbine lighting is therefore apparent, as the Wind Park will lie within the largely unlit seaward view, where, in general, the most noticeable lighting comes from large ships travelling through the bay.

13.743. The two sets of lights on each turbine will be perceptible, however only the turbines closest to the viewpoint will be clearly visible, whilst lighting on those further back within the Turbine Area will be noticeably less perceptible. The three offshore substations will be the most apparent, as the lights will be much brighter than the turbine lights. The magnitude of effect of the turbine lighting will be moderated by the presence of the boat lighting in the bay, which lies along approximately the same horizontal line as the turbine lighting. The magnitude will be further moderated by the nearby urban environment from where the Wind Park will be seen. As such it is considered that there will be minor alterations to the view.

13.744. Views are representative of those available to local residents who are considered to have **high** sensitivity to the type of change proposed. Overall the magnitude of effect is considered to be **low**, resulting in a significance of impact of **moderate**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

13.745. The secondary receptor at this viewpoint is visitors, who are considered to have a **medium** sensitivity. The impact significance for visitors at this location is **moderate-minor.** This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 18: West Cliff, Bournemouth***

13.746. This viewpoint lies within the urban area of Bournemouth, and affords views across much of the well-lit coastal locations across the Bay. Lighting is apparent in clusters along the landform that encloses the bay, from the Purbeck coast to Sandbanks, the pier at Bournemouth Pier, and towards Hengistbury Head. The Wind Park will lie within the undeveloped and unlit seaward view, where the occasionally large ships on the horizon create lit elements moving across the view.

13.747. The turbines will be apparent with two lights on each turbine, however only those turbines closest to the viewpoint will be visible. The three offshore substations will create the greatest effect, as their bright lighting and large size makes them more apparent than the turbines. The magnitude of the effect will be reduced by the urban and well lit context from where the Wind Park will be seen. As such it is considered that post development there will be minor alterations to the view, as the Wind Park lighting will be apparent.

13.748. Views are representative of those available to local residents using the green space who are considered to have **high** sensitivity to the type of change proposed. Overall the magnitude of effect is considered to be **low**, resulting in a significance of impact of **moderate**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Viewpoint 29: Tennyson's Monument, Isle of Wight***

13.749. This viewpoint lies in a particularly remote location, with little onshore lighting from settlement in close proximity. Lighting can be seen on the mainland to the north at Milford on Sea, Christchurch and Bournemouth; however the distance reduces its prominence within the view. The Wind Park lighting will be visible within the seaward view which is currently completely unlit, other than for occasional ships creating lit elements that move across the view.

13.750. The turbines will be seen spreading across a relatively wide extent of the unlit view, with two lights on each turbine. However only the lights on the turbines closest to the viewpoint will be most visible, while the lighting on turbines further away will appear more faint in comparison. The three offshore substations will create the greatest effect, as their bright lighting and large size makes them more apparent than the turbines. The magnitude of the effect will be increased by the remote and mostly unlit immediate surroundings of the viewpoint.

13.751. Overall, it is considered that the addition of the Wind Park lighting will result in moderate alterations to key elements of the view, as the lighting, in particular the substations, will be conspicuous and will catch the eye.

13.752. Views are representative of those available to walkers along the Tennyson Trail who are considered to have **high** sensitivity to the type of change proposed. Overall the magnitude of effect is considered to be **medium**, resulting in a significance of impact of **major-moderate**. This is considered to be **Significant** under the EIA Regulations for this SLVIA for those walkers who might choose to visit this location at night.

| Table 13.55 Night Time Effects upon Representative Viewpoints | | | | | | | |
|---|---|---|---|---|---|---|---|
| Viewpoint | Location | Approx. Distance to site | Principal visual receptor (and secondary receptor) | Sensitivity of receptor to offshore wind farm development (sensitivity of secondary receptor) | Magnitude of Effect | Significance of Impact | Significant under EIA Regulations |
| 09 | Durlston Castle, Durlston Head | 14.4 km | Visitors engaged in cultural pursuits | High-Medium | Medium-low | Moderate | Not Significant |
| 10 | Swanage Seafront | 15.8 km | Local Residents (Visitors) | High (Medium) | Very low | Negligible (Negligible) | Not Significant (Not Significant) |
| 15 | Sandbanks Beach | 20.2 km | Local Residents (Visitors) | High (Medium) | Low | Moderate (Moderate-minor) | Not Significant (Not Significant) |
| 18 | West Cliff, Bournemouth | 20.2 km | Local residents | High | Low | Moderate | Not Significant |
| 29 | Tennyson's Monument, Isle of Wight | 16.3 km | Walkers (Visitors engaged in cultural pursuits) | High (High-medium) | Medium | Major-moderate (Between major-moderate and moderate) | Significant (Significant) |

### 13.5.4. Effects during the Construction and Decommissioning phases

13.753. Whilst the principal impacts upon the seascape and landscape environments and visual receptors will arise once the wind park has been constructed and is in the O&M phase, there will be impacts associated with both the construction and decommissioning phases of the project.

13.754. For the purposes of this assessment, as identified earlier in this chapter, it is anticipated that the greatest potential effects will arise from the construction and decommissioning of the greater number of turbines and thus, within the defined Rochdale Envelope. As such the assessment effects is based upon the 5MW turbine layout.

13.755. During the construction phase, the visible (albeit temporary) activity of construction vessels travelling to and from the site, the presence of jack-up barges, cable laying and support vessels, and the progressive construction of the turbines and offshore substations will constitute the main effects on the seascape and landscape character and visual receptors.

13.756. It is estimated that the construction phase will consist of:

- 1141 heavy vessel movements over the total construction period, equivalent to up to 380 movements per year,
- 6300 light vessel movements over the total construction period, equivalent to up to 2100 movements per year,
- Offshore construction lighting

13.757. The Rochdale Envelope allows a range of indicative turbine layouts to be considered with varying numbers of turbines at a range of sizes and heights. Therefore, the precise number and type of vessels to be used during construction is not yet determined, however the numbers identified above represent the RWCS for vessel movements and is based on the 5MW turbine layout.

13.758. The offshore construction process is estimated to take 4.5 years and will be broken down into up to 3 stages of construction. The indicative vessel movement figures above are dependent on the pace of the construction programme which may vary by 3 to 4.5 years. The RWCS of a shorter construction programme and greater vessel movements per year has been used in the assessment.

13.759. At this stage of the Project development, NBDL is unable to confirm which port(s) may be used for the construction, and decommissioning phases. It is thus not possible at this stage to identify the main direction of vessel movements to and from the Turbine Area.

13.760. The construction effects are anticipated to change over the course of the construction phase. Construction vessel numbers will remain similar throughout but operational vessels and numbers of installed turbines will increase toward the end of the phase, as the Project nears commissioning and then full O&M. In this respect, there will be a gradual shift in effects from those due to construction to those arising from O&M. In general, the construction effects are anticipated to be of a similar or lower magnitude of effect than those O&M effects, as they will be temporary in duration and limited to localised active construction areas, and the entire phase will be relatively short in comparison to the lifetime of the Project.

13.761. The decommissioning phase will involve the dismantling of structures, potentially in reverse order and involving similar plant, vessel and vessel movement to that used during the construction phase. Decommissioning will include the complete removal of all offshore structures above the seabed but exclude sub-seabed turbine foundations and cable connections.

13.762. During the decommissioning phase, the magnitude of seascape, landscape and visual effects are anticipated to be no more than those experienced during construction, tending towards a lower magnitude due to the shorter anticipated duration for decommissioning.

13.763. Following the decommissioning phase there would be no residual effects on seascape, landscape or visual receptors.

13.764. Landscape and seascape receptors as considered below. Visual receptors have not been considered in the construction and decommissioning assessment.

#### *a) Effects upon Regional Seascape Units*

13.765. The O&M assessment identified two RSUs with an impact significance of **negligible** (East Portland and Weymouth Bay, and Ventnor Coast). Given this assessment it is not considered necessary to consider these receptors further within the construction / decommissioning phase as effects these will be no greater than those already identified for O&M.

13.766. The following 4 RSUs were identified as having an impact significance of **moderate**:

- 2. Purbeck Coast

- 3. Swanage Bay
- 5. Christchurch Bay
- 7. West Isle of Wight

13.767. The following 2 RSUs were identified as having an impact significance of **moderate-minor** or between **moderate** and **moderate-minor**:

- 4. Bournemouth Bay
- 6. Western Solent

13.768. It is anticipated that the effects on those RSUs identified as experiencing the highest impact significance during the operation phase, will similarly experience the highest impact significance during in the construction and decommissioning phases.

13.769. There is currently no existing offshore development in this area of sea; however, there are areas of dredging activity to the north and east of the Project which will from time to time, introduce vessels within the nearby seascape. The offshore portion of the study area is also a particularly busy stretch of water, with large scale shipping and fishing regularly occupying the English Channel. Therefore there is also a regular stream of sea traffic to and from the major ports within the study area: Portland, Poole, and the Solent strait leading to Southampton.

13.770. Both the construction and decommissioning effects arising would incur direct effects upon those RSUs within which the Project is located and within which vessel movement would conceivably occur which includes all of the RSUs listed above. The presence of numerous shipping, fishing and commercial vessels in the seaward extent of these RSUs will moderate the effects arising from the addition of construction vessels.

13.771. Construction activity will be most apparent across the seaward sections of those RSUs that have less sea traffic and activity. Effects will also be apparent, in particular, in those RSUs that have a more rural coastal extent with distinctive landmarks that are seen against south facing seaward views, including, 2. Purbeck Coast, 3. Swanage Bay and 7. West Isle of Wight.

13.772. The night-time lighting during construction and decommissioning of the turbines and offshore substations would be largely limited to sea to sea views across the RSUs, and from the open coastal areas of the landward extents (limited by weather and atmospheric conditions). The night time visual assessment for the O&M phase gives an indication as to the extent of visibility from locations along the coast.

13.773. Overall it is considered that the impact of construction / decommissioning vessels and activities will be of an intermittent nature, and would be only temporary. The sensitivity of RSU receptors varies between **high-medium** and **low**, and the magnitude of effect is considered to vary between **medium** and **low-negligible** for those RSUs within which the project sits. This results in impact significances that vary between **moderate** and **negligible**, which are **Not Significant** under the EIA Regulations for this SLVIA.

Table 13.56 Construction / Decommissioning Effects on Regional Seascape Units

| Regional Seascape Unit | Sensitivity to offshore wind farm development | Construction / Decommissioning Magnitude of effect | Construction / Decommissioning Significance of impact | Significant under EIA Regulations |
|---|---|---|---|---|
| 1. East Portland and Weymouth Bay | Medium-low | Negligible | Negligible | Not Significant |
| 2. Purbeck Coast | Medium | Medium-low | Between moderate and moderate-minor | Not Significant |
| 3. Swanage Bay | High-medium | Medium-low | Moderate | Not Significant |
| 4. Bournemouth Bay | Low | Medium | Moderate-minor | Not Significant |
| 5. Christchurch Bay | Medium-low | Medium | Between moderate and moderate-minor | Not Significant |
| 6. Western Solent | Medium | Low-very low | Minor | Not Significant |
| 7. West Isle of Wight | Medium | Medium-low | Between moderate and moderate-minor | Not Significant |

| Table 13.56 Construction / Decommissioning Effects on Regional Seascape Units | | | | |
|---|---|---|---|---|
| 8. Ventnor Coast | Medium | Very Low | Negligible | Not Significant |

***b) Effects upon Seascape Character Types – Coastal Seascape Character Types***

13.774. The O&M assessment identified that four of the five coastal SCTs will have an impact significance of either between **moderate** and **moderate-minor** or **moderate-minor**. The Sandy Beaches (2a) SCT was identified as having a **minor** significance impact during O&M.

13.775. The areas of coastal SCTs upon which construction and decommissioning effects are anticipated to arise have been separated into groups according to distance and orientation from the Turbine Area.

13.776. Group 1: Those within the central section of the study area that lie approximately 20-25 km from the Turbine Area include: Sandy Beaches (2a) at Bournemouth and Christchurch Bays; areas of Hard Rock Cliffs (2d) at Old Harry Rocks and the Needles on the Isle of Wight; and some small areas of Slumped Cliffs (2c).

13.777. Group 2: From approximately 20 km to the west of the Turbine area to the 45 km study area boundary, lie areas of Slumped Cliffs (2c); Hard Rock Cliffs (2d); Shingle Beaches and Spits (2b); and Intertidal Rock Ledges (2e).

13.778. Group 3: From approximately 20 km to the east of the Turbine Area to the 45 km study area boundary, lie areas of slumped cliffs (2c) along the Isle of Wight coast.

13.779. In general, those areas of SCTs that lie within group 1, within 20-25km to the north, north-east or north-west of the Turbine Area will experience the greatest effects during construction. These effects will be limited to the inter-visibility of the Project from within these coastal SCTs, from where visibility of the activities will be seen within a characteristically busy marine seascape.

13.780. The areas of coastal SCTs within groups 2 and 3 lie at distances of 20 km or further from the Turbine Area, from where the effects will be less than group 1. Whilst the construction activities will be perceptible, the changes will not be well defined or clearly visible, and will be seen within a busy marine seascape.

13.781. Overall it is considered that the impact of construction / decommissioning would be of a temporary and intermittent nature.

13.782. The sensitivity of the coastal SCTs varies between **medium** and **low**, whilst the magnitude of construction and decommissioning effects is considered to vary between **low** and **low-very low**. This results in impact significances that vary from **moderate-minor** to between **minor** and **negligible**, all of which are **Not Significant** under the EIA Regulations for this SLVIA.

***c) Effects upon Seascape Character Types – Marine Character Types***

13.783. The O&M assessment identified four marine SCTs with an impact significance of **negligible** (Man-made Harbour, Deep Water Offshore Fishing, Inshore Active Strait and Inshore Shipping Strait and Tidal Estuary), and four marine SCTs greater than this. For the marine SCTs predicted to experience a **negligible** significance of impact during the O&M phase it is not considered necessary to consider the construction / decommissioning effects further.

13.784. The Project and subsea cable route areas lie across areas of the following three marine SCTs, which are considered to have an impact significance during O&M that varies between **moderate** and between **moderate** to **moderate-minor**:

- Active Coastal Waters (3c);
- Inshore Waters (3d);
- Deep Water Offshore Shipping (3f)

13.785. The effects will be most apparent across the areas of these marine SCTs that lie within the surrounding 15 km of the Turbine Area. These marine SCTs are collectively characterised by their busy nature and regular use by sea traffic, in particular Deep Water Offshore Shipping SCT (3f), within which important shipping and transport routes are located, and Inshore Waters (3c) where recreational marine activity is a common sight. These characteristics will moderate the effects of the additional construction vessel traffic.

13.786. Effects are also anticipated to arise within the Coastal Waters SCT (3b), which was considered to be subject to a **moderate** significance of impact

during O&M. However, effects upon this SCT will be only related to the inter-visibility of the Project from within the SCT. Sea activity is limited to smaller scale recreational vessels within this SCT, and so the views of construction vessels will present a contrast in scale and type of activity in views.

13.787. Overall it is considered that the impact of construction / decommissioning would be of a temporary and intermittent nature.

13.788. The sensitivity of the four marine SCTs considered varies between **high-medium** and **low**. The magnitude of effect for these four marine SCTs is considered to vary between **medium** to **low** for the SCTs considered for construction / decommissioning. This results in impact significances that vary from **moderate-minor** to between **moderate** and **moderate-minor**, all of which are **Not Significant** under the EIA Regulations for this SLVIA.

Table 13.57 Construction / Decommissioning Effects on Seascape Character Types

| Seascape Character Type | Sensitivity to offshore wind farm development | Construction / Decommissioning Magnitude of effect | Construction / Decommissioning Significance of impact | Significant under EIA Regulations |
|---|---|---|---|---|
| *Coastal Seascape Types* | | | | |
| Sandy Beaches (2a) | Low | Low-very low | Between Minor and negligible | Not Significant |
| Shingle Beaches and Spits (2b) | Medium | Low | Between Moderate-minor | Not Significant |
| Slumped Cliffs (2c) | Medium-low | Low | Between moderate-minor and minor | Not Significant |
| Hard Rock Cliffs (2d) | Medium | Low | Moderate-minor | Not Significant |
| Intertidal Rock Ledges (2e) | Medium | Low-very low | Minor | Not Significant |
| *Marine Seascape Character Types* | | | | |
| Man-made Harbour (3a) | Low | Very low | Negligible | Not Significant |
| Coastal Waters (3b) | High-medium | Low | Between moderate and moderate-minor | Not Significant |
| Active Coastal Waters (3c) | Medium | Medium-low | Between moderate and moderate-minor | Not Significant |
| Inshore Waters (3d) | Medium-low | Medium-low | Moderate-minor | Not Significant |
| Deep Water Offshore Fishing (3e) | Low | Very low | Negligible | Not Significant |
| Deep Water Offshore Shipping (3f) | Low | Medium | Moderate-minor | Not Significant |
| Inshore Active Strait | Medium | Very low | Negligible | Not Significant |
| Inshore Shipping Strait and Tidal Estuary | Low | Very low-none | Negligible-none | Not Significant |

***d) Effects upon Landscape Character Types***

13.789. Within the assessment of anticipated effects for the O&M phase, 13 of the LCTs within Dorset, Hampshire and the Isle of Wight were identified to experience a significance of impact between **minor-negligible** or **negligible**, and as such are not considered further within the assessment of effects during the construction and decommissioning phases. In contrast, the following 10 LCTs have been considered.

***Dorset LCTs***

13.790. The following LCTs were identified as having an impact significance of **moderate** or **moderate** to **moderate-minor** during the O&M phase:

- Limestone Plateau

- Clay Valley
- Chalk escarpment / ridge

13.791. The greatest effects will be felt within areas of these LCTs that lie to the west and within approximately 15-25 km of the Turbine Area.

***Hampshire LCTs***

13.792. The following LCTs were identified as having an impact significance of **moderate** or **minor** during the O&M phase:

- Coastal Sea: Western Solent (11a)
- Open Coastal Shore

13.793. The greatest effect will be felt within areas of these LCTs that lie to the north-east and within approximately 17-20 km from the Turbine Area.

***Isle of Wight AONB LCTs***

13.794. The following LCTs were identified as having an impact significance between **moderate-minor** to **minor** during the O&M phase:

- LCT3. Intensive Agricultural Land
- LCT4. Southern Coastal Farmland
- LCT5. Sandstone Hills and Gravel Ridges
- LCT9. The Undercliff

13.795. The LCT1. Chalk Downs was considered to have a **moderate** significance impact during the O&M phase.

13.796. The effects on all LCTs will be intermittent across the construction and decommissioning phases, and will be only temporary in nature. Within all of these character areas, the effects will be related only to the inter-visibility of the Project, and will not physically affect the LCT. The effects will be most apparent on LCTs where a key characteristic is open sea views from elevated areas, as the presence of the construction activities and vessels will add movement and structures to an open seascape. Where sea traffic within views is already a characteristic, the effects will be moderated.

13.797. The sensitivity of the 10 LCTs considered in construction / decommissioning varies between **high-medium** and **low**, whilst the magnitude of effect is considered to vary between **medium-low** and **very low.** This results in impact significances that vary from between **moderate** and **moderate-minor** to between **minor** and **negligible**. All of these are **Not Significant** under the EIA Regulations for this SLVIA.

Table 13.58 Construction / Decommissioning Effects on Landscape Character Types

| Landscape Character Type | Sensitivity to offshore wind farm development | Construction / Decommissioning Magnitude of effect | Construction / Decommissioning Significance of impact | Significant under EIA Regulations |
|---|---|---|---|---|
| *Dorset LCA* | | | | |
| Ridge and Vale | Medium | Very low | Negligible | Not Significant |
| Limestone Peninsula | Medium | Very low | Negligible | Not Significant |
| Limestone Plateau | Medium | Medium-low | Between moderate and moderate-minor | Not Significant |
| Clay Valley | High-medium | Low- Very low | Minor | Not Significant |
| Chalk Escarpment / Ridge | High-medium | Low- Very low | Minor | Not Significant |
| Harbour / Wetland / Lagoon | Medium | Very low | Negligible | Not Significant |
| River Terrace | Low | Very low | Negligible | Not Significant |
| Lowland Heathland | Medium-low | Very low | Negligible | Not Significant |
| *Hampshire Integrated LCA* | | | | |
| Coastal Plain Enclosed | High-medium | Very low | Negligible | Not Significant |
| Coastal Plain Open | Low | Very low | Negligible | Not Significant |

Table 13.58 Construction / Decommissioning Effects on Landscape Character Types

| Landscape Character Type | Sensitivity to offshore wind farm development | Construction / Decommissioning Magnitude of effect | Construction / Decommissioning Significance of impact | Significant under EIA Regulations |
|---|---|---|---|---|
| Coastal Reclaim and Grazing Marsh | Medium | Very low | Negligible | Not Significant |
| Intertidal Estuary and Harbour | Medium-low | Very low | Negligible | Not Significant |
| Open Coastal Shore | Low | Low- Very low | Between minor and negligible | Not Significant |
| River Valley Floor | Medium | Very low | Negligible | Not Significant |
| River Valley Terrace | Low | Very low | Negligible | Not Significant |
| Coastal Sea: Western Solent (11a) | High-Medium | Low | Between moderate and moderate-minor | Not Significant |
| Coastal Sea: Eastern Solent (11c) | Medium | Very low | Negligible | Not Significant |
| *Isle of Wight AONB LCA* | | | | |
| LCT1. Chalk Downs | High-medium | Low | Between moderate and moderate-minor | Not Significant |
| LCT2. Traditional Enclosed Pasture | Medium | Very low | Negligible | Not Significant |
| LCT3. Intensive Agricultural Land | Low | Low- Very low | Between minor and negligible | Not Significant |
| LCT4. Southern Coastal Farmland | Medium | Low Very low | Minor | Not Significant |
| LCT5. Sandstone Hills and Gravel Ridges | Low | Low- Very low | Between minor and negligible | Not Significant |
| LCT9. The Undercliff | Medium | Very low | Negligible | Not Significant |

***e) Effects upon Designations***

***National / International Designations***

13.798. The assessment of effects during the O&M phase identified an impact significance of **negligible** for the New Forest National Park and for Cranborne Chase and West Wiltshire Downs AONB. Given this assessment, there is no need to consider these designations further with respect to the construction and decommissioning phase.

13.799. For the Isle of Wight and Dorset AONBs, only those coastal sections in closest proximity to the Turbine Area were identified as experiencing effects. An impact significance of **low** was recorded for the western coast of the Isle of Wight AONB, and the Purbeck hills and coast in the Dorset AONB, only locally rising to **low – medium** (between Old Harry Rocks and St Aldhelm's Head). The remaining area of these designations was recorded as having a **negligible** impact significance. Only the coastal sections of these two AONBs, as stated above, will experience effects during the construction and decommissioning phases of the Project. These effects will be limited to the inter-visibility of vessel movements, and will be most apparent from elevated open coastal areas where sea views are a key

characteristic. The addition of activities during these phases will, however, have a limited effect upon the key characteristics of the AONBs.

13.800. The Dorset Heritage Coast-Purbeck Coast, and the Isle of Wight Heritage Coast-Tennyson Coast, were both identified as experiencing an impact significance between **moderate** and **moderate-minor** during the O&M phase of the Project with a localised stretch of the Purbeck Coast between Old Harry Rocks and St Aldhelm's Head predicted to experience an impact significance between **major-moderate** and **moderate** The effects upon the Heritage Coasts will be limited to inter-visibility of the activities and vessel movements, and will not affect any other characteristics of the coasts. The vessel movements will be apparent; however, these additional movements will vary over time, and will be seen within a busy well used seaward view.

13.801. The Jurassic Coast WHS within the study area was recorded as having an overall impact significance of **moderate** within the O&M assessment, with a localised stretch of the WHS between Old Harry Rocks and St Aldhelm's Head predicted to experience an impact significance of **major-moderate**. The presence of activities and vessel movements will not directly affect the WHS itself, but will bring about some alterations to sea views from within the WHS. The construction / decommissioning activities will not affect any other features of the WHS. These alterations to views will generally be minor and localised, such that the baseline views will be perceptibly changed, however changes will be lacking in definition.

13.802. In addition, as a large proportion of the WHS lies beyond the study area, these effects will generally only be experienced in views from areas of coast within the 45 km study area, with the magnitude reducing noticeably from east to west.

***f) Local Designations***

13.803. It was also identified in the O&M assessment that local designations would experience an impact significance of **negligible** or **none**. It is considered that there will be no increase to this outcome during the construction and decommissioning phases due to the distance of the Local designations inland from the Project. It is thus considered unnecessary to consider these further within the construction and decommissioning assessment.

13.804. The effects on all designations will be intermittent across the construction and decommissioning phases, and will be only temporary in nature.

13.805. The sensitivity of the various designations discussed ranges from **high** to **high-medium**. The magnitude of effect upon those designations during construction / decommissioning is generally considered to be **low-very low** with the exception of the area of coast between Old Harry Rocks and St Aldhelm's Head where the magnitude of effect is judged to be **low**. This results in impact significances that vary from **moderate-minor** to between **moderate-minor** and **minor**. These are **Not Significant** under the EIA Regulations for this SLVIA.

13.806. The only exception to this is again the coastal area between Old Harry Rocks and St Aldhelm's Head where the significance of impact may rise to **moderate.** This is considered **Not significant** under the EIA Regulations for this SLVIA.

Table 13.59 Construction / Decommissioning Effect on Designations / Definitions

| Designation / Definition | Sensitivity to offshore wind farm development | Construction / Decommissioning Magnitude of effect | Construction / Decommissioning Significance of impact | Significant under EIA Regulations |
|---|---|---|---|---|
| *National* | | | | |
| New Forest National Park | High | Very low | Negligible | Not Significant |
| Isle of Wight AONB | High | Low-very low (within the west Wight area and along the western coast) | Minor (within the west Wight area and along the western coast) | Not Significant |
| | | Very low (across the remainder of the AONB) | Negligible (across the remainder of the AONB) | Not Significant |

| Table 13.59 Construction / Decommissioning Effect on Designations / Definitions | | | | |
|---|---|---|---|---|
| Cranborne Chase and West Wiltshire Downs AONB | High | Very low | Negligible | Not Significant |
| Dorset AONB | High | Low-very low (along the Purbeck hills and coast) | Minor (along the Purbeck hills and coast) | Not Significant |
| | | Low (between Old Harry Rocks and St Aldhelm's Head) | Moderate (between Old Harry Rocks and St Aldhelm's Head) | Not significant |
| | | Very low (across the rest of the AONB) | Negligible (across the rest of the AONB) | Not Significant |
| Dorset Heritage Coast – Purbeck Coast | High-Medium | Low-very low | Minor | Not Significant |
| | | Medium-low (between Old Harry Rocks and St Aldhelm's Head) | Moderate (between Old Harry Rocks and St Aldhelm's Head) | Not significant |
| Isle of Wight Heritage Coast – Tennyson | High-Medium | Low-very low | Minor | Not Significant |
| The Dorset and East Devon Coast World Heritage Site (Jurassic Coast) | High | Low-very low (overall) | Minor (overall) | Not Significant |
| | | Medium-low (between Old Harry Rocks and St Aldhelm's Head) | Moderate (between Old Harry Rocks and St Aldhelm's Head) | Not significant |

Table 13.59 Construction / Decommissioning Effect on Designations / Definitions

***g) Effects upon Key Visual Receptor Groups***

***Onshore Receptors***

***Residents***

13.807. Within the 45 km study area the frequency and pattern of residential development with seaward facing views varies considerably. It is anticipated that the greatest construction / decommissioning visual effects will generally be experienced by residents at the seaward facing edge of coastal settlements; from settlements or isolated houses or farms located along cliffs or beaches, and from elevated areas with open views. Those residents within settlements further inland and at a high elevation will generally experience a lower magnitude of effect, as there will be various other features within the foreground of the view, competing for the focus and detracting from the construction activities.

13.808. Due to the nature of the seaward extent of the study area, the views of the sea are characteristically busy with ships, ferries and recreational vessels. This will moderate much of the effects arising from the vessel movements, particularly during the early stages of construction. As construction continues, more turbines will be built and the effects will gradually become more akin to those identified under the O&M phase of the project.

13.809. Local residents are considered to have a generally **high** sensitivity where views of the Turbine Area are direct. The settlements in closest proximity to the Turbine Area are Swanage, 16 km away, Bournemouth (Sandbanks to Southbourne) 20 km away, Christchurch (Mudeford to Highcliff, Barton on Sea and Milford on Sea) 18.5-19.5 km away, and Poole 22 km away. Within Purbeck District and the Isle of Wight there will be villages and

farmsteads from where views of the Turbine Area will be possible. It is considered that residents in these areas will experience a **low** magnitude of effect, resulting in a **moderate** significance of visual impact. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

13.810. Beyond this Weymouth and the Isle of Portland lie 45 km away, from where the clarity of views will be substantially less, and there will be more focus on the activity at Weymouth Harbour, moderating the magnitude. For residents in these areas the magnitude of effect will be very low, resulting in a **negligible** significance of impact. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Visitors and the Recreation / Tourism Resource***

13.811. This category incorporates visitors, whose common preoccupation is the enjoyment of the outdoor environment, and includes recreational walkers (**high** sensitivity); visitors for example to beaches (**medium** sensitivity); and visitors engaged in cultural pursuits (**high-medium** sensitivity).

13.812. Large parts of the study area are recognised as major centres for tourism and recreation, notably Bournemouth and Christchurch, The Isle of Wight coast, the Purbeck coast and hills, Swanage and the New Forest National Park. The impact on visual amenity will however be frequently moderated by the distance of the view, and the presence of an urban environment around many tourist locations.

13.813. The increased vessel movements will be most apparent from coastal and elevated areas, from paths along coastal areas in close proximity to the Turbine Area, where the receptor groups will be recreational walkers and visitors engaged in cultural pursuits, such as from:

- Durlston Castle (viewpoint 9);
- Ballard Down on the Purbeck Way (viewpoint 11);
- Old Harry Rocks on the South West Coast Path (viewpoint 12);
- Hurst Castle (viewpoint 27);
- The Needles just off the Tennyson Trail (viewpoint 28).

13.814. In these locations the construction and decommissioning activities and vessel movements will be clearly visible. For these locations the magnitude of visual effect during the construction and decommissioning phases is judged to be at worst **medium**, resulting in impact significances that vary from **major-moderate** for recreational walkers, to between **major-moderate** and **moderate** for visitors on cultural pursuits. These are considered **Significant** under the EIA Regulations for this SLVIA.

13.815. For visitors at the beaches along Bournemouth Bay and from Christchurch to Milford on Sea, the magnitude is considered to be **medium-low**, resulting in an impact significance between **moderate** and **moderate-minor**. This is considered **Not Significant** under the EIA Regulations for this SLVIA.

13.816. Beyond 25 km from the Turbine Area the magnitude of effect will diminish considerably to low and very low as the effect of distance becomes apparent, such as at Weymouth (viewpoint 2), and from many inland areas where views from footpaths and other visitor amenities are frequently limited by the screening effects of landform or vegetation, and / or by inclement weather conditions.

***Workers***

13.817. On the basis that a large extent of the study area supports agricultural land uses, it is reasonable to assume that workers with the greatest visibility will be those working outdoors, such as farmers and labourers, who are considered to have **medium-low** sensitivity.

13.818. It is judged that the greatest magnitude of effect will arise for workers within a maximum 25 km of the Turbine Area, where views will be possible. In these locations it is considered that the magnitude of change will be **medium-low**, resulting in a significance of visual impact of **moderate-minor**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

13.819. Beyond 25 km from the Turbine Area it is judged that the magnitude of effect will diminish rapidly as the effects of distance and vegetation screening become greater, in addition to the effects of weather and atmospheric conditions.

***The Travelling Public***

13.820. This category of visual receptor includes residents / commuters and those who travel to or through the study area. The sensitivity of these groups depends on the purpose and objective of the traveller, and on account of the transitory nature of views in any one direction. The principal movement corridors are illustrated on Figure 13.10.

***Public Rights of Way***

13.821. Recreational walkers and horse riders using designated footpaths and bridleways are judged to have a **high** sensitivity, whilst cyclists are judged to have a **high-medium** sensitivity due to their speed of travel.

13.822. The greatest magnitude of effect due to the construction / decommissioning activities and vessel movements will be experienced from sections of path closest to the Project (within approximately 20 km), at a high elevation and with a coastal aspect. The areas identified are the Purbeck coast and hills (South West Coast Path and Purbeck Way) and the west coast of the Isle of Wight (Tennyson Trail and the Coastal Path). It is judged that on these paths within 20 km, receptors will experience a **medium** magnitude of visual effect, resulting in a significance of visual impact of **major-moderate**. This is considered to be **Significant** under the EIA Regulations for this SLVIA.

13.823. The only SUSTRANS cycle route that affords coastal views is Route 2, where it runs along the Bournemouth coastline. From these seafront roads in Bournemouth, cyclists will experience minor alterations to views. It is considered that cyclists on these routes will experience **medium-low** magnitude of effect, resulting in a significance of **moderate**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

13.824. From the remaining cycle routes in the study area there are fewer opportunities for views, and as such at these locations the receptor group is generally judged to experience a **very low** magnitude of effect, resulting in a **negligible** significance of visual impact. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Roads and Rail***

13.825. The nature of views from road and rail routes varies significantly dependent on distance from the Turbine Area, the speed and direction of travel and the screening effect of cuttings, embankments, vegetation and structures.

13.826. Road users along main carriageways are considered to have **low** sensitivity, whilst users of local roads will have **medium-low** sensitivity, and rail users are considered to have **medium**.

13.827. On the mainland, principal roads lie inland and away from the coast, while B roads run from the main routes towards the coast. Views will be limited to open coastal or elevated roads which tend to be local or minor, from where intermittent and transient views will be possible. From rural areas there will be more opportunities for views, while in urban areas they will only occur along the coast. For users of local roads in the aforementioned areas, the magnitude of effect is considered to be **medium-low**, resulting in a visual impact significance of **moderate-minor**, considered to be **Not Significant** under the EIA Regulations for this SLVIA. This will diminish further inland, from where the magnitude of effect will be very low resulting in a **negligible** significance of visual impact, considered to be **Not Significant** under the EIA Regulations for this SLVIA.

13.828. On the Isle of Wight, the principal road, the A3055, runs parallel with and in close proximity to the southern coastline, affording clear views of the seascape for almost the entire western side of the island. It is judged that receptors on this road will experience up to a **medium** magnitude of effect, resulting in a visual impact significance of no more than **moderate-minor**. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

13.829. On the mainland rail routes lie a notable distance inland from the coast, or within densely urban areas near the coast, where views will generally be restricted by development. Rail users will have few open views of construction activities and vessel movements, whilst those that are possible will be transient.

13.830. There are no train routes along the west of the Isle of Wight, therefore there will be no views available to rail users on the island.

13.831. Overall it is judged that rail receptors will experience a very low magnitude of effect, resulting in a **negligible** significance of visual impact. This is considered to be **Not Significant** under the EIA Regulations for this SLVIA.

***Offshore Receptors***

***Marine Based Workers and travellers***

13.832. This receptor group includes fishermen, workers in the marine aggregates industry, and those travelling on key ferry routes through the seaward extent of the study area. These receptors are judged to have **medium-low** sensitivity.

13.833. Marine workers and travellers are likely to have intermittent and transient views of the activities and additional vessels, depending on their location, orientation and mode of work/travel in the study area. The effects will be

greatest for those working in the offshore industries such as fishing or dredging, where open views will be possible, and often within close proximity to Project. For those up to 10 km from the Turbine Area, the magnitude is considered to be **medium**, resulting in an impact significance between **moderate** and **moderate-minor**. This is considered **Not Significant** under the EIA Regulations for this SLVIA.

13.834. The magnitude is moderated as workers are generally focused on tasks relating to their work. It will be further moderated by the presence of busy shipping lanes and heavy sea traffic across the seaward extent of the study area. For workers and travellers beyond 10 km from the Turbine Area, the magnitude will be noticeably diminished with distance, and impacts will be **not significant** under the EIA Regulations for this SLVIA.

***Marine recreational receptors***

13.835. Recreational sailing and racing areas are numerous throughout the study area, and are located around much of the coastlines, extending out approximately 6 – 10 km offshore. The construction / decommissioning activities and vessel movements will be perceptible from within many of these areas. The greatest effects will be seen from within those sailing and racing areas offshore from around Durlston Head in the west, across Bournemouth and Christchurch Bays and to the Needles, Freshway Bay and along the areas offshore from the north-west Isle of Wight.

13.836. From areas closer to the coast, such as those near sandy beaches at Bournemouth and Christchurch, activities are more likely to be water-sports, and from where the magnitude of effect will be lower.

13.837. Given the mode of transport and propensity for passengers to have open views of the sea, recreational sailors are considered to have a **high-medium** sensitivity to the type of change proposed, while other receptors include recreational fisherman (**medium** sensitivity), wind surfers and sea kayakers (both **medium-low** sensitivity), and divers/snorkelers (**low** sensitivity).

13.838. For receptors in areas up to approximately 15 km away, it is judged that the magnitude of effect will be **medium-low**. This results in impact significances that vary from **moderate** to between **moderate-minor** and **minor**. These are **Not Significant** under the EIA Regulations for this SLVIA. Beyond 15 km, the magnitude and significance diminishes, and will continue to diminish with increasing distance from the Project.

***Burial at Sea Site***

13.839. The presence of construction / decommissioning vessels and activity will result in changes to the visual context and immediate surroundings of the Burial at Sea site off the western coast of the Isle of Wight. However, these will be seen within views to the south of the Burial at Sea site will be seen amongst the (intermittent) dredging activities and intermittent sea traffic within the western Solent, and therefore the visual effects from this site will be reduced in magnitude.

13.840. The sensitivity of this receptor to the type of change proposed is considered to be **high**. The magnitude of visual effect upon receptors at this location is considered to be **medium** for those facing south-west, resulting in a significance of visual impact of **major-moderate**. This is considered to be **Significant** under the EIA Regulations for this SLVIA. For those receptors facing north the magnitude of effect will be none, as will the significance of visual impact.

13.841. The decommissioning phase will involve the dismantling of structures, potentially in reverse order to the construction sequence, involving similar plant, vessel and vessel movement to that used during the construction. The decommissioning will include the complete removal of all offshore structures above the seabed.

13.842. During the decommissioning phase, notable visual and seascape effects are anticipated, and are anticipated to be of a similar magnitude of effect as that experienced during construction. The predicted magnitude of impact will be similar to those arising from the construction phase, albeit for a shorter anticipated duration.

13.843. Therefore, it is acknowledged that periods of significant activity will arise during the decommissioning phase. During this phase it is anticipated that the magnitude of visual effects will be greatest, varying between **high-medium**. It is important to note that these effects will be only temporary in nature.

13.844. Upon seascape and landscape receptors, the additional effects arising from increased vessel activity are considered to be of a **medium-low** magnitude, notably because they will be viewed within the context of a well-used seascape where sea traffic is already frequently perceptible, and vessel movement is characteristic of the baseline visual and seascape

environments. This will result in only a partial alteration of key elements, features or characteristics

13.845. Following the decommissioning phase there would be no residual effects on seascape, landscape character or visual receptors.

## 13.6. Summary

13.846. The Project is a Nationally Significant Infrastructure Project and as such its scale and character means that not all seascape, landscape and visual sensitivities can be addressed, most particularly the visual sensitivities given the offshore location and the various technical constraints and limitations associated with development within such a challenging physical environment.

13.847. The Wind Park will be frequently visible from much of the seaward extent of the study area, many coastal areas and occasionally from elevated landscapes within the Purbeck Hills, East Dorset and the western coastal fringes of the Isle of Wight.

13.848. It is considered that there will be largely minimal and limited impacts on seascape and landscape character and landscape designations arising from the Wind Park. Impacts will be greatest for those areas of designated and defined landscapes, and the coastal edge located closest to the Turbine Area, in particular around Durlston Head between Old Harry Rocks and St Aldhelm's Head.

13.849. Visual impacts will be greater, with the highest impact being experienced along coastal settlements, and the elevated coastlines nearest to the Wind Park. Visual impacts will be moderated and will reduce with distance from the development, and will be intermittently moderated by inclement weather and atmospheric conditions.

13.850. The SLVIA has recorded impacts considered **Significant** under the EIA regulations for this SLVIA for the following principal visual receptors at representative viewpoints during operation of the proposed wind park:

- **Major** visual impacts experienced by receptors at viewpoint 27, Hurst Castle;
- **Major** to **major-moderate** visual impacts experienced by receptors at four viewpoints: VP07 Swyre Head; VP11 Ballard Down; VP25 Milford Promenade and VP28 The Needles;
- **Major-moderate** visual impacts experienced by receptors at nine viewpoints;
- **Major-moderate to moderate** visual impacts experienced by receptors at four viewpoints;

13.851. The SLVIA has recorded impacts considered **Significant** under the EIA regulations for this SLVIA for the following key receptor groups during operation of the proposed wind park:

- **Major** to **major-moderate** visual impacts experienced by recreational walkers within 20km of the Turbine Area and users of the burial at sea site.
- **Major-moderate** visual impact experienced by visitors engaged in cultural pursuits.
- **Major-moderate to moderate** visual impacts experienced by residents in coastal settlements, visitors, cyclists, ferry passengers whilst passing adjacent to the Wind Park, and marine recreational receptors in areas up to approximately 15 km from the Turbine Area;

13.852. Impacts during the construction and decommissioning phases are considered to be consistently less than those identified for the operational phase of the project with few **Significant** impacts identified under the EIA Regulations for this SLVIA. Those that are identified are upon visual receptor groups only where they are located within closer proximity to the Turbine Area such as recreational sailors, recreational users of public rights of way and those attending the burial at sea site.

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## Glossary

| TERM | DEFINITION |
|---|---|
| **Cumulative effects** | The summation of effects that result from changes caused by a development in conjunction with other past, present or reasonably foreseeable actions. |
| **Indirect effects** | Effects on the environment, which are not a direct result of the development but are often produced away from it or as a result of a complex pathway. Sometimes referred to as secondary impacts. |
| **Landscape character** | A distinct and recognisable pattern of elements in the landscape that makes one landscape different from another, rather than better or worse, and how these are perceived by people. |
| **Landscape character type** | A landscape type will have broadly similar patterns of geology, landform, soils, vegetation, land use, settlement and field pattern discernible in maps and field survey records. |
| **Landscape effects** | Effects on the landscape as a resource in its own right. |
| **Landscape quality (or 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. |
| **Magnitude (of effect)** | 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 or long term, in duration. |
| **Mitigation** | Measures, including any process, activity or design to avoid, reduce, remedy or compensate for adverse landscape and visual effects of a development project. |
| **Receptor** | Physical landscape or seascape resource, special interest or viewer group that will experience an effect. |
| **Regional seascape unit** | A unit of land, coastline and sea defined by a distinct and recognisable pattern of elements connected by the related inter-visibility. |
| **Seascape character** | A distinct and recognisable pattern of elements in the seascape that makes one seascape different from another, rather than better or worse, and how these are perceived by people. |
| **Seascape character type** | A seascape type will have broadly similar patterns of bathymetry, coastal landform, geology, coastal vegetation, types of use and coastal settlement discernible in maps and field survey records. |
| **Seascape effects** | Effects on the seascape as a resource in its own right. |
| **Sensitivity** | A term applied to specific receptors, providing judgements on the sensitivity of the receptor to the specific type of change or development proposed. |
| **Visual amenity** | The overall pleasantness of the views people enjoy of their surroundings, which provides an attractive visual setting or backdrop for the enjoyment of 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 envelope** | Extent of potential visibility to or from a specific area or feature. |
| **Zone of Theoretical Visibility** | Area within which it is illustrated that a proposed development will be visible, as determined by terrain. It can be as bare ground terrain or can include built form and tree obstructions. |
| **Zone of visual influence** | Area within which a proposed development may have an influence or effect on visual amenity. |

## Abbreviations

| TERM | DEFINITION |
|---|---|
| **AGLV** | Area of Great Landscape Value |
| **AONB** | Area of Outstanding Natural Beauty |
| **ES** | Environmental Statement |
| **IPS** | Intermediate Peripheral Structures (lighting) |
| **LCA** | Landscape Character Area |
| **LCT** | Landscape Character Type |
| **NCA** | National Character Area (Landscape) |
| **NE** | Natural England |
| **NPS** | National Policy Statement |
| **NSIP** | Nationally Significant Infrastructure Project |
| **O&M** | Operations and Maintenance |
| **RSU** | Regional Seascape Unit |
| **RWCS** | Realistic Worst Case Scenario |
| **SPS** | Significant Peripheral Structures (lighting) |
| **UNESCO** | United Nations Educational, Scientific and Cultural Organisation |
| **WHS** | World Heritage Site |

## Appendix A SLVIA Visuals (wireframes and/or photomontages)