

45. Extract - Landscape and Visual Appraisal



Lyminster Bypass

LANDSCAPE AND VISUAL APPRAISAL





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TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70048270

OUR REF. NO. R-01

DATE: NOVEMBER 2018

Lyminster Bypass

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft	Final Issue		
Date	24.09.2018	21.11.2018		
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Signature				
Project number	70048270			
Report number	R-01			
File reference				

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1. INTRODUCTION

1.1. PROJECT BACKGROUND

- 1.1.1. WSP has been commissioned by West Sussex County Council to undertake a Landscape and Visual Appraisal (LVA) for the northern section of a proposed new bypass east of Lyminster, West Sussex (hereafter referred to as the “Proposed Development”). It will link the existing A284 Lyminster Road from a point approximately 600m south of the A27 Crossbush junction, and the privately developed section of the same proposed bypass at Toddington and Holland Nurseries. The Proposed Development is on land which is currently used for arable and pasture farming (hereafter referred to as the “Site”).
- 1.1.2. The purpose of this document is to assess the effect of the Proposed Development on the existing landscape resource and visual amenity within the Site and surrounding area, to allow these to be judged against the relevant planning policies. It describes and analyses the existing landscape of the area that may be affected by the Proposed Development and considers its sensitivity to the development proposed. It also defines the extent to which the Proposed Development would be visible in surrounding views and analyses a representative sample of views to give a clearer picture of what effect the Proposed Development might have on views and visual amenity.
- 1.1.3. Landscape and visual appraisals are separate, although linked, processes, describing closely related but distinct sets of effects;
- Landscape effects are direct physical changes to the landscape, caused by development, or indirect changes to the landscape character and how the landscape is perceived following development. The landscape appraisal considers these effects both in terms of the individual components of the landscape and on the structure, coherence and character of the landscape as a whole.
 - Visual effects are changes in the composition and character of views available in the area affected by development. The visual appraisal considers the response of the people who experience these effects; who may be living or working in the area, enjoying recreational activities or simply passing through. The appraisal considers the overall consequence of the effects on the visual amenity (the pleasantness of the view or outlook) that the people affected enjoy.
- 1.1.4. This LVA has been carried out broadly in accordance with best practice guidance in relation to Landscape and Visual Impact Assessment (LVIA) and Environmental Impact Assessment (EIA). However, it is important to note that the Proposed Development is not considered to be an EIA development, and therefore, the scope of this LVA reflects the nature and scale of the Proposed Development and identifies potential significant effects, that is to say effects which can be considered potentially material in planning terms.

2. SITE AND PROJECT DESCRIPTION

2.1. THE SITE

- 2.1.1. The Site lies just east of the village of Lyminster, West Sussex, and north of Littlehampton. It covers an area of approximately 13ha and currently comprises of a series of fields (used for arable and pasture farming) which are well defined by hedgerows containing a number of mature trees. An area of woodland plantation lies within the northern section of the Site, and a bridleway crosses the middle of the Site, running east to west.
- 2.1.2. The Site lies in a generally rural and open setting, with the wider landscape largely comprising of fields and areas of woodland. The Lyminster Road/A284 and village of Lyminster lie to the west of the Site. A small number of dwellings at Lyminster back onto the Site's western boundary. The boundary of the South Downs National Parks is located approximately 1km north of the Site at closest.

2.2. THE PROPOSED DEVELOPMENT

- 2.2.1. The proposed bypass will form the northern section of a new north-south road link between the A27 Crossbush Junction and the B2187 East Street / Fitzalan Link Road roundabout in Littlehampton. The northern section is being delivered by West Sussex County Council whilst the southern section is part of a larger private development.
- 2.2.2. The proposed bypass construction extends from a point approximately 600m south of the A27 Crossbush junction. However, the red line boundary extends from a point approximately 400m south of the same junction as this section of the existing A284 is being resurfaced with low noise surfacing as part of the scheme. The proposed bypass would then connect to the southern section of the bypass which is being constructed as part of the mixed-use North Littlehampton development to the south.
- 2.2.3. The scheme would comprise a new 7.3m wide carriageway with 1.0m hard strips either side. A 3m wide shared cycleway / footway would run from the northern end of the scheme along the west side of the carriageway to reach a signalised Pegasus crossing. The Pegasus crossing would provide a safe crossing point for cyclists, pedestrians and equestrians in addition to ensuring the continuity of the existing bridleway between Lyminster and Poling. From the crossing, the shared cycleway / footway would continue southwards down the east side of the proposed road to link to similar facilities further south and continuing on into Littlehampton. A 2.5m grassed verge would be provided on the opposite side of the carriageway apart from along the length of the viaduct. A T-junction would link the existing A284 to the new road.
- 2.2.4. From the southern end, the proposed bypass would be approximately at grade until it reached the southern limit of the Black Ditch flood plain. From this point, the bypass would be constructed on a 225m long viaduct which would span the entirety of the Black Ditch flood plain. The viaduct would sit approximately 4.0-4.5m above existing ground level on piers at 20m centres. At the northern extent of the flood plain, the road would continue on an embankment. The proposed road would be above the existing ground level until reaching the location of the Pegasus crossing which is approximately at-grade. From the crossing heading north, the road would be in a slight cutting before reverting once more to an embankment as it passed the new junction with the existing A284 and crosses Brookfield Stream with a replacement enlarged and extended culvert.

- 2.2.5. Surface water run-off from the proposed bypass would drain into Brookfield Stream and Black Ditch with attenuation provided to restrict the rate of discharge of the surface water to greenfield run-off rates. South of Black Ditch, cellular storage would be used as attenuation and prior to discharge into Black Ditch, this surface water run-off would pass through a wetland area located to the east of the viaduct. This feature would provide water polishing with the added benefit of encouraging biodiversity. The section of road north of Black Ditch up to the Pegasus crossing would drain into a swale running along the eastern side of the proposed road achieving both attenuation and water quality objectives. From the Pegasus crossing to Brookfield Stream, surface water would discharge to a swale and into a dry balancing pond located to the east of the road prior to draining into the watercourse. Surface water from the section of road north of Brookfield Stream would discharge directly into the watercourse as is the current situation.
- 2.2.6. Limited street lighting would be required for safety reasons in the vicinity of the junction with the existing A284 and the Pegasus crossing with further lighting along the southern section on the approach to the roundabout constructed as part of the North Littlehampton Development.
- 2.2.7. Ecological mitigation would form part of the scheme with badger crossings, additional water vole habitat, bat and bird boxes.
- 2.2.8. Noise mitigation measures are proposed. These would include a 2.5m high noise fence to be constructed from the existing Bridleway along the road to the new junction and back towards the boundary with Wolstanton House. It would also be the intention to surface the proposed road in a low noise surface along its entire length. This surfacing would continue beyond the extent of the new road up to the Brooklawns property.
- 2.2.9. The scheme would require the removal of some trees but landscaping proposals would form part of the proposals with new trees planted where appropriate and over 2km of hedging used to delineate field boundaries.
- 2.2.10. Future maintenance access will in the main be from the proposed bypass. However, it is also intended to provide an access route along Woodcote Lane which links to the A284 at the junction with Six Bells Public House.
- 2.2.11. There are two proposed points of access to the application site for the construction. North of Black Ditch, access is proposed via the PROW Bridleway off the A284 and to the south, it is intended to gain access via the North Littlehampton Development and the southern section of the Lyminster bypass.

3. LEGISLATION AND PLANNING POLICY

3.1. INTRODUCTION

- 3.1.1. Planning policy at the international, national and local level forms the basis for planning decisions. The following documents and policies have been considered within this LVA, in relation to the Proposed Development, and their relevance to environmental design and assessment are summarised below.

3.2. INTERNATIONAL

EUROPEAN LANDSCAPE CONVENTION

- 3.2.1. The European Landscape Convention (ELC) (Ref.1) was ratified in the UK on the 21st of November 2006, and became binding on the 1st March 2007. It provides the basis for close co-operation on landscape issues across Europe. The ELC defines Landscape as: “an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors”.
- 3.2.2. It is based on the premise that landscape, whatever the quality and whether rural or urban, built or natural, should be recognised, understood and fully integrated into policy and decision-making, and that all landscapes are potentially important, irrespective of location or condition, and this should be considered in any assessment of effects.

3.3. NATIONAL

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

- 3.3.1. The National Planning Policy Framework (NPPF) (July 2018) (Ref.2) ‘sets out the Government’s planning policies for England and how these should be applied.’ At the heart of the NPPF is a presumption in favour of sustainable development.
- 3.3.2. Having regard to the ELC, the Government recognises Landscape as being an important part of sustainable development, and, in particular, its environmental role as a contributing factor in understanding the natural, built and historic environment. In carrying out sustainable development, the Government attaches great importance to the design of the built environment and the need for good design which should contribute positively to making better places for people.
- 3.3.3. The following paragraphs/policies within the NPPF are considered relevant to this appraisal:
- 3.3.4. Section 2. Achieving Sustainable Development. This states that developments should look to contribute to, protect, and enhance our natural, built and historic environment, including making effective use of land, helping to improve biodiversity, and mitigating and adapting to climate change. (para 8)
- 3.3.5. Section 11. Making Effective Use of Land. Land should be effectively used to ‘encourage multiple benefits from both urban and rural land, including through...taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside. (para 118)
- 3.3.6. Section 12. Achieving Well-Designed Places. ‘Plans should be grounded in an understanding and evaluation of each area’s defining characteristics’ (para 125) and developments should be ‘visually attractive as a result of good architecture, layout and appropriate and effective landscaping... and

sympathetic to local character and history, including the surrounding built environment and landscape setting' (para 127). This section emphasises the need for design quality to be considered throughout the evolution and assessment of proposals, and ensuring the design fits in with the overall character of its surroundings.

- 3.3.7. Section 15. Conserving and Enhancing the Natural Environment. Development should contribute to and enhance the natural and local environment through protection and enhancement of valued landscapes, recognition and maintenance of landscapes of special character, and minimising impacts on, and providing net gains for, biodiversity.
- 3.3.8. Section 16. Conserving and Enhancing the Historic Environment. In relation to heritage assets, the Government's objective is to promote conservation and enjoyment of the historic environment. This should take into account 'the desirability of new development making a positive contribution to local character and distinctiveness; and opportunities to draw on the contribution made by the historic environment to the character of place.' (para 185)

PLANNING PRACTICE GUIDANCE (PPG)

- 3.3.9. Planning Practice Guidance (Ref.3) is a web-based suite of documents, published by the Department for Communities and Local Government (DCLG), which provide planning guidance on a number of various topics. The below are considered relevant to this LVA:
- 3.3.10. Natural Environment: This stresses the importance of conservation and enhancement of the natural environment, and the use of Landscape Character Assessment as a tool to recognise what features make a landscape distinctive and give it identity.
- 3.3.11. Open Space, Sports and Recreation facilities, Public Rights of Way and Local Green Space: Open space should be taken into account when planning for new development, and considerations should be made as to how any proposals may affect existing open space. It can provide health and recreation benefits to people living and working nearby, have an ecological value and contribute to green infrastructure, as well as being an important part of the landscape and setting of built development.
- 3.3.12. The Importance of Good Design: This PPG recognises that design quality matters, and that good design is required to create places, buildings and spaces that work well for everyone, and are adaptable to the needs of future generations.
- 3.3.13. Conserving and Enhancing the Historic Environment: Advises on enhancing and conserving the historic environment to help achieve sustainable development.

3.4. THE SOUTH DOWNS PARTNERSHIP MANAGEMENT PLAN

- 3.4.1. The Partnership Management Plan (PMP) (Ref.4) is an over-arching five-year strategy for the management of the South Downs National park, and was adopted in 2013.
- 3.4.2. The Government identifies two key purposes for National Parks, namely:
 - To conserve and enhance the natural beauty, wildlife and cultural heritage of the area; and
 - To promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public' (Section 1.3, pp10).

- 3.4.3. The PMP identifies seven special qualities of the National Park, and the maintenance and enhancement of these qualities help underpin the vision, outcomes and policies for the future management of the Park. The seven special qualities are as follows:
- Distinctive towns and villages, and communities with real pride in their area;
 - Well-conserved historical features and a rich cultural heritage;
 - Great opportunities for recreational activities and learning experiences;
 - Tranquil and unspoilt places;
 - A rich variety of wildlife and habitats including rare and internationally important species;
 - An environment shaped by centuries of farming and embracing new enterprise; and
 - Diverse, inspirational landscapes and breath-taking views.
- 3.4.4. The PMP aims to identify an overall vision and outcomes for the South Downs National Park to achieve by 2050, aided by a set of 57 policies. Policies are grouped into 11 outcomes and include General Policies; farming; forestry and woodlands; water; minerals; people connected within places; transport; visitors and tourism; education; and building a sustainable future.

3.5. LOCAL

LOCAL PLAN

- 3.5.1. The Site lies within the authority of Arun District Council. The latest version of the Arun District Council Local Plan 2011-2031 (Ref.5) was adopted in July 2018. The route of the link road has been safeguarded under Policy DEV15 of the Arun District Council Local Plan since 2003 and was previously adopted by West Sussex County Council as an approved highway line in September 1992. It continues to be safeguarded in the adopted Arun District Council Local Plan under its policy TSP3: Safeguarding the Main Road Network. In relation to landscape and visual aspects, there are a number of relevant policies in the Local Plan, as follows:
- Policy SD SP3 Gaps Between Settlements: The northern section of the Site and surrounding area to the north is designated under this policy. This policy seeks to retain the open nature of the existing 'gap' and protect them from development. The northern section of the Site lies within the Arundel to Littlehampton gap;
 - Policy LAN DM1 Protection of Landscape Character states that development will be permitted where, 'Landscape character, including its natural features, are conserved or enhanced; The historic character and development pattern of settlements is respected, taking into account their distinct identity and setting; and it does not negatively impact upon the setting of, or upon views into and out of South Downs National Park'.
 - Policy ENV DM4 Tree protection protects trees with a Tree Preservation Order (TPO), within Ancient Woodland, Conservation areas, or contributing to local amenity. When planning permission is granted in such areas, suitable conditions shall be used;
 - Policy HER DM3 Conservation Areas: Lyminster Conservation Area is located approximately 290m west of the Site. This policy states that development affecting a conservation area or its setting will be granted if a number of conditions are met, such as not harming important views into, out of or within the Conservation Area;
 - Policy LAN DM2 The Setting of Arundel: To the west of the Site, the surrounding area lies within the 'Setting of Arundel'. This policy seeks to limit development that would, 'adversely affect the views of the town of Arundel, its castle, cathedral and its special setting' and that no development will be permitted, 'particularly within the area shown on the Policies Map, which would adversely

affect the rural views outwards from the town.' The Site lies outside the setting of Arundel and will therefore not affect this policy.

ARUN GREEN INFRASTRUCTURE STUDY

- 3.5.2. The Arun Green Infrastructure Study (Ref.6) identifies a network of Green Infrastructure (GI) which must be protected, enhanced, and, where possible, better connected through future development.
- 3.5.3. The Site is recognised within Arun District Council planning policy as falling within the 'Coast to Downs Green Infrastructure (GI) Corridor', and within a larger Green Infrastructure Corridor 'Type A'. Within this document, the Site and landscape around it, are established as forming part of an important strategic gap between settlements of Arundel and Littlehampton, preventing the coalescence of existing areas of development. The document also recognises opportunities to enhance biodiversity in the area.

4. ASSESSMENT METHODOLOGY

4.1. SCOPE OF ASSESSMENT

4.1.1. In order to understand the potential effects of the Proposed Development, this document encompasses the following scope:

- Identification of the baseline conditions by reference to:
 - A review of the planning context in relation to landscape designations and policies;
 - A description of land use of the Site and the Study Area, analysis of character and quality of the landscape;
 - A visual assessment of the Site and the Study Area;
 - Identification of sensitivity of landscape resource and visual receptors; and
 - An assessment of the expected magnitude of change resulting from the Proposed Development, in comparison to the landscape and visual baseline conditions, and therefore expected effects of the Proposed Development.

4.2. GUIDANCE

4.2.1. The report is broadly based on the methodology for Site assessment found in the following best practice guidance documents:

- Guidelines for Landscape and Visual Impact Assessment (GLVIA) 3rd Edition. The Landscape Institute with the Institute of Environmental Management and Assessment, 2013 (Ref.7); and
- Landscape and Seascape Character Assessments. Natural England, October 2014. (Ref.8).

4.3. METHODOLOGY OVERVIEW

4.3.1. This assessment has been based on information gathered via a desk based review of existing information including planning documents, character assessments, aerial photographs and OS data, and a Site visit, to determine the current features and designations of the landscape within and surrounding the Site.

4.3.2. The following material has informed the baseline assessment:

- Ordnance Survey maps at 1:50,000, and 1: 25,000 scales;
- Aerial photographs of the Site and Landscape and Visual Study Area (as defined below), via Google Earth (https://www.google.co.uk/intl/en_uk/earth/);
- Planning Policies, as listed in the 'Legislation, Policy and Guidance' section of this document;
- National and local Character Assessments; and
- MAGIC (<https://www.magic.gov.uk>).

4.4. STUDY AREA

4.4.1. A study area of a 1km radius around the Site Boundary has been used for this appraisal. This is considered sufficient and proportionate to allow an appraisal of all potential material landscape and visual effects given the scale and nature of the proposed development and the context of the Site. This also takes into account the visual envelope or Zone of Theoretical Visibility (ZTV) of the proposed development which has been determined through desk based review of Ordnance Survey Data, Site visit work and a computer ZTV model. The extent of the ZTV and the Study Area is

illustrated on **Figure 1: Zone of Theoretical Visibility and Viewpoints**. The ZTV is discussed below.

4.5. ZONE OF THEORETICAL VISIBILITY

- 4.5.1. The ZTV for the Site can be defined as the furthest extent from where elements of the Proposed Development are predicted to be visible. The ZTV is prepared from a computer model which uses a digital surface model, and the extent and height of the proposed development. This is also verified by a desk based review of Ordnance Survey data and Site visits. The extent of the ZTV is illustrated on **Figure 1: Zone of Theoretical Visibility and Viewpoints**. It should be noted that areas shown as having potential visibility may have visibility of the development screened by local features such as trees, hedgerows, embankments or buildings which are not included within the ZTV obstruction data.

4.6. VIEWPOINTS

- 4.6.1. Viewpoints have been chosen to represent a range of different types of visual receptors within the ZTV to aid the assessment of effects on visual amenity. These cover locations where it may be possible to see an aspect of the Proposed Development from publicly accessible viewpoints, such as locations of particular sensitivity, and public open spaces and paths, including highways and PRow. Annotated photographs or photograph panoramas for each of these viewpoints are presented to aid the appraisal (see **Figures 4A-D: Viewpoint Photographs**).

4.7. SITE VISIT

- 4.7.1. A Site visit was carried out on 18th September 2018. Weather conditions on the day were overcast, but visibility was considered good. The Site and Study Area were visually assessed and photographs taken from a series of eight pre-defined viewpoints which identified sensitive visual receptors. For each viewpoint, a series of photos were taken across the view, and the photos subsequently stitched together using Adobe Photoshop Software to create a panoramic photograph.

4.8. ASSESSMENT CRITERIA

- 4.8.1. A significance criteria and effect significance are set out in **Appendix A**. It should be noted that the assessment matrix presented in **Appendix A** is intended as a framework for assessment only. The gradations of receptor sensitivity, magnitude of change and level of effect used in the assessment represent a continuum and the assessor, in accordance with GLVIA 3, has used professional judgement at all stages of the appraisal.

4.9. ASSUMPTIONS AND LIMITATIONS

- 4.9.1. This assessment does not include a residential visual amenity survey from individual properties. Viewpoints from residential areas will be part of a wider selection of publicly accessible viewpoints. No private land or dwellings have been accessed for this assessment.

5. BASELINE CONDITIONS

5.1. INTRODUCTION

- 5.1.1. To provide context, this section firstly sets out the baseline landscape character of study area and landscape designations, before a more detailed description of the character of the Site and its landscape features, and the visual context and visual receptors within the Study Area.

5.2. LANDSCAPE CHARACTER

- 5.2.1. The need to identify, maintain and even enhance the character of an area is evident in planning policies, since development proposals can potentially weaken, enhance, or entirely change the landscape character, and increase or decrease the landscape quality. The following provides an overview of the landscape character of the Study Area as defined by national and local character assessments.

NATIONAL CHARACTER AREA (NCA)

- 5.2.2. It is useful to consider the national or regional landscape character of a study area to set the scene of the study area and provide context to the local authority character assessments and site-specific characteristics which form the basis of the appraisal.
- 5.2.3. The Site is located within NCA 126. South Coast Plain, as identified by Natural England in their National Character Area Profile (Ref.10). The South Coast Plain NCA is described in this document as *'a flat, coastal landscape with an intricately indented shoreline lying between the dip slope of the South Downs and South Hampshire Lowlands and the waters of the English Channel, Solent and part of Southampton Water. The coastline includes several major inlets which have particularly distinctive local landscapes and intertidal habitats of international environmental importance for wildfowl and waders.'*
- 5.2.4. The Site lies on the northern edge of this NCA, on the flat land closer to the dip slope of the South Downs than the coastal extents. The local landscape character set out below provides a more detailed landscape baseline for the Site and its Study Area.

LOCAL LANDSCAPE CHARACTER

- 5.2.5. West Sussex County Council undertook a landscape character assessment in 2003 which identified 42 unique Landscape Character Areas (LCA) within West Sussex (Ref.11). Three of these lie within the Study Area and are illustrated on **Figures 4A-D: Viewpoint Photographs**. Landscape Characters Area boundaries are shown in **Figure 3: Landscape Character**.
- 5.2.6. The Site primarily falls into character area **SC11: Littlehampton and Worthing Fringes**. The key characteristics of this LCA include the following:
- Low lying flat open landscape;
 - Dominant urban fringe with major conurbations of Littlehampton, Worthing, Lancing and Shoreham. Settlement edges often sharply contrast with adjacent open countryside;
 - Frequent urban fringe influences of horse paddocks, light industry, airport, and recreational open space. Busy minor and major roads;
 - Medium scale arable farming and market gardening, with clusters of greenhouses;
 - Meandering riles and straight drainage ditches;

- A low density of native hedgerows and hedgerow trees, interspersed with shelterbelts, single species hedges or individual standards planted using tall trees such as Poplar, Monterey Pine and Tulip trees. Clusters of windblown trees;
- Nucleated villages such as at Poling scattered across the area. Mixed building materials of flint, brick, half-timber and stone. Occasional farmsteads along roads, and on dead-end tracks;
- Long views to the Downs; and
- Industry in the countryside.

5.2.7. This character area has a largely urban fringe character interspersed with arable fields and shelterbelts, which is reflected in the landscape within the Site and Study Area.

5.2.8. The Site also sits adjacent to **SC10: Lower Arun Valley** and **SC12: Angmering Upper Coastal Plain**, as outlined below.

5.2.9. **SC10 Lower Arun Valley:** Located immediately to the west of the Site, this LCA covers land along the River Arun corridor. Key characteristics include extensive areas of drained pasture and floodplain with a wide, meandering river course throughout fed by rifes and dykes with adjacent reed beds. Stretches of the river contain engineered concrete river banks with little riverside vegetation. The character area contains shallow valley sides consisting of slightly undulating farmland or the urban edge of the coastal development, in particular Littlehampton. Intrusive features include surrounding suburban activities and a prominent railway on embankment although the topography allows for extensive high-level views onto the area, as well as long and close dramatic views of Arundel from the south and seaward views from elevated positions.

5.2.10. **SC12 Angmering Upper Coastal Plain:** The Angmering Upper Coastal Plain character area lies immediately to the north of the Site, and incorporates the southern boundary of the South Downs National Park. Its key characteristics include a gently undulating landform of farmland, more intricate in the east, encompassing the distinctive landscape of Highdown Hill. Small to medium-sized pastures and arable fields typically enclosed by medium to large blocks of woodland (including Ancient woodland) with a strong network of hedgerows and hedgerow trees. The LCA contains intimate hidden wooded valleys containing narrow water bodies and a wealth of historic landscape features as well as a scattering of historic nucleated flint villages, hamlets and farmsteads. The area is criss-crossed by numerous rural lanes, tracks, byways and rights of way, mostly linked by the A27 crossing the area east to west.

5.3. LANDSCAPE DESIGNATIONS

5.3.1. The South Downs National Park southern boundary is located approximately 1km north of the Site. It extends to the north west and north east. The boundary of the South Downs National Park aligns with the A27 and is shown on **Figure 2: Landscape Designations**. The dense tree cover in the area, including woodland blocks, screens many views of the Site from within the National Park.

5.3.2. The aims of the National Park, as outlined in the South Downs Partnership Management Plan (Ref.4) are to '*conserve and enhance the natural beauty, wildlife and cultural heritage of the area and to promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public.*'

5.3.3. As the Proposed Development will not lie within the National Park, it is important to consider the special qualities of the South Downs National Park to which it could have an effect upon. As identified in paragraph 3.4.3, the NP has set out seven special qualities which of most relevance

include: '1. Diverse, inspirational landscapes and breathtaking views; 2. Tranquil and unspoilt places; 6. Well-conserved historical features and a rich cultural heritage; and 7. Distinctive towns and village, and communities with real pride in their area'.

5.4. LANDSCAPE CHARACTER OF THE SITE

OVERVIEW

- 5.4.1. The Site comprises Grade 2 and Grade 3 agricultural land (i.e. good quality and versatile farm land) which is currently used for a mix of arable and pasture farming. It sits in a relatively rural location, immediately surrounded by open fields which occupy un-lit areas of landscape to the east and west.
- 5.4.2. To the west and north of the Site, the Lyminster Road/A284 dissects the landscape with a north/south alignment except through the Lyminster village itself where it is aligned east/west. The northern portion of the Site connects with this road, north of the Lyminster village. A number of large residential properties line the Lyminster Road/A284, and three of these back onto the Site; the closest of which (Wolstanton House) is approximately 100m west of the Site boundary. Brookfield Manor is another large property which sits in treed grounds and parkland immediately north of the Site. Development further south along the Lyminster Road/A284 consists of caravan parks, plant nurseries, a campsite, allotments and the Six Bells public house.
- 5.4.3. Approximately 1km to the north of the Site, the Lyminster Road/A284 joins the A27 dual carriageway. The A27 forms the southern boundary to the South Downs National Park. Crossbush village sits near the junction of the A27 and A284, and lies within the National Park, on a local ridgeline, enveloped by areas of dense woodland. A collection of local amenities including a petrol station, restaurants and hotel surround the junction where the A27 and Lyminster Road meet, although these are visually disjointed from the Site due to the intervening vegetation and built form.
- 5.4.4. To the south of the Site, the railway line between Brighton and Chichester runs east/west. This has provided a barrier to the general sprawl of residential development to the south at Littlehampton, Toddington and Wick, however, newer housing estates are now found to the north of the line. These lie alongside other land-uses including a series of plant nurseries comprising in-use greenhouses, polytunnels and an area of caravans occupied by the nursery employees.

LANDFORM

- 5.4.5. The Site is largely flat and low lying at a level of around 3.5m Above Ordnance Datum (AOD) along its length with a slight rise in the north to 4m AOD, where it meets the existing Lyminster Road/A284.
- 5.4.6. The Site crosses a flood plain and the 'Black Ditch' (and its feeder land drains); a flowing watercourse with steep earth banks which extends from east to west across the Site and joins the River Arun (which is approximately 2km west of Lyminster). Brookfield Stream is situated at the northern end of the Site.
- 5.4.7. The area surrounding the Site is also largely flat, with the land to the west dominated by large water meadows. Topography to the south and east is dominated by expansive flat areas of land which are only a few feet above sea level (6-8m AOD), and this falls away towards the coastline, south of the Site.

- 5.4.8. To the north east, towards the A27, the land steadily rises to around 15m AOD. Beyond this is a heavily wooded area, where the topography changes from flat and extensive coastal plains to steeper slopes and significant wooded areas. Noteworthy high points include:
- Arundel Park at 106m AOD and located some 4.7km to the north-west of the Site;
 - Warningcamp Hill, at 52m AOD and located some 3.1km to the north-east of the Site;
 - Barpham Hill near Lower Barpham at 143m AOD and located some 6km to the north-east of the Site); and
 - Highdown Hill at 84m AOD and located some 6km to the east of the Site.

VEGETATION

- 5.4.9. The farmland which makes up the Site is divided into fields by hedgerows, which are interspersed with scattered hedgerow trees. There is also an area of woodland plantation located in the north of the Site, with a boundary to the Lyminster Road/A284. These are considered to be typical of the local landscape character.
- 5.4.10. A tree survey to BS5837:2012 has been undertaken, which accompanies this planning application. This has assessed the quality of trees and hedgerows within and adjacent to the Site, and has concluded that a number of trees within the site are Category 'A' (high quality) and Category 'B' (medium quality). Where possible, trees of this standard should be retained.
- 5.4.11. There are a number of Tree Preservation Orders (TPOs) which affect trees within the Landscape Study Area. The closest of these are located around Brookfield, to the north of the Site, and within the Lyminster Conservation Area. None of the trees within the Site boundary are affected by TPOs, and those within the Study Area are not located close enough to the Site to be affected by the Proposed Development, therefore effects on TPO trees have not been assessed further.
- 5.4.12. Two areas of Ancient Woodland lie on the north-eastern periphery of the Study Area, connecting with a wider Ancient Woodland network in the South Downs National Park. These will not be affected by the Proposed Development, and have therefore not been considered further within this assessment.

BRIDLEWAY

- 5.4.13. An existing PRoW (Bridleway) cuts east-west across the Site from Poling to Lyminster. It follows an existing farm track at the edge of a field, and is lined by grass verges and intermittent hedgerows and sporadic trees. The effects on users of this PRoW are considered in the visual amenity assessment below, but it is considered as a site feature within this section.

5.5. CULTURAL HERITAGE

- 5.5.1. Effects directly upon or on the setting of cultural heritage receptors are not considered within the LVA, but are included here as they provide Site context and the presence of heritage assets contributes to local character of the landscape, and visual amenity. Reference should be made to the Heritage report. Views of residents and visitors to and from the Conservation Area and heritage assets are however considered within the visual assessment.
- 5.5.2. Numerous listed buildings fall within the landscape Study Area, nine of which are located within 500m of the site, and are primarily located around the centre of Lyminster, and are all Grade II

listed. In addition, there is one Grade I listed building which falls within 1km of the Site; the Parish Church of St Mary Magdalene, along Church Lane. The locations of these are illustrated **on Figure 2: Landscape Designations**.

- 5.5.3. The Lyminster Conservation Area also falls within the Study Area, and lies approximately 200m away from the Site at its closest point. The Lyminster Conservation Area is described in the Arun District Council Supplementary Planning Guidance - Conservation Areas (2000) (Ref.9) as a, 'small, attractive rural settlement...between Littlehampton and Arundel. It is characterised by buildings of various scale, style, date and materials. There is an informality of layout enhanced by mature landscaping and verges. Flint walling is also an important feature of the area, including substantial high walling at the eastern end of Church Lane. An important feature of the Conservation Area is the open space, with its surrounding flint walling forming The Paddock. It forms an attractive entrance to Church Lane which then, in contrast, tightens with buildings on its south side, then opening at the western end with St. Mary Magdalene's Church forming a focal point and impressive terminating feature. To the north, there are fine, long-distance views to Arundel Castle and Park. The agricultural basis of the settlement is echoed in several buildings of the distinctive Norfolk Estate style of the late 19th Century, including Nos. 254 & 255, 256 & 257 Church Lane and the small corn store at the entrance to Church Farm'.

5.6. SURROUNDING BUILT CONTEXT

- 5.6.1. Conurbations within the Study Area include the villages of Lyminster to the west, Crossbush to the north, and Wick and Toddington to the south. These settlements largely consist of two storey residential development, with mid to late 20th century development nucleated around core historic settlements. In addition, there is a large manor house and farm buildings around Brookfield, to the north of the Site, and a number of plant nurseries to the south of the Site which, by their nature, have larger footprints and mass than the surrounding residential development.
- 5.6.2. Housing in the Study Area tends to be arranged around the main arterial routes of Lyminster Road, Crossbush Lane, and with a large concentration of more modern housing around the railway to the south.
- 5.6.3. A new housing estate is currently being built on a former nursery site to the south of the Proposed Development, adjoining existing development at Wick. The location of this is illustrated on **Figure 2: Landscape Designations**. This scheme will abut the southern section of the new Lyminster Bypass, once constructed, and the development is expected to be comparable in scale to existing surrounding built form.
- 5.6.4. There are no buildings located within the Site itself, and as built form and massing will not be directly affected by the type of Proposed Development from a landscape perspective, this has not been considered further within the report. However, there are three detached dwellings which sit just west of the Site boundary, and therefore changes to views for residents here are considered within the visual assessment.

5.7. TRANQUILLITY

- 5.7.1. Whilst the Site lies in a fairly rural setting, the tranquillity of the Study Area is affected by the noise of traffic along the A27 and Lyminster Road/A248. These are well-used routes (particularly as the A27 forms the primary vehicular access between Brighton and Chichester), and traffic along them can sometimes be quite heavy. Although they are not particularly visible within the Study Area, their presence in the landscape surrounding the Site is noticeable, and this affects the perceived tranquillity of the local landscape character. This has therefore been taken into consideration when assessing impacts on landscape character.

5.8. LANDSCAPE BASELINE SUMMARY

- 5.8.1. Table 1 summarises the landscape receptors considered within the appraisal and considers their sensitivity to change. The sensitivity takes into account the qualities and value of the landscape receptor and susceptibility to the type of development proposed, as set out in the methodology presented in Appendix A.

Table 1 – Summary of Landscape Receptors and their Sensitivity

Landscape Receptor	Key Features	Sensitivity (considering value and susceptibility)
Character Area SC10 - Lower Arun Valley	Characterised mainly by the River Arun and its extensive areas of floodplain and drained pasture. It also is characterised by urban fringe activities as well as more attractive slightly undulating arable farmland. Extensive views out to the wider landscape and including to Arundel.	Medium
Character Area SC11 - Littlehampton and Worthing Fringes	Low, lying flat landscape of arable fields, nucleated villages, and urban fringe characteristics such as light industry, recreational space, and busy major and minor roads. There are long views to the South Downs.	Medium
Character Area SC12 - Angmering Upper Coastal Plain	Intact rural character of fields, woodland and small settlements with a wealth of historic features, providing a setting to the South Downs. It is well connected with the busy	Medium

	A27 and a network of minor roads.	
<i>South Downs National Park – character, purpose and special qualities</i>	The South Downs National Park is nationally designated, containing high quality, distinctive features and elements that are rare and could not be easily replaced. As the Proposed Development does not lie within the NP, the qualities such as breathtaking views and tranquillity are key considerations.	High
<i>Overall Landscape Character of the Site</i>	The Site is flat, low lying, undesignated farmland of large arable fields and pasture delineated by hedgerows interspersed with isolated trees, with part of an area of woodland in the north of the Site.	Medium
<i>Features of the Site - landuse</i>	Arable fields and improved pasture, characteristic of the area. Field pattern is large-medium scale.	Low
<i>Features of the Site - landform</i>	The topography is typical of the wider area - largely flat, low-lying coastal plain - considered to have a limited ability to accommodate change.	Medium
<i>Features of the Site - vegetation</i>	The trees and vegetation across the Site are not designated but they contribute to the overall rural character of the area. This includes a larger area of woodland at the northern boundary of the site.	Medium
<i>Features of the Site – PRow 2163</i>	Existing PRow (Bridleway) crosses the Site, connecting Poling to Lyminster and as part of a greater PRow network. It is mostly a farm track with grass verges and lined by sporadic trees and hedgerows.	High

5.9. VISUAL BASELINE

- 5.9.1. Visual receptors are “the different groups of people who may experience views of the development” (GLVIA3, para6.3). The ZTV, desk based study and Site visits have been used in order to identify those groups who maybe potentially materially affected by the Proposed Development. Eight representative viewpoints have also been selected to aid the assessment of effects on visual

receptors. The following paragraphs set out the baseline visual environment of the site and the key visual receptors.

VISUAL ENVIRONMENT OF THE SITE

- 5.9.2. The Site is visually well contained, with publicly accessible views generally only visible from close range locations. An overview of the visibility of the Site within the surrounding landscape is given below.
- 5.9.3. Views from the north are restricted by the local topography, planting, and highways infrastructure. In particular by the heavy copse planting along the ridge line at Crossbush and the South Downs National Park, which sits approximately 15m higher than the Site. The A27 which lies 1km north of the Site forms a visual barrier running east to west. Although the southern edge of the South Downs National Park encompasses local highpoints, none of them afford significant views of the Site due to their distance, intervening topography and the heavy tree cover between them and the Site. Gently undulating fields and hedgerows and associated tree planting to field boundaries break up closer range views of the Site.
- 5.9.4. Views from the south are limited by vegetation around the Black Ditch, and built form along the northern edge of Wick. The landform falls away to the south, preventing any longer distance views from this direction. Views of the Site are likely to be possible from the under construction residential development north of Toddington Lane, but this was not assessed as it is not currently publicly accessible or safe to access.
- 5.9.5. Views from the east. The landscape is more open and expansive to the east of the Site, and there are many local PRoWs from which the Site can be seen. However, planting along field boundaries and the Black Ditch break up these views so the Site is never seen as one mass.
- 5.9.6. Views from the west are limited to locations where there are breaks in vegetation along the Lyminster Road. Properties which back onto the Site are also very likely to be affected. Whilst the Lyminster Conservation Area lies directly west of the Site, views from this area are generally prevented by established tree planting and other vegetation along the existing route of the Lyminster Road.

Settlements

- 5.9.7. The Study Area includes the village of Lyminster which lies directly west of the Site, northern extents of Littlehampton including Wick and Toddington, and the village of Crossbush.
- 5.9.8. As described above, there is limited visibility from within the village of Lyminster due to the existing vegetation between the Site and the village. However, there are properties on the eastern edge which have potential for views, and therefore the effects on residents within Lyminster will be assessed.
- 5.9.9. Residents within the other aforementioned settlements are unlikely to have direct or open views of the Proposed Development and as such are not considered further in this assessment.

Road Users

- 5.9.10. The A27, a dual carriageway which runs east to west along the Crossbush ridgeline, and the Lyminster Road/A248, which connects the A27 to Littlehampton provide the main vehicular access through the area.

- 5.9.11. Users of the A27 are unlikely to see the Proposed Development due to distance and intervening vegetation and as such will not be assessed further. Users of the Lyminster Road/A248 will have the greatest potential for visual effects and will be included in the assessment.

Public Rights of Way (PRoW)

- 5.9.12. There are no National Cycle Routes, Long Distance Footpaths, or National Trails within 1km of the Site, but there is a network of PRoWs which is generally focussed to the east of the Site, running through open farmland to connect development at Poling, Crossbush, Lyminster, Wick and Toddington.

- 5.9.13. There are nine PRoWs within the Study Area, as listed below and illustrated in **Figure 2: Landscape Designations**, including one bridleway which runs east to west through the Site.

- Footpath 2202_1: A27 to bridleway 2163
- Footpath 2205: A27 to northern section of Lyminster Road
- Footpath 3096: Poling to Wick
- Footpath 2163_1: Bridleway 2163 to caravan park west of Lyminster Road
- Footpath 2165: Lyminster Road to Church Farm
- Footpath 2207: Church Farm to Priory Farm
- Footpath 3097: Short section of footpath connecting areas of housing in Toddington
- Footpath 3654: Worthing Road to southern section of Lyminster Road
- Bridleway 2163: Poling to Lyminster

- 5.9.14. The effects on views and visual amenity of walkers using this PRoW network have been considered within the visual assessment.

VIEWPOINTS

- 5.9.15. Eight viewpoints were identified to inform the appraisal of the potential effects on views and visual amenity, and these were assessed during the Site visit. The viewpoint locations are shown on **Figure 1: Zone of Theoretical Visibility and Viewpoints** and presented on Table 2. The viewpoint photo-panoramas are presented on **Figures 4A-D: Viewpoint Photographs**.

Table 2 - Representative Viewpoints

No.	Viewpoint	Distance and Direction from Site	Receptor
1	Footpath 2202_1	800m east	Recreational users of footpath 2202_1
2	Footpath 3096	1km east	Recreational users of footpath 3096
3	Bridleway 2163	200m east	Recreational users of Bridleway 2163
4	Bridleway 2163	150m east	Recreational users of Bridleway 2163
5	Field gate at Woodcote Lane	375m south-west	Visitors to Six Bells Public House and residents along Woodcote Lane.

6	Lyminster Road	450m west	Residential and transport receptors along the Lyminster Road/A284 and recreational users of footpath 2163_1
7	Lyminster Road	50m north	Transport receptors along the Lyminster road/A284
8	Lyminster Road	100m west	Residential Receptors along Lyminster Road/A284

6. ASSESSMENT OF EFFECTS

6.1. MITIGATION INCORPORATED INTO THE DESIGN

- 6.1.1. The Proposed Development is described in Section 2 of this report, and briefly comprises the following:
- 7.3m wide carriageway with 1m hard strips either side;
 - 3m wide shared cycleway/footway on west side of carriageway, which swaps sides at the Pegasus crossing;
 - Signalised Pegasus crossing for existing bridleway;
 - 2.5m grassed verge on eastern side of carriageway (except length of viaduct), which swaps sides at the Pegasus crossing;
 - T-junction with existing A284;
 - 225m viaduct over Black Ditch, 4-4.5m above existing ground level with piers at 20m centres;
 - Attenuation for surface run-off through cellular storage, wetland areas and swales; and
 - Street lighting at junction with A284, Pegasus crossing and southern section roundabout approach.
- 6.1.2. Landscape proposals are illustrated in drawings A284LY-CAP-EXX-00-DR-L-0027, A284LY-CAP-EXX-00-DR-L-0028, A284LY-CAP-EXX-00-DR-L-0029, and A284LY-CAP-EXX-00-DR-L-0030 which accompany this application.
- 6.1.3. Key landscape mitigation measures incorporated within the design are the replacement planting to limit net loss, new tree planting which has been focussed along the eastern edge of the Site where views of the Proposed Development will be more prominent, the introduction of plant and wildflower species which provide biodiversity opportunities and contribute to local character, and the incorporation of SuDs features to contribute to the local drainage network.
- 6.1.4. It should be noted that an acoustic barrier will run along the western edge of the bypass from the PRow Bridleway northwards to Wolstanton House. The acoustic barrier has not yet been fully detailed, but it will be a 2.5m high screen of some type.

CONSTRUCTION PHASE MITIGATION

- 6.1.5. The mitigation of effects on the Landscape and Visual resource during construction are those integral to the construction process under the 'Considerate Contractors' process that is now routinely followed, such as tidy site management to reduce visual clutter associated with the works; and use of construction lighting in accordance with best practice to minimise lighting intrusion to surrounding sensitive receptors. Low level or directional temporary lighting to minimise light spill and glare in accordance with a Site-specific CEMP.
- 6.1.6. Suitable protection of all retained/ adjacent trees and hedgerows should also be ensured, in accordance with BS5837:2012.

OPERATION PHASE MITIGATION

- 6.1.7. The key design mitigation is in the siting of tree planting along the eastern edge of the Site, and retention of groups of trees and hedgerows where possible. This will provide visual screening and contribute to the strengthening of landscape character. It will be important to ensure continued growth and health of existing and newly planted trees and hedgerows through appropriate

monitoring and management, and that any trees or other vegetation that die within five years from construction are replaced with trees of suitable species and size.

6.2. ASSESSMENT OF LANDSCAPE EFFECTS

- 6.2.1. The Proposed Development would unavoidably have an effect on the character of the Site itself which would change from open farmland to an area of hardstanding. Table 3 below outlines the effects on landscape character of the Site, the South Downs National Park and the defined landscape character areas within the Study Area.

Table 3. Landscape Effects

Landscape Receptor	Sensitivity	CONSTRUCTION			OPERATION			Residual effect (year 15)
		Change	Impact	Effect	Change (year 1)	Impact	Effect	
Character Area SC10 – Lower Arun Valley	Medium	The northern section of the Site lies immediately adjacent to this Character Area and the construction of the Proposed Development will unavoidably adversely affect the tranquillity and setting of this part of it.	Medium	Moderate adverse	The Proposed Development would introduce a further built element into the vicinity of this character area which is already influenced by urban fringe land use and activities. However, it should reduce the level of traffic and associated noise and headlights through the settlement of Lyminster, which borders this character area, enhancing the relative tranquillity of the character area itself.	Minor	Minor beneficial	Minor beneficial
Character Area SC11 – Littlehampton and Worthing Fringes	Medium	The Proposed Development will lie mostly within this area and its construction will contribute further to the urban fringe character and networks of roads which will adversely affect the tranquillity of the immediate surroundings. This tranquillity will be further encroached upon by the loss of trees and uncharacteristic noise and visual intrusion of the construction plant and activity during this phase. However, this character area already contains urban fringe characteristics and varied levels of tranquillity, and as such the construction of the road would not be totally uncharacteristic.	Medium	Moderate adverse	The Proposed Development will add a new but familiar feature into the local landscape, albeit one which contains more hardstanding, traffic and artificial lighting than what currently exists. It will be a permanent noticeable change from the existing green fields. The loss of trees during construction will be partially mitigated by the new tree planting, but in Year 1 it will still be immature stock and not contribute significantly to the local landscape character.	Moderate	Moderate Adverse	Minor adverse

Character Area SC12 – Angmering Upper Coastal Plain	Medium	The very northern extents of the Site lie within the south of this character area. The character area has varied levels of tranquillity and enclosure with the rural character interrupted principally by the A27. The construction of the Proposed Development will add a further element of built form into the wider setting of this character area and will slightly affect the local character and tranquillity of its south-western section due to the loss of trees and uncharacteristic noise and visual intrusion of the construction plant and activity.	Medium	Moderate adverse	The Proposed Development will add a further element of built form into the wider setting of this character area and will slightly affect the local character and tranquillity of its south-western section due to the increase in hardstanding, traffic and artificial lighting.	Low	Minor adverse	Minor adverse
South Downs National Park – character, purpose and special qualities	High	The Site and associated construction activities are located outside the South Downs National Park boundary, although the clutter and visual intrusion of the construction works may affect the visual amenity and localised setting of the southern boundary of the National Park, albeit in context of the existing and increasing built form of Littlehampton. The Construction phase could therefore adversely affect the natural beauty of the immediate area and temporarily disrupt the enjoyment of some of the special qualities of the National Park, namely in relation to	Low	Minor adverse	The Proposed Development will create a small area of increased built form (hardstanding) and artificial lighting along its length within proximity to existing built form. New tree and shrub planting will provide some screening along its length. It would be barely discernible from the NP and would not materially alter the NP's character, purpose or special qualities.	Negligible	Negligible	Negligible

		views and its tranquillity. The construction activities could temporarily reduce the level of tranquillity further.						
Overall Landscape Character of the Site	Medium	Construction works will involve the removal of a section of woodland in the north of the Site, along with clearance of numerous trees and sections of hedgerow. The loss of vegetation and changes in land use from farmland to construction site will affect the character of the Site.	High	High adverse	Whilst the loss of existing vegetation will be mitigated against through additional planting elsewhere on Site which is in-keeping with local landscape character, the long-term change in land use from arable farmland to vehicular bypass, and the change in materials and effects on noise levels within the Site will permanently affect the character of the Site.	Medium	Moderate adverse	Moderate adverse
Landscape Feature – landuse	Low	The land use of the Site will be completely changed from open farmland to construction site during the construction works.	High	Major adverse	There will be a permanent and dramatic change to the land use within the Site once construction works are complete; from arable farmland to vehicular bypass.	High	Major adverse	Major adverse
Landscape Feature – landform	Medium	Construction works, including excavation and temporary stock piles, and the building up of banks to raise levels across the Site, and the regrading of the landform to create drainage features, would cause a change from farmland to construction site and to the natural gently undulating topography of the Site.	Medium	Moderate adverse	Topographical changes include sections of the road that will be on embankment, a viaduct where the Proposed Development crosses the Black Ditch, and some re-grading of the land either side to tie in with the surrounding levels. New depressions will also be formed around drainage features (swale and attenuation pond) which run along the eastern edge of the Site.	Medium	Moderate adverse	Moderate adverse

Landscape Feature - vegetation	Medium	There will be a loss of trees and vegetation along the route to accommodate the earthworks, and route of the Proposed Development. In particular a number of A & B Category trees will be lost as a result of the Proposed Development, reducing the size of existing tree groups where the northern section of the Site meets the Lyminster Road; around the southern boundary; and a row of trees that run north of the access track. Therefore, there is likely to be a direct, temporary, medium-term effect on existing vegetation of significance prior to the implementation of mitigation measures.	Medium	Moderate adverse	Trees which need to be removed to facilitate the Proposed Development will have been replaced by new areas of landscape planting at construction which, during operation, will establish and grow over time. Planting will include new areas of tree and shrub planting, wildflower meadow planting and amenity grassland. By year 15, the mitigation planting will have matured and become an integral part of the landscape, aiding the integration of the road within its surroundings.	Medium-low	Minor adverse	Negligible
Landscape Feature – PRoW 2163	High	A section of this PRoW (Bridleway) will be considerably altered during the construction phase. This path will need to be temporarily closed or diverted during the construction works, altering the location and quality of the path. The Site will become a construction site, with construction activity, plant and machinery changing the character of the path. It is likely that the bridleway would be closed or diverted during construction works.	High	Moderate adverse	At operation, there will be new crossing points and connections to routes of foot and cycle paths open for use. The bridleway crossing will provide safe access across the Lyminster Road for users of PRoW 2163.	Low	Slight – moderate beneficial	Slight – moderate beneficial

6.3. ASSESSMENT OF VISUAL EFFECTS

- 6.3.1. In general, the Proposed Development would be limited in its visual envelope due to the largely flat landscape and vegetation cover, and also taking into account the built form of Lyminster to the west and Littlehampton to the south. The eight representative viewpoints were chosen to aid the assessment of effects upon the identified visual receptors within the Study Area. The viewpoint description, description of change and scale of effect for each viewpoint through the construction and operational phases is presented on Table 4. The assessment of effects upon visual receptors is then assessed in Table 5, informed by the viewpoint assessment, desk and site work and professional judgement.

Table 4. Representative Viewpoint Assessment

Viewpoint	Viewpoint Description	Construction Phase Change	Scale of Effect	Operational Change	Scale of Effect
<i>Viewpoint 1</i> Location: Footpath 2202_1 Distance from Site: 800m east	View facing south west. Flat and expansive view across arable farmland, framed by hedgerows and trees along field boundaries, and areas of woodland which line the Lyminster road (on the right-hand side of the view). Some glimpses of built form around Lyminster centre in background, behind vegetation. The Site stretches across the background of this view.	Although slightly more distant than some viewpoints, the flat, open landscape will allow much of the construction works for the northern section of the Site to be visible. Loss of mature trees will also be clearly discernible.	Medium	The centre right of the view will change, with a new highway crossing from left to right with associated lighting columns, traffic and artificial lighting and headlights at night. Intervening planting will provide some screening and also new tree planting will mature over time further reducing the visibility of the Proposed Development.	Low
<i>Viewpoint 2</i> Location: Footpath 3096 Distance from Site: 1km east	Flat and expansive view across arable farmland. Hedgerow adjacent to bridleway frames the right-hand edge of the view. New housing development at Wick, which is currently under construction, and tree planting around Black Ditch and Littlehampton Caravan club are visible in the background. The Site fills a relatively small proportion in the background of the view.	The construction works particularly of the southern section of the Site with the Black Ditch bridge will be clearly visible in this flat, open view, creating visual and audible disruption, although this is reduced by distance and intervening hedgerows to some degree.	Low	The background of the view will have changed, with a new highway and viaduct crossing from left to right with associated lighting columns, traffic and artificial lighting and headlights at night. New tree planting will mature over time providing further screening from this viewpoint.	Low
<i>Viewpoint 3</i> Location:	View from bridleway facing west directly towards the Site. Various uses of landscape	The flat, open landscape will allow much of the construction works for the entire length the Site	High	The middle-ground of the view will completely change, with a new highway and viaduct	High

Bridleway 2163 Distance from Site: 200m east	across the view; housing in background, arable farmland in foreground. The gravel track to the bridleway continues on the right-hand side of the view. The landscape is broken up by hedge and tree planting. An isolated tree sits in the middle ground on the left of the bridleway. Some glimpsed views towards built form at Wick in background, but these are only just discernible. The Site runs left to right in the background of the view.	to be clearly visible from this close viewpoint. Loss of mature trees will also be discernible.		crossing from left to right with associated lighting columns, traffic and artificial lighting and headlights at night. New tree planting will mature over time providing some screening.	
<i>Viewpoint 4</i> Location: Bridleway 2163 Distance from Site: 150m east	The bridleway sits in the middle of this view, and opens out onto arable farmland in the foreground on the right-hand side. Partial views of The Old Vicarage and Fairfields (residential houses which front onto the eastern edge of the Lyminster Road) in the middleground, these are enveloped in relatively dense tree planting and vegetation. Tree planting in background and hedgerow on left hand side of the view prevent any long-range visibility. The Site sits in the middleground of this view, occupying almost	The construction works for the northern part of the Site will dominate this view in close proximity.	High	This view will almost completely change with the road the predominant feature. The new tree planting will be visible in the foreground to the right hand side of the view, and will provide some screening of the Proposed Development once established.	High

	the full width of the image.				
<i>Viewpoint 5</i> Location: Field gate at Woodcote Lane Distance from Site: 375m south-west	Areas of scrub vegetation inhabit the foreground of this view. The Site occupies the right-hand side of the image, in the middle-ground. Lyminster Nurseries are clearly visible on the left-hand side of the view, and the roof of the Old Vicarage can be observed in the middle of the photo. The South Downs National Park and tree planting at Westland Copse form the backdrop to the view, in the far distance on the right-hand side of the view.	Construction works for the central section of the new bypass will be visible in the distance, but only occupy a small portion of this view. Loss of trees and removal of sections of hedgerow will be clear from this location.	Low	The central section of the new bypass will be visible in the distance of this view, with the viaduct crossing, associated lighting columns visible from this location.	Low
<i>Viewpoint 6</i> Location: Lyminster Road Distance from Site: 450m west	Relatively open view looking north east towards the Site. The Lyminster road occupies the foreground of the view, with large areas of scrub interspersed with tree planting, adjacent to it, which break up the visual mass of the Site from this angle. Single and two-storey structures at Lyminster nurseries can be seen on the left-hand side of the background.	Construction works for the central section of the new bypass will be visible in the distance of this view, although they will be screened by planting in the foreground, and therefore only make up a small portion of the view. Some loss of trees to the north of the site will be visible.	Low	The northern section of Proposed Development, and lighting and new tree planting associated with this will be visible in the distance, but this will not be particularly noticeable given the surrounding foreground development.	Low

	Glimpses of the Site are possible in the middleground, covering the right-hand side of the view. Behind this, elevated landscape in the South Downs National Park and tree planting at Westland Copse form the backdrop to the view.				
<i>Viewpoint 7</i> Location: Lyminster Road Distance from Site: 50m north	Enclosed view looking south along Lyminster Road. This view is framed by an area of dense woodland to the left of the view, and tree planting to the right. The Site occupies the extents of this view.	Loss of mature trees will open up part of the view and allow the construction activities at the northern end of the Proposed Development to be clearly visible. Construction traffic and signage will considerably disrupt the view.	High	The centre of the view will have completely changed, with a new junction and highway opening more distant views from this previously enclosed view. New tree planting will mature over time enabling the road to be less noticeable.	Medium
<i>Viewpoint 8</i> Location: Lyminster Road Distance from Site: 100m west	Close range and enclosed view looking north east towards the Site. Houses which back onto the Site can be seen in the middle of the image, bounded by brick walls and visually impermeable timber fencing; only the first floor and roof tops of these residences are visible at eye level from this viewpoint. Canopies of tree planting within gardens, and around the	The construction works will be potentially visible behind the existing dwellings, creating visual and audible disruption to the background of the view. Although the boundary trees and vegetation around the houses will limit completely open views. The loss of mature trees within the Site may be discernible. Path diversion or temporary closure signs are likely to disrupt the view.	High	Only limited sections of the Proposed Development will be visible, including lighting columns due to their height. The Proposed Development will be largely screened by a new acoustic barrier behind the existing properties in the foreground of the view, as well as taking into consideration the screening from the boundary trees and vegetation.	Medium

	boundaries of these, are visible in the background. Lyminster Road bends around to the right of the view, lined with deciduous tree planting which limits longer distance visibility, and the bridleway stretches out to the right of the view. At present the Site isn't directly visible from this viewpoint.				

TABLE 5. VISUAL EFFECTS

Visual Receptor	Sensitivity	CONSTRUCTION			OPERATION			Residual effect (year 15)
		Change	Impact	Effect	Change (year 1)	Impact	Effect	
Residents in Lyminster – properties on eastern edge	High	The majority of residents in Lyminster would not have any visibility of the Site except for the limited number of properties which lie on the eastern edge which have open outlook across the landscape. The construction works will be potentially visible behind the eastern existing dwellings, creating visual and audible disruption to the background of the view. Although the boundary trees and vegetation around the houses will	High	Major adverse	Only limited sections of the Proposed Development will be visible, including lighting columns due to their height. The Proposed Development will be largely screened by a new acoustic barrier behind the existing properties in the foreground of the view, as well as taking into consideration the screening from the boundary trees and vegetation.	Medium	Moderate adverse	Moderate adverse
Refer to Viewpoint 8								

TABLE 5. VISUAL EFFECTS

		limit completely open views. The loss of mature trees within the Site may be discernible. Path diversion or temporary closure signs are likely to disrupt the view.						
Users of the Lyminster Road/A284 Refer to viewpoints 6, 7, and 8	Medium	The construction works will be most visible at the northern access point on to the Lyminster Road where removal of mature trees will open up the view. Construction signage and traffic along Lyminster Road and at the northern access will considerably disrupt the view. Construction of the rest of the Proposed Development will be potentially noticeable behind existing houses and vegetation.	Medium to High	Moderate-Major adverse	The new junction of the Proposed Development at the Lyminster Road will be a noticeable change in the views for travellers along the Lyminster Road. The existing views will open up for a short distance of the road and the new road will be seen into the distance. New tree planting alongside the Proposed Development will mature over time, reducing the focus of the new road within the view. Users of much of Lyminster Road however will only have limited or no views of the Proposed Development.	Medium	Moderate adverse	Moderate-Minor adverse
Users of the PRoW 2163 within the Site Refer to Viewpoints 3 and 4.	Medium	This PRoW (Bridleway) crosses the Site and as such this section will be considerably altered during the construction phase. This path will need to be temporarily closed or diverted during the construction works, altering the views, character and experience of users of the path. A path will be created adjacent to the bridleway for construction traffic access. However, construction activity, noise from and views to plant and machinery will change the setting and character of the PRoW.	High	Moderate adverse	At operation, the existing public right of way across the Site (bridleway path number 2163) will be retained, with a new signalised Pegasus crossing point across the Proposed Development. There will also be new crossing points and routes of foot and cycle paths open for use. The new bridleway crossing will provide a safe access across the Lyminster Road for users of path 2163.	Low	Slight – moderate beneficial	Slight – moderate beneficial

TABLE 5. VISUAL EFFECTS

Users of the PRoW Network Refer to Viewpoints 1, 2, 3 and 4.	Medium	Construction works will be clearly visible along much of the length of bridleway 2163, and footpaths 2202/01 and 3096. These paths will therefore be adversely influenced by the uncharacteristic noise and visual clutter of the construction works, which will include temporary artificial lighting and loss of trees. Temporary diversions of some PRoW may be required.	Medium	Moderate adverse	Improved access routes will be opened up throughout the site, due to the proposed shared footpath and cycle-path along its length, with a new bridleway crossing. The PRoW in the vicinity of the Site, including a number of paths which lie adjacent, will be influenced by a change in tranquillity levels from additional noise and hard surfacing, which may affect recreational enjoyment. However, effects of this are expected to be limited given the current tranquillity levels in the area.	Low	Negligible	Negligible

7. SUMMARY

- 7.1.1. Existing landscape features, designations and views have been identified as part of a baseline landscape and visual assessment, with the key landscape receptors identified including Site topography; trees and vegetation within the Site; the South Downs National Park; and the landscape character of the Site and surrounding area. The key visual receptors identified include views from local residential properties adjacent to the Site, views for users of Public Rights of Way within and surrounding the Site; and views from surrounding highways. The Site visit confirmed that views of the Site from the edge of the South Downs National Park are not possible from publicly accessible locations evaluated, and views from the Lyminster Conservation Area are limited to those from the private residential properties which abut the Site.
- 7.1.2. The visual influence of the Proposed Development will be very limited as existing landform, vegetation, and highways infrastructure generally restrict any long distance views. As such the effects on the landscape character of the Study Area and the number of receptors with potential to be affected is limited. The existing A roads to the north and west of the Site also have notable effects on the current tranquillity of the landscape.
- 7.1.3. The effect of the Proposed Development upon this baseline resource has been considered during both the construction phase and the operational phase and the key issues identified. In general, the effects of the Proposed Development are considered to be greater during the construction phase than the operational phase due to the additional noise and visual intrusion of working machinery, plant, and vegetation removal.
- 7.1.4. There will unavoidably be a complete change to the landscape fabric of the Site from open agricultural fields to hard surfacing, artificial lighting and traffic. This will cause a slight change in topography, tree and hedgerow removal, and changes to a PRow. New tree planting and inclusion of a designated road crossing for the PRow help mitigate these changes.
- 7.1.5. The Proposed Development will be a noticeable change to the landscape character of the Site and immediate surroundings. Within the wider landscape, where the existing vegetation cover, built form and topography limits the visual influence of the Proposed Development it would form a discernible difference but the key landscape characteristics would be largely unchanged. It is also considered that there may be some beneficial effects with regard to tranquillity of the character of the Lower Arun Valley where traffic levels may reduce with the use of the Proposed Development.
- 7.1.6. The main effects on visual receptors are confined to people using the PRow across and within the vicinity of the Site, road users of the Lyminster Road/A284, and for residents in properties along Lyminster Road/A284 that back on to the Site, where the Proposed Development will be a major alteration to the views. The effects on these local residents will be mitigated by acoustic screens, and over time as the mitigation tree planting matures. Users of the PRow that currently crosses the Site will experience improvements to the route surface and a designated road crossing.
- 7.1.7. In summary, the overall effects at Operation were not considered to be significant for the majority of the sensitive landscape and visual receptors identified, with significant effects limited to unavoidably the fabric and character of the Site itself, users of the PRow across the Site, and residents of a few properties in close proximity to the route.