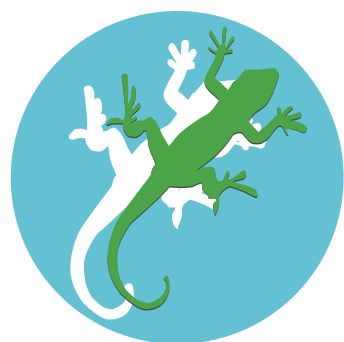




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HAVANT PROPERTY INVESTMENT LLP

REDEVELOPMENT OF 22 NEW LANE, HAVANT HAMPSHIRE

Landscape and Visual Impact Assessment

Planning Issue

Project Reference	LLD2177-LPL-REP-001
Prepared by:	KG
Checked By:	JJ
Revision	01
Date:	09.02.21

EXECUTIVE SUMMARY

i) Introduction and Background

Lizard Landscape Design and Ecology (LLD) has been commissioned by Havant Property Investment LLP to undertake a Landscape and Visual Impact Assessment (LVIA) for the proposed re-development of 32 New Lane, Havant.

ii) The Site

The Site is located some 1.25km to the northeast of Havant town centre within the commercial district known as the West Leigh Industrial Estate. The Site comprises a broadly rectangular shaped parcel of land with an enclosed character. The northern boundary is shared with the Hayward Business Centre and The Southern boundary abuts Kenwood Bark Industrial Estate. Beyond the fence line, the vegetated eastern boundary slopes up to meet the railway line while the western boundary runs adjacent to New Lane. The Chichester Harbour Area of Outstanding Natural Beauty (AONB) is located some 1.3km to the southeast of the Site. The South Downs National Park (SDNP) boundary is located some 2.6km to the northeast of the Site.

iii) The Scheme

The proposal seeks to locate a new warehouse building centrally within the site standing at just under 16m in height. A canopy 5.4m tall, would abut the northern elevation of the proposed warehouse unit to aid van loading in all weather conditions. A three storey van storage building is also proposed to the south. Additional van storage areas are proposed across the western extent of the Site to maximise capacity and other ancillary buildings, such as security huts and welfare cabins would be located near the vehicle entrances. The proposal seeks to retain the existing trees and hedges across the site while introducing further soft landscape planting areas and tree planting to all boundaries. Timber, acoustic fencing at varying heights would be strategically positioned within the Site to mitigate noise spill to adjacent commercial and residential areas. Solar panels would be located on the south facing pitch of the new warehouse roof.

iv) Impact Assessment

Landscape Character

It is considered that the location of proposed built form within the West Leigh Industrial Estate would respect, complement and integrate successfully with the local landscape of the Havant Borough West Leigh Industrial Estate. The proposed built form is considered to be of higher architectural quality, finished in a muted silver grey colour and of a more consolidated form to that which it replaces resulting in a **Minor beneficial effect** to improving the quality of built form within the West Leigh Industrial Estate Character Area.

It is considered that as the proposal would seek to retain and reinforce the western boundary with additional tree and understory planting which would be perceptible in the short term and become more noticeable locally in the mid to long term, this would result in a **Minor to Moderate Beneficial Effect** to the existing levels of enclosure. Regarding the contribution of existing tree line along the eastern boundary of the Site to the physical enclosure and visual softening of built form or those on the Portsmouth Direct line railway route, to the west of Denvilles, the proposals would seek to retain the existing tree line and reinforce with understory planting which would be barely perceptible in the short term, becoming more noticeable in the mid to long term, which would result in a **Minor Beneficial Effect** to levels of enclosure.

It is considered that the new warehouse building would be at a lower elevation of 16m above ground level (AGL) than that which it would replace at an existing height of 22m AGL. This would be barely perceptible as a proportionally reduced extent in views of a small strip of grey colour, viewed at long distance as part of panoramic views from points both within the South Downs National Park and from within the Chichester Harbour Area of Outstanding Natural Beauty, (AONB) resulting in a **Negligible effect** on the special qualities of the SDNP and AONB.

Visual Amenity

There is considered to be a **Negligible effect** on visual amenity for recreational users of the Chichester Harbour AONB and the SDNP (*represented by Viewpoint's No. 17, 18, 19 and 20*), as there would be a virtually imperceptible change to the grey strip of built form in the distance when viewed from promoted viewpoints within the SDNP and from within the AONB looking across the water towards Havant. It is considered that there would also be a **Negligible effect** on visual amenity for users of College Road (*represented by Viewpoint No. 15*) to the west, although for users of Portsdown Hill (*represented by Viewpoint No. 16*) there may be considered to be a **Negligible to Minor beneficial effect** for those travelling eastwards on the visual threshold of entering Havant, due to the reduced roof height revealing more of the South Downs National Park, (SDNP) in the visible horizon.

It is considered that for pedestrian and vehicular users of New Lane (*represented by Viewpoint's No. 04, 05, 06, 07, 08 and 09*), as well as for the same receptors of Crosslands Drive (*represented by Viewpoint's No. 02 and 03*), there would be a **short term Minor beneficial effect** on the pleasantness of views, due to the reduced roof height supported by the proposed reinforcement of planting along the boundary, increasing to a **mid to long term Moderate beneficial effect** further to the maturing of planting over time for those adjacent.

For pedestrian and vehicular users, including residents of the Denvilles and West Leigh Localities (*represented by Viewpoint's No. 01, 11, 12 and 13*) as well as recreational users of New Lane Cemetery (*represented by Viewpoint No. 10*), there would be a perceptible change from the reduced roof line height resulting in a **Minor beneficial effect** on pleasantness of views.

v) Conclusion

Regarding local character, the proposals would respect, complement and integrate successfully with the local landscape of the Havant Borough West Leigh Industrial Estate, (LCA18, 2007), in line with Draft Policy E3: Landscape and Settlement boundaries, (Draft Local Plan, 2019) through substantively maintaining the existing trees and hedges about the Site perimeter, whilst reinforcing with additional planting.

The proposed building would be of higher architectural quality than those which it replaces and at a lower elevation of 16m above ground level (*AGL*) than that which it would replace at 22m AGL. This would be in line with Draft Policy E1: High Quality Design, (*Draft Local Plan, 2019*).

The proposed building at a lower elevation of 16m above ground level (*AGL*) than that which it would replace at an existing height of 22m AGL would be barely perceptible when viewed at long distance as part of panoramic views from points both within the South Downs National Park looking south out to sea and from within the Chichester Harbour Area of Outstanding Natural Beauty, (*AONB*) viewed from across the harbour and additionally, when viewed at mid-distance over intervening vegetation within the New Lane cemetery to the south. This would be in line with Draft Policy CS13: Protecting and Enhancing the Special Environment and Heritage of Havant Borough, and Draft Policy CS12: Chichester Harbour Area of Outstanding Natural Beauty (*AONB*), (*Draft Local Plan, 2019*).

CONTENTS

1.0	INTRODUCTION AND BACKGROUND	07
2.0	PLANNING POLICY CONTEXT	10
3.0	EXISTING CONDITIONS - PUBLISHED EVIDENCE	20
4.0	EXISTING CONDITIONS - SURVEY AND REVIEW	25
5.0	LANDSCAPE CONSTRAINTS AND OPPORTUNITIES	35
6.0	LANDSCAPE AND VISUAL ASSESSMENT.....	36
7.0	CONCLUSIONS.....	40
	TABLE 6.1 - ASSESSMENT SUMMARY TABLE - LANDSCAPE CHARACTER	38
	TABLE 6.2 - ASSESSMENT SUMMARY TABLE - VISUAL AMENITY	39
	APPENDIX A - VIEWPOINT SURVEY	A1
	APPENDIX B - NO VISIBILITY SCHEDULE	B1
	APPENDIX C - DARK NIGHT SKIES.....	C1
	APPENDIX D - METHODOLOGY.....	D1

FIGURES

FIGURE 1.1. DEVELOPMENT SITE LOCATION..... 06

FIGURE 2.1. PLANNING DESIGNATIONS. 09

FIGURE 3.1. LANDSCAPE CHARACTER AREAS..... 17

FIGURE 3.2. TOWNSCAPE, LANDSCAPE AND SEASCAPE CHARACTER ASSESSMENT (2007)..... 18

FIGURE 3.3. HAMPSHIRE HISTORIC LANDSCAPE CHARACTER TYPES (2010). 19

FIGURE 4.1. SITE AND SURROUNDS..... 24

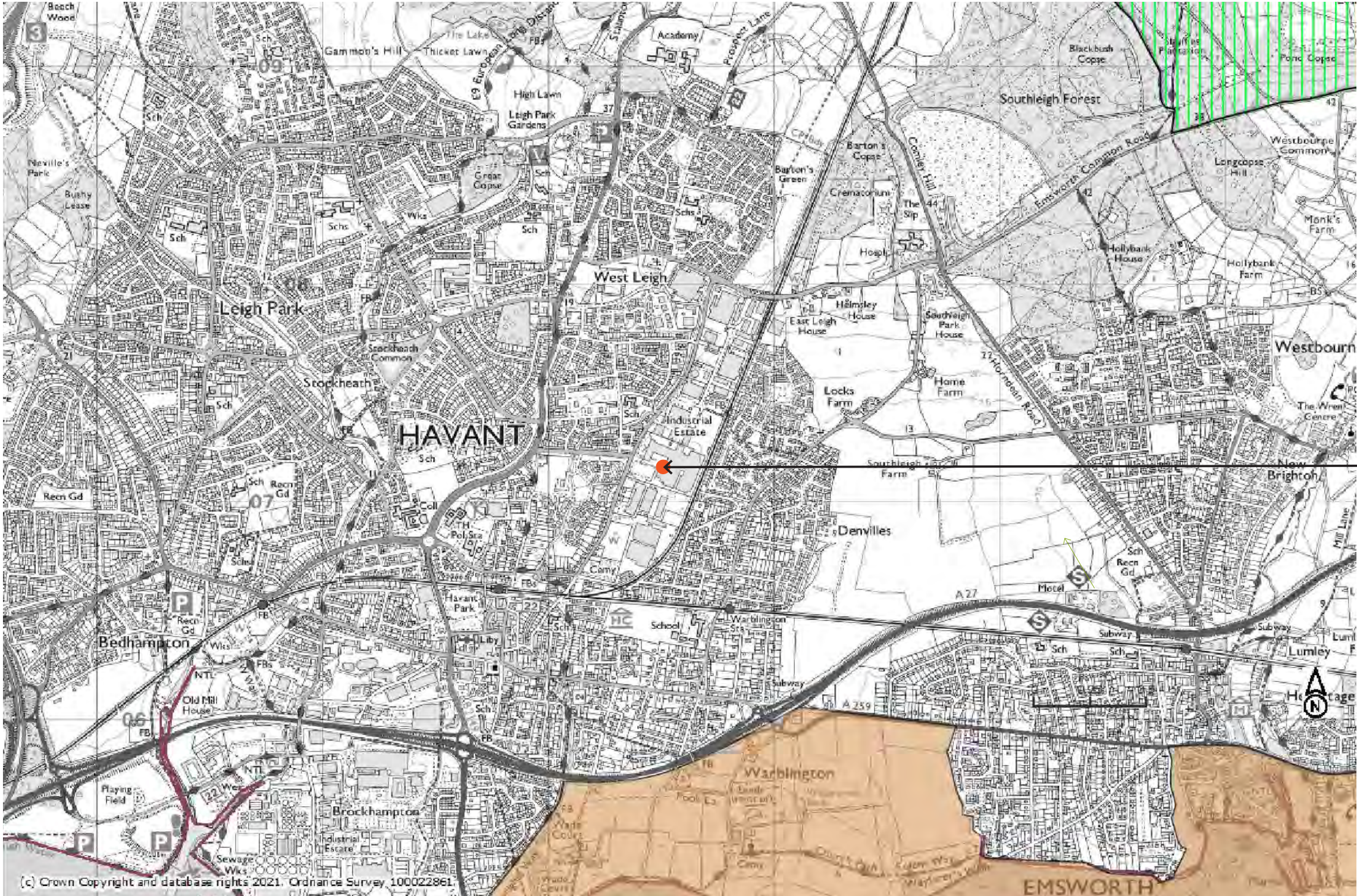
FIGURE 4.2. ZONE OF THEORETICAL VISIBILITY FOR SHORT-MID RANGE VIEWS... .. 28

FIGURE 4.3. ZONE OF THEORETICAL VISIBILITY FOR LONG RANGE VIEWS..... 29

FIGURE 4.4. SHORT DISTANCE VIEWPOINT LOCATIONS AND ZONES OF VISUAL INFLUENCE..... 30

FIGURE 4.5. LONG DISTANCE VIEWPOINT LOCATIONS AND NO VISIBILITY LOCATIONS..... 31

FIGURE 5.1. CONSTRAINTS AND OPPORTUNITIES. 34



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-  South Downs National Park (SDNP)
-  Chichester Harbour Area of Outstanding Natural Beauty (AONB)

Development Site Location.

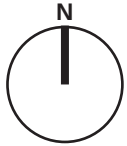


Figure 1.1. Development Site Location.

1.0 INTRODUCTION AND BACKGROUND

1.1 Lizard Landscape Design and Ecology (LLD) has been commissioned by Havant Property Investment LLP to undertake a Landscape and Visual Impact Assessment (LVIA) for the proposed re-development of 32 New Lane (NGR SU 72548 07197), (See **Figure 1.1**).

1.2 The LVIA has been undertaken by Kian Gharchedaghi, Landscape Architect at LLD and reviewed by Joshua Peacock, an Associate Planner at LLD and a Chartered Landscape Architect with over 19 years professional experience in LVIA.

Report Structure

1.3 Following this introduction, relevant planning policy followed by landscape planning designations are provided within **Section 2.0**. The assessment methodology is defined within **Appendix D**.

1.4 Existing conditions are described in **Section 3.0** and **Section 4.0**, which presents published evidence, a review of landscape character following the field survey and identifies landscape components with relevance to the Site. The visual amenity baseline is also provided.

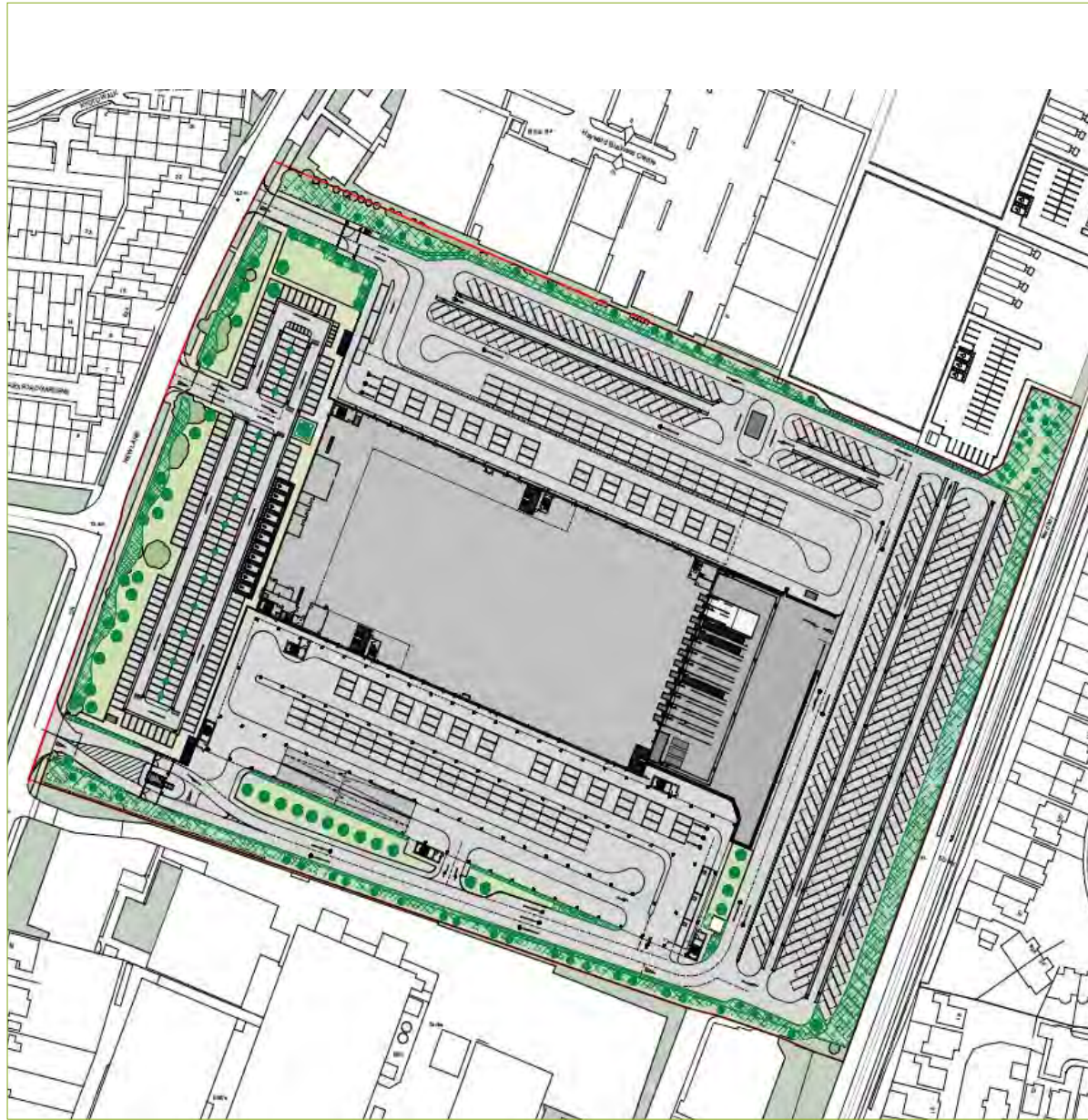
1.5 **Section 5.0** then undertakes an assessment of landscape character and visual amenity, taking into account landscape planning designations. The assessment takes into account the constraints and opportunities identified for the Site, presented within **Section 6.0**. A summary of the assessment conclusions is presented within **Section 7.0**.

The Site and Surrounds

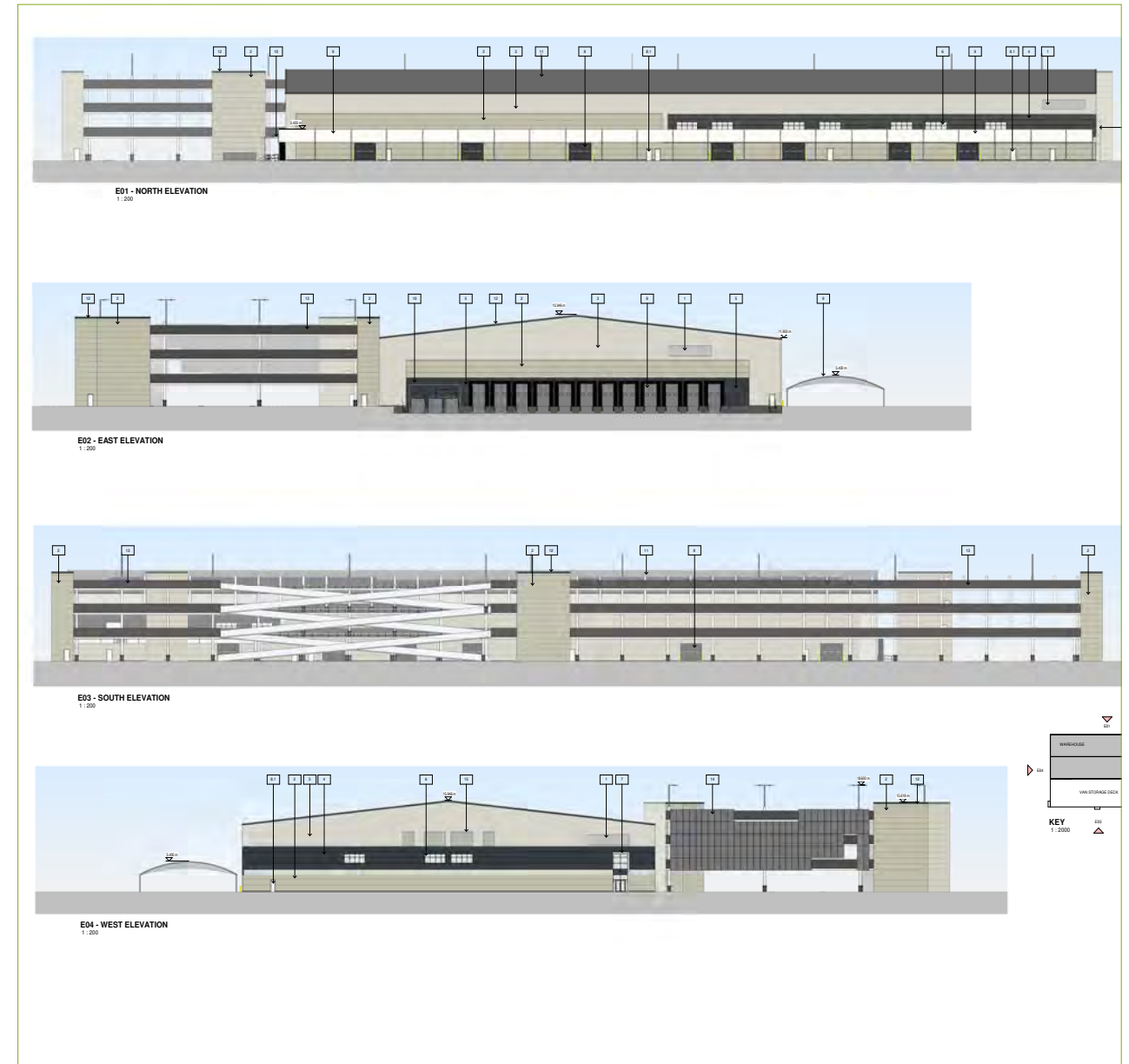
1.6 Through reference to **Figure 1.1**, the Site is located some 1.25km to the northeast of Havant town centre within the commercial district known as the West Leigh Industrial Estate. The Site comprises a broadly rectangular shaped parcel of land with an enclosed character. The northern boundary is shared with the Hayward Business Centre and the southern boundary abuts Kenwood Bark Industrial Estate. Beyond the fence line, the vegetated eastern boundary slopes up to meet the railway line while the western boundary runs adjacent to New Lane. The Chichester Harbour Area of Outstanding Natural Beauty (AONB) is located some 1.3km to the southeast of the Site. The South Downs National Park (SDNP) boundary is located some 2.6km to the northeast of the Site.

The Scheme

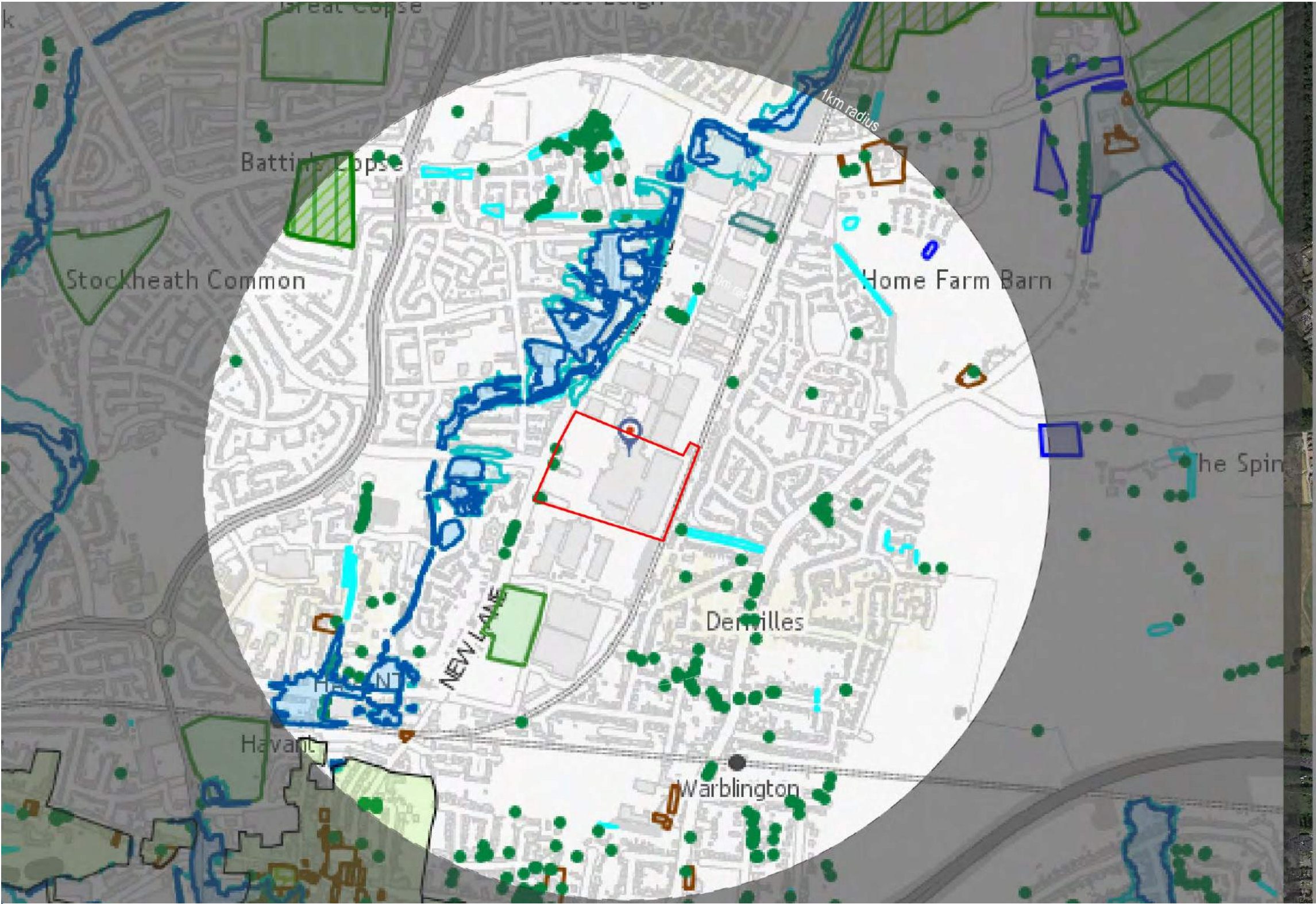
1.7 The proposal seeks to locate a new warehouse building centrally within the site standing at just under 16m in height. A canopy 5.4m tall, would abut the northern elevation of the proposed warehouse unit to aid van loading in all weather conditions. A three storey van storage building is also proposed to the south. Additional van storage areas are proposed across the western extent of the Site to maximise capacity and other ancillary buildings, such as security huts and welfare cabins would be located near the vehicle entrances. The proposal seeks to retain the existing trees and hedges across the site while introducing further soft landscape planting and tree lines to all boundaries. Timber, acoustic fencing at varying heights would be strategically positioned within the Site to mitigate noise spill to adjacent commercial and residential areas. Solar panels would be located on the south facing pitch of the new warehouse roof. (See **Extracts A and B**).



Extract A. Proposed Site Plan provided by SMR Architects
Drawing no. SMR-00-ZZ-DR-A-2003A-S4-P3

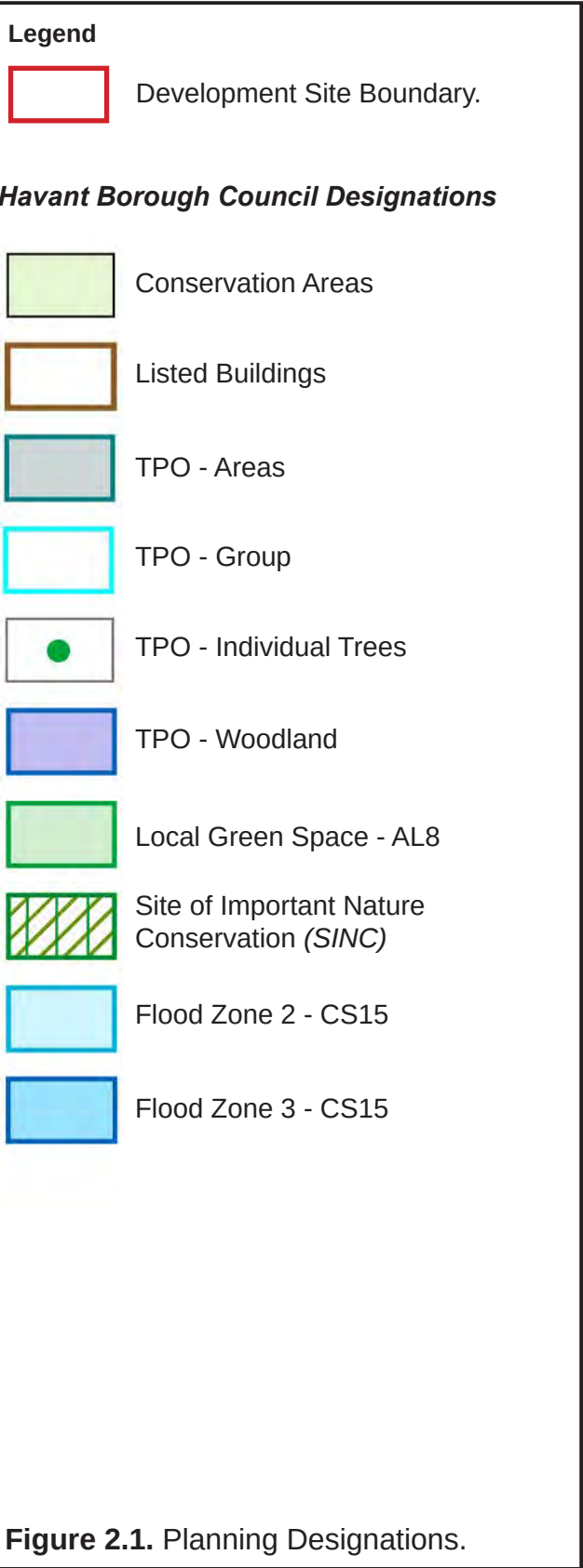


Extract B. Proposed Site Elevations provided by SMR Architects
Drawing No. SMR-00-ZZ-DR-A-2101-S4-P6



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2.0 PLANNING POLICY CONTEXT

General

- 2.1 The following relevant policy has been taken into account by the assessment:
- *National Planning Policy Framework, (February 2019);*
 - *Havant Borough Local Plan; Pre-submission Draft (February 2019) (incorporating Havant Borough Core Strategy (March 2011) and Havant Borough Local Plan (Allocations); Adopted Version (July 2014));*
 - *Havant Borough Core Strategy (March 2011);*
- 2.2 The key planning policies considered relevant to the Scheme's landscape and visual considerations are summarised below:
- National Planning Policy Framework (February 2019)**
- 2.3 The Government's current planning policies on land use planning in England are set out in the National Planning Policy Framework, (NPPF).
- 2.4 Regarding promoting sustainable transport, Paragraph 102 identifies that *'transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*
- ...e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'*
- 2.5 Paragraph 122 identifies that *'planning policies and decisions should support development that makes efficient use of land, taking into account:*
- ... d) the desirability of maintaining an area's prevailing character and setting...'*
- 2.6 Regarding achieving well-designed places, Paragraph 124 within Chapter 12 identifies that:
- '...the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities....'*
- 2.7 Paragraph 127 identifies that planning policies and decisions should ensure that developments:
- 'a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit...'*
- 2.8 Paragraph 128 identifies that: *Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.*
- 2.9 Paragraph 130 identifies that: *'permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.'*
- 2.10 Paragraph 131 identifies that: *'in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.'*
- 2.11 Regarding meeting the challenge of climate change, flooding and coastal change Paragraph 150 identifies that new development should be planned for in ways that:
- 'a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure and;*
- b) can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards.'*
- 2.12 Paragraph 153 identifies that: *'...in determining planning applications, local planning authorities should expect new development to take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.'*
- 2.13 With regards conserving and enhancing the natural environment, Paragraph 170 within Chapter 15 identifies that: *'planning policies and decisions should contribute to and enhance the natural and local environment by:*
- a) protecting and enhancing valued landscapes, Sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);*
- b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;*
- ...d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;*

- e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans and;
- f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.'
- 2.14 Regarding National Parks and AONB's, Paragraph 172 identifies that:
- 'great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues. The conservation and enhancement of wildlife and cultural heritage are also important considerations in these areas, and should be given great weight in National Parks and the Broads...'*
- 2.15 Regarding potential effects on the natural environment, Paragraph 180 identifies that:
- 'Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the Site or the wider area to impacts that could arise from the development. In doing so they should:*
- 'a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;*
- b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason and;*
- c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.'*
- Havant Borough Local Plan; Pre-submission Draft (February 2019)**
- 2.16 The Pre-Submission Local Plan has been formally submitted for examination. It takes account of the comments made during previous consultations.
- 2.17 The council has an adopted Local Plan; this is made up of the *Core Strategy (2011)* and the *Site Allocations Plan (2014)*. These will remain in place until the Havant Borough Local Plan 2036 is adopted.
- 2.18 Policies that are relevant to landscape are consistent across the adopted Local Plan and the Pre-submission Draft; these are as follows:
- 2.19 Policy E1: High Quality Design states that: *'Planning permission will be granted for development that:*
- a. Is designed to a high standard, which helps to create places where people want to live, work, visit and enjoy;*
- b. Demonstrates that neighbourhood plans, local design statements, and the design elements of conservation area appraisals which identify local character and distinctiveness have been taken into account;*
- c. Demonstrates that it:*
- i. Responds to, and draws inspiration from its local context and where appropriate, forges a new sense of place through design;*
- ii. Considers characteristics such as height, massing, existing building lines, plot widths and depths and proportions of building features such as windows and doors;*
- iii. Identifies and positively responds to existing natural and built features including listed buildings, conservation areas and other heritage assets within or close to the development;*
- iv. Makes a positive contribution to the overall appearance of the street scene and wider area by use of good quality materials of appropriate scale, profile, finish, colour and durability;*
- v. Produces a positive relationship with and between existing and proposed buildings, streets and spaces;*
- vi. Avoids over-dominance and does not cause unacceptable harm to the amenity of neighbours through overshadowing, massing, the loss of privacy, outlook, overlooking, and through odour, noise or disturbance; 45 NPPF paragraph 124. Pre-Submission Havant Borough Local Plan 2036 108*
- vii. Reduces opportunities for crime and anti-social behaviour and contributes to the creation of safe and inclusive communities;*
- viii. Integrates with existing local landscape and biodiversity features and characteristics of the area, by using high quality landscaping.*
- d. Demonstrates that any adverts, signage, lighting and other security features are fit for purpose, fully integrated with the design, and do not adversely affect the visual amenity of the street scene or the amenity of neighbours.*
- In addition, and where appropriate to the scale and nature of the development, all non-householder development which will create new floorspace is expected to:*
- e. Provide a variety of design styles and types to create interest and a sense of place;*
- f. Ensure the layout is appropriate in density, scale, and appearance, and provides safe and convenient access for all users;*
- g. Incorporate new technologies and construction methods as part of building design, taking into account sustainability and resource efficiency;*
- h. Be well connected to and fully integrated with the local area by linking existing pedestrian and cycle routes and encourage people to use public transport where possible;*
- i. Make optimal use of land and does not undermine the development potential of adjacent sites;*
- j. Include public realm and landscaping which is well designed, durable and consistent across the extent of the development site or key project area; and*
- k. Incorporate safe, secure and convenient provision for cycle storage and refuse and recycling facilities which is integrated within the overall design.'*

2.20 Policy E3: Landscape and Settlement boundaries states that: *'Planning permission will be granted for development which:*

a. Contributes positively to local identity and distinctiveness of landscapes and settlements;

b. Respects, complements and integrates successfully with the local landscape surrounding the site;

c. Incorporates any key landmarks and natural features on the site into the design of the scheme and protects them from destruction or deterioration;

d. Protects key views of important landmarks and landscapes; and

e. Integrates successfully with the local landscape surrounding the site.

Planning permission for development outside of the defined settlement boundaries will not usually be permitted, unless it:

f. Relates to small scale householder development; or

g. Is proposed on previously developed land and does not represent a material intensification of use; or

h. Specifically, and demonstrably requires a location outside of a built-up area; or

i. Provides infrastructure that meets an overriding public need.'

2.21 Policy E14: The Local Ecological Network states that: *'All development in Havant Borough is expected to protect, conserve and enhance the Borough's Local Ecological Network. Planning permission will only be granted where:*

a. The development of one dwelling or more or a new commercial building results in biodiversity net gain;

b. The development avoids the fragmentation of the Local Ecological Network;

c. The applicant has identified and assessed the level of ecological value of the site through adequate and proportionate information and any matters arising have been addressed through an avoidance or mitigation plan; and

d. Any necessary mitigation plan includes provision for ongoing management and maintenance.'

2.22 Paragraph 5.161 identifies that: *Almost any development can achieve biodiversity net gain. Even smaller developments can include the use of design features to integrate biodiversity attributes into the building itself. At least every new dwelling, or commercial developments that involve the construction of a new building can include boxes or bricks for bats and birds, and other features can additionally be incorporated within larger developments...'*

2.23 Policy E18: Trees, Hedgerows and Woodland states that: *'Development affecting trees, hedgerows and woodlands will only be permitted where it:*

a. Reflects, conserves or enhances the existing landscape and integrates the development into its surroundings, adding visual interest and amenity;

b. Adequately protects existing trees and hedgerows including their root systems prior to, during and after the construction process; and

c. Will not result in the loss or deterioration of ancient woodland and ancient or veteran trees.

The Council will refuse planning permission for proposals that threaten the retention of important trees, hedgerows, and woodland, unless the need for, and benefits of development in that location clearly outweigh the impact of the proposal. Provision of new trees are expected as part of development proposals for new homes and commercial floorspace. Planning permission will be granted where it:

d. Facilitates adaptation to climate change by providing shade, shelter and cooling through new tree planting; and

e. Includes proposals for the successful implementation, maintenance and management of landscape and tree planting schemes.'

2.24 Policy E19: Managing flood risk in a new development states that:

'Planning permission will only be granted where:

a. The proposal meets the sequential and exception tests as set out in the NPPF;

b. The development will be safe over its lifetime without increasing flood risk elsewhere;

c. Any proposed flood protection, resilience and resistance measures address the specific requirements of the site, and are appropriate to the character and biodiversity of the area;

d. Opportunities have been explored to reduce flood risk;

e. Where necessary, appropriate flood warning and evacuation plans are in place; and

f. Where necessary, a contribution has been made towards any identified flood alleviation scheme(s).'

2.25 Policy E20: Drainage infrastructure in a new development states that: *'Planning permission will only be granted where:*

a. Run-off rates have been reduced to below the pre-development rate, or, if this is not possible, there is no net increase in surface water run-off compared with the pre-development rate;

b. Drainage systems meet the drainage needs of the development in full over the lifetime of the development and do not increase flood risk elsewhere;

c. The drainage strategy incorporates SuDS, unless there is clear evidence that this would be inappropriate;

d. Adequate foul water infrastructure is provided which makes connection to the sewerage system at the nearest point of adequate capacity; and

e. Any existing sewerage infrastructure is taken into account in site layout, to safeguard future access for maintenance and upsizing purposes.'

Havant Borough Core Strategy (March 2011)

2.26 Policy CS13: Protecting and Enhancing the Special Environment and Heritage of Havant Borough states that: 'Planning permission will be granted for development that:

1. Ensures the key landscape and built form principles set out in the Havant Borough Townscape, Landscape and Seascape Character Assessment are protected and where possible enhanced by partnership working with developers, groups and the wider community.

2. Protects and where possible enhances the borough's statutory and non-statutory designated landscape, habitats and features of biological, hydrological or geological interest. Protection and enhancement will be achieved by appropriate adaptation and mitigation measures including wardening, education and information and the creation of new habitats, water bodies/ courses planting of new trees and woodland.

3. Has particular regard to the following hierarchy of nature conservation designations within the borough (as identified on the Proposals Map): (i) Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar [International]. (ii) Sites of Special Scientific Interest (SSSI) and National Nature Reserves [National]. (iii) Sites of Importance for Nature Conservation (SINC), Local Nature Reserves (LNR), other Ancient Woodland not identified in (ii) above [Local].

4. Protects and where appropriate enhances the borough's statutory and non-statutory heritage designations by appropriately managing development in or adjacent to conservation areas, listed buildings, scheduled ancient monuments, historic parks and gardens, archaeological sites, buildings of local historic or architectural interest.

5. Supports an ongoing programme of survey of habitats and species and designation of Sites of Importance for Nature Conservation.

6. Incorporates partnership working with conservation organisations to improve public understanding of biodiversity and to manage public access to designated sites, particularly on the coast, to reduce harm to nature conservation interests.

7. Incorporates partnership working with landowners and developers to ensure land management practices restore, enhance and where appropriate create new valued landscapes, habitats and their soil structure, particularly the ancient woodland remnants of the Forest of Bere and coastal salt marsh.

8. Protects wildlife habitats and wildlife corridors to prevent the fragmentation of existing habitats and to allow species, for example Brent Geese, to respond to the impacts of climate change by making provision for habitat adaptation e.g. coastal managed realignment and species migration.

9. Maintains undeveloped gaps between the settlements of Emsworth/Havant; Havant/Waterlooville; Havant/Portsmouth; Emsworth/Westbourne and Leigh Park/Rowlands Castle as shown on the Proposals Map.

10. Protects the best and most versatile agricultural land that has the greatest potential for local food security.

11. Responds to the emerging evidence from the Solent Disturbance and Mitigation Project, the published recommendations, and future related research'

2.27 Policy CS12: Chichester Harbour Area of Outstanding Natural Beauty (AONB) states that: 'Development will be permitted where it:

1. Carefully assesses the impact of individual proposals, and their cumulative effect, on the Chichester Harbour AONB, and its setting.

2. Is appropriate to the economic, social and environmental wellbeing of the area or is desirable for the understanding and enjoyment of the area.

3. Conserves and enhances the special qualities of the Chichester Harbour AONB (as defined in the Chichester Harbour AONB Management Plan).

4. Meets the policy aims of the Chichester Harbour AONB Management Plan and Havant Borough Core Strategy March 2011

70

5. Provides mitigation of any detrimental effects including where appropriate the improvement of existing damaged landscapes relating to the proposal'

2.28 Policy CS13: Green Infrastructure states that: 'Development will be permitted that:

1. Maintains and manages the network of green infrastructure identified at the sub regional and local levels.

2. Incorporates, where appropriate, improvements to existing green infrastructure through the restoration, enhancement or creation of additional resources.

3. Does not undermine the functional integrity of the green infrastructure.

4. Creates, where appropriate, new green infrastructure (including access management measures) either through on site provision or financial contributions.

Development proposals that adversely affect green infrastructure will not be permitted unless superior alternative provision can be provided or where it is part of a service provider's plans to provide improved local services in equally accessible locations. Green infrastructure sites will be allocated in the Development Delivery (Allocations) Plan.'

2.29 Policy CS15: Flood and Coastal Erosion Risk states that: 'Development in areas at risk of flooding now and in the future as identified on the latest Environment Agency flood risk maps and Strategic Flood Risk Assessment climate change maps will only be permitted where:

1. It meets the sequential and exception test (where required) in relation to PPS25.

2. The site is located in a low hazard area as defined in the Strategic Flood Risk Assessment.

3. A site-specific flood risk assessment demonstrates that the development will be safe, including the access, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

4. The scheme incorporates flood protection, flood resilience and resistance measures appropriate to the character and biodiversity of the area and the specific requirements of the site.

5. Appropriate flood warning and evacuation plans are in place.

6. New site drainage systems are designed taking account of events which exceed the normal design standard.

All development will be required to ensure that there is no net increase in surface water runoff. Priority should be given to incorporating Sustainable Drainage Systems (SuDS) to manage surface water drainage, unless it is proven that SuDS are not appropriate. Where SuDS are provided arrangements must be put in place for their whole life management and maintenance.

Landscape Planning Designations

2.30 Landscape planning designations within the Study Area are described below and their location shown on **Figure 2.1**, where appropriate.

National Park and Area of Outstanding Natural Beauty

2.31 National Parks alongside Areas of Outstanding National Beauty (AONB) have the highest status of protection in relation to landscape and scenic beauty, designated under the National Parks and Access to the Countryside Act 1949, as amended within the Environment Act 1995.

2.32 Through reference to **Figure 1.1**, the Chichester Harbour AONB is located to the south of the A259 and across the southern part of the Study Area. The South Downs National Park boundary is located outside of the Study Area some 2-3km to the north east.

2.33 The statutory purposes and duty of the South Downs National Park are described within the The South Downs Partnership Management Plan (December 2013) as follows:

- 'Purpose 1: To conserve and enhance the natural beauty, wildlife and cultural heritage of the area;
- Purpose 2: To promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public;

- Duty: To seek to foster the social and economic wellbeing of the local communities within the National Park in pursuit of our purposes.'

2.34 The Chichester Harbour AONB Management Plan 2019-2024 (2019) Statement of Significance describes the ten special qualities associated with Chichester Harbour AONB as follows:

- 'The unique blend of land and sea – especially the combination of expanses of open waters, narrow inlets and intimate creeks;
- The frequently wooded shoreline;
- The flatness of the landform, unusual among AONBs, accentuates the significance of sea and tide and of distant landmarks across land and water;
- The open water of the central area of the Harbour;
- The overall sense of wilderness within the seascape;
- The particularly strong historic environment and heritage assets;
- The picturesque harbourside settlements;
- The wealth of flora and fauna, and notably the vast flocks of wading birds add to the richness and diversity of the landscape;
- The unspoilt character and unobtrusive beauty;
- The very special sense of peace and tranquillity, largely engendered by the gentle way the AONB is used and closeness to nature that is experienced.'

International Dark Sky Reserves

2.35 Through reference to the International Dark Sky Association (IDA) an IDA International Dark Sky Reserve (IDSR) is a:

'Public or private land possessing an exceptional or distinguished quality of starry nights and nocturnal environment that is specifically protected for its scientific, natural, educational, cultural, heritage and/or public enjoyment. Reserves consist of a core area meeting minimum criteria for sky quality and natural darkness, and a peripheral area that supports dark sky preservation in the core. Reserves are formed through a partnership of multiple land managers who have recognized the value of the natural night-time environment through regulations and long-term planning.'

2.36 The South Downs IDSR was designated in May 2016. It is protected under Strategic Policy SD8: Dark Night Skies, of the South Downs Local Plan: 2014-33, (July 2019) and under Policy 3: Protect and enhance tranquillity and dark night skies, of the 2014-2019 SDNP Partnership Management Plan.

2.37 Through reference to the South Downs National Park Strategic Policy SD8: Dark Night Skies, the Dark Night Skies Policy Map, identifies that the Dark Night Sky Core Area is located some 7km to the north east of the Site, beyond a 2km buffer zone. The general measurement used for this area is where the Milky Way can be easily seen by a non-astronomical expert in the South Downs with the naked eye. The Dark Skies Technical Advice Note (April 2018, SDNP) provides various definitions and guidance, with relevant content included within **Appendix C**.

Dark Skies Discovery Sites

- 2.38 Dark Sky Discovery Sites are a nationwide network of places that have been nominated by local groups and organisations as their top local spot to see the stars, and approved by the awarding body, the Science and Technology Facilities Council.
- 2.39 Three Dark Sky Discovery Sites were nominated by the Chichester Harbour Conservancy as: *'excellent places for stargazing due to their impressive levels of darkness, excellent lines of sight and good accessibility year round'*. The Sites were approved in 2017, including: North of the John Q. Davis footpath in West Itchenor.
- 2.40 The dark night skies map, (See <http://www.nightblight.cpre.org.uk/maps/>) produced by the Campaign to Protect Rural England (CPRE) shows light spill, referred to by CPRE as radiance (Night Lights) shining up into the night sky.
- 2.41 Through reference to **Appendix C**, the Site is located within an area of high radiance. This shows as an area of predominantly red coloured pixels representing between 16-32 NanoWatts. High radiance areas extend southwest into Havant town, with langstone technology park emitting the highest possible categorisation of radiance at >32 NanoWatts.
- 2.42 The built environment to the west of the Site creates higher levels in light radiance, typically no less than 8-16 Nanowatts. The areas of open fields and residences to the east of the Site are shown to have medium level of light radiance.

Areas of Outstanding Natural Beauty

- 2.43 Areas of Outstanding National Beauty (AONB) alongside National Parks have the highest status of protection in relation to landscape and scenic beauty, designated under the National Parks and Access to the Countryside Act 1949, as amended within the Environment Act 1995.
- 2.44 The Chichester Harbour AONB is located some 1.3km to the southeast of the Site.

- 2.45 The Chichester Harbour AONB Management Plan 2014-2019 Statement of Significance describes the special qualities associated with Chichester Harbour AONB including the following:

- *'...The frequently wooded shoreline. These are narrow fringes sandwiched between rising sea levels and intensively farmed land; many roots already immersed in salt water have only a limited life left;*
- *The flatness of the landform, unusual among AONBs, accentuates the significance of sea and tide and of distant landmarks across land and water. Inappropriate development can be seen from long distances and intrudes into the landscape, detracting from the historical features of interest...'*

Listed Buildings and Conservation Areas

- 2.46 Listed buildings and Conservation Areas have statutory protection under the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 2.47 Within Historic England's 'Good Practice Advice in Planning Note 3 - The Setting of Heritage Assets' (2nd ed, December 2017), the contribution of setting to the significance of a heritage asset is described as follows:
- 'Although many settings may be enhanced by development, not all settings have the same capacity to accommodate change without harm to the significance of the heritage asset or the ability to appreciate it. This capacity may vary between designated assets of the same grade or of the same type or according to the nature of the change. It can also depend on the location of the asset: an elevated or overlooked location; a riverbank, coastal or island location; or a location within an extensive tract of flat land may increase the sensitivity of the setting (ie the capacity of the setting to accommodate change without harm to the heritage asset's significance) or of views of the asset. This requires the implications of development affecting the setting of heritage assets to be considered on a case-by-case basis.'*

Conservation Areas

- 2.48 Areas and individual buildings of *'special architectural or historic interest'* can be designated as conservation areas to protect their heritage against detrimental development. Havant Borough has fourteen designated conservation areas with a diverse range of size and character.
- 2.49 Through reference to **Figure 2.1** The Black Dog Conservation area is located some 750m to the southwest of the Site as is:
- '.....Centered on that section of west street, immediately to the west of Park Road North and Park Road South, which follows the line of the Roman road between Chichester and Wickham. The character of the compact 18th and 19th Century development is still evident on the north side of the road. On the south side are the buildings of Stent's glove factory, now occupied by a building firm and to the east of the factory is the most distinctive building in the conservation area, the Black Dog Public House. Although 18th Century in appearance this building has a timber frame dating from the 16th Century....'*
- '.....Although essentially urban, trees and vegetation contribute to the character of the area. The back gardens and associated vegetation to the north of West Street have an obvious impact, as do the trees and vegetation in the Boys' Brigade Garden. [...] To the south of West Street the Fir trees to the east of The Black Dog provide an attractive flint and brick wall which demarcates the public house at the junction of West Street and Brockhampton Lane....'*

Listed Buildings

- 2.50 Through reference to **Figure 2.1**: the Signal Box at Havant Station, (Grade II Listed Building) is located some 630m to the south of the Site at the railway line crossing. The NHLE description provides the following details: *'...Large Type 5 Saxby and Farmer signal box. Brick frame floor with timber framed upper floor and hipped Welsh slate roof. Five bays, of which the two furthest from the crossing (ie. the west end) were added in c1938.'*

- 2.51 A further number of Grade II listed buildings can be seen within the study area, with the greatest density shown to be located within the Black Dog Conservation Area.

Local Wildlife Sites

- 2.52 Local Wildlife Sites (LWS) are non-statutory designations given to areas of high, local conservation value. Despite being non-statutory, LWSs are still recognised by local planning authorities in their policies and plans.
- 2.53 The Department for Environment, Food and Rural Affairs has recommended the generic term 'Local Wildlife Site' (LWS) for Sites of Important Nature Conservation (SINC).
- 2.54 A patch of deciduous woodland some 3ha. known as Battins Copse is found to the north-west of the Site within the Study Area, south of Stockhead Road and is a registered SINC (reference HV0134). The criteria for the parcel of land is registered as 1A by the Hampshire Biodiversity Information Centre.

Protected Habitats

- 2.55 UK Priority Habitats are recognised as a material consideration in the planning process by the National Planning Policy Framework, but do not have statutory protection.
- 2.56 Species and Habitats of Principal Importance are included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.
- 2.57 There are areas of woodland within the study area which are identified within Natural England's Priority Habitats Inventory v2.1 as UK Priority Habitat Deciduous Woodland including: Battins Copse, as described above, as well as areas of deciduous woodland known as: Barton's Copse and The Slip, and: Southleigh Forest, found some 1.1km to the northeast of the Site.

Tree Preservation Orders

- 2.58 Tree Preservation Orders (TPO's) are made under the Town and Country Planning Act 1990 and the Town and Country Planning (Tree Preservation) (England) Regulations 2012 by a local planning authority to protect trees which bring significant amenity benefit to the local area.
- 2.59 Through reference to the Ecological Impact Assessment (Ref: LLD2177-ECO-REP-001) and Tree Constraints Plan (Ref: LLD2177-ARB-DWG-001) accompanying this planning application produced by Lizard Landscape and Ecology; two Holm oak trees, T15 and T18, located towards the western boundary of the Site are protected by Havant Borough Council (TPO Number:1034).
- 2.60 Through reference to the Havant Borough Council Interactive Map (accessed 08/01/2021) and **Figure 2.1** two further trees located to the south-western boundary are shown to be subject to a protection order (TPO Number: 0943). However, these trees appear to no longer be present on Site. The residential area of Denvilles to the southeast of the Site is shown to contain a number of scattered trees, as well as tree groups that are subject to protection orders and the closest pocket of protected woodland is found further east at Southleigh Farm.

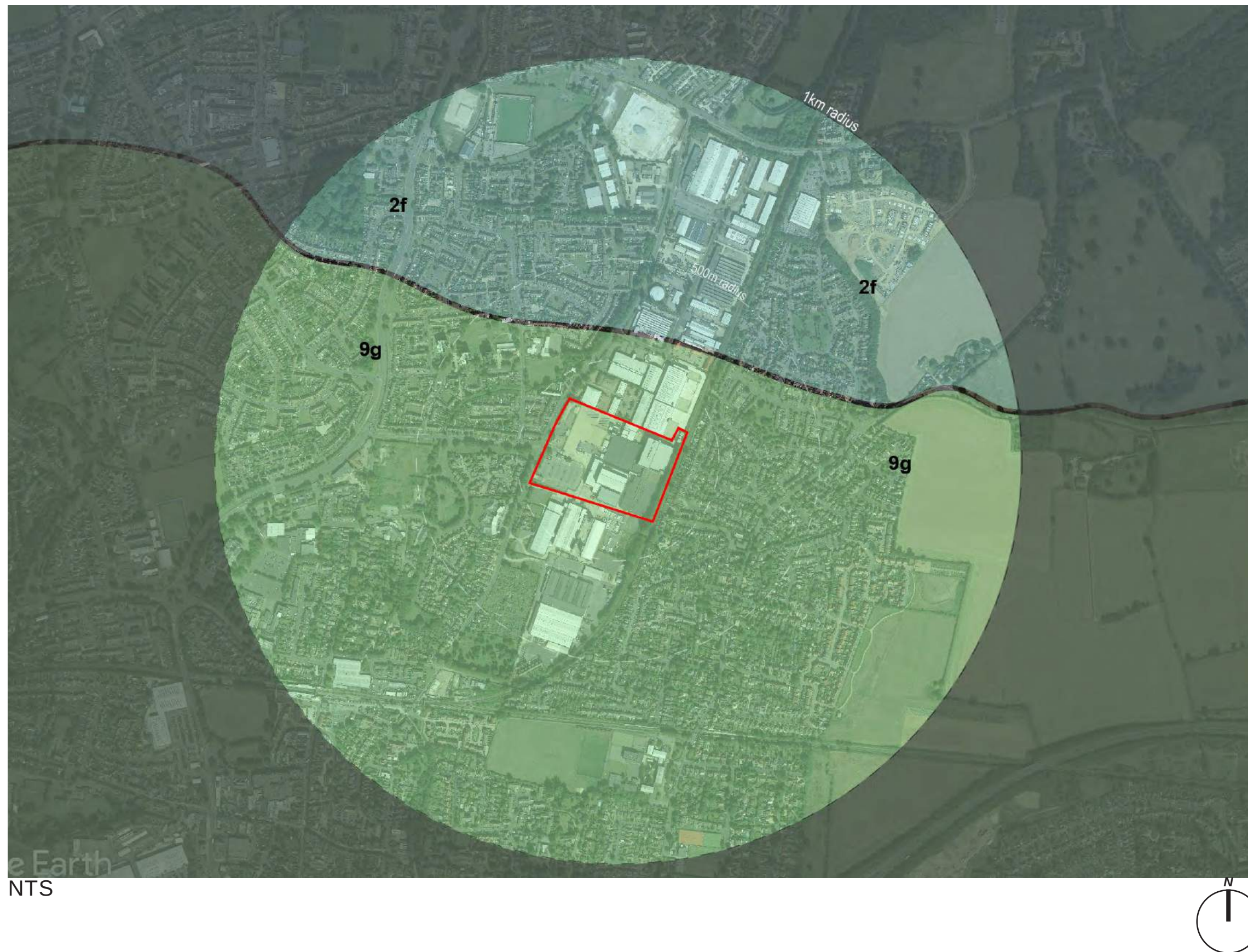
Surface Water Flood Risk

- 2.61 The Environment Agency (<https://flood-warning-information.service.gov.uk/long-term-flood-risk/map>) provides an overview of areas of land at risk of surface water flooding to respond to the requirements of the EU Floods Directive 2007/60/EC. The surface water maps show areas which are considered to be at high, medium and low probability of surface water flooding, with areas of very low otherwise outside of these areas. The risk from surface water flooding in any one year across these criteria range respectively from: 3.3%+, 1-3.3%, 0.1-1%, <0.1%.

- 2.62 The Study Area includes varied extents of surface water risk. Most notably to the west of the Site where the Lavant Stream runs south from Rowlands castle, with New Lane illustrated as being at high risk of flooding. Within the Site, surface water risk is present to the perimeter of the main building, with medium to high risk areas located to the north-west and southwest corners.

River and Sea Flood Risk

- 2.63 The Environment Agency provides an overview of areas of land at risk of flooding from the river and sea, with a zonal allocation of Low, Medium or High probability of flooding in any one year, defined as follows:
- *Zone 1: Low probability - Less than 1 in 1,000 annual probability of river or sea flooding) - Shown as clear on the Flood Map;*
 - *Zone 2: Medium probability - Between 1 in 100 and 1 in 1,000 annual probability of river flooding (1% – 0.1%), or between a 1 in 200 and 1 in 1,000 annual probability of sea flooding (0.5% – 0.1%) in any year) - Shown as light blue on the Flood Map;*
 - *Zone 3: High probability - 1 in 100 or greater annual probability of river flooding (>1%), or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year) - Shown as dark blue on the Flood Map. (<https://flood-map-for-planning.service.gov.uk/>)*
- 2.64 The Site is located to the East of the Lavant Stream which contributes to varied extents of river and area flood risk. The residential area to the west of New Lane is interspersed with Flood Zones 1, 2 and 3. as shown on **Figure 2.1**.

**Legend**

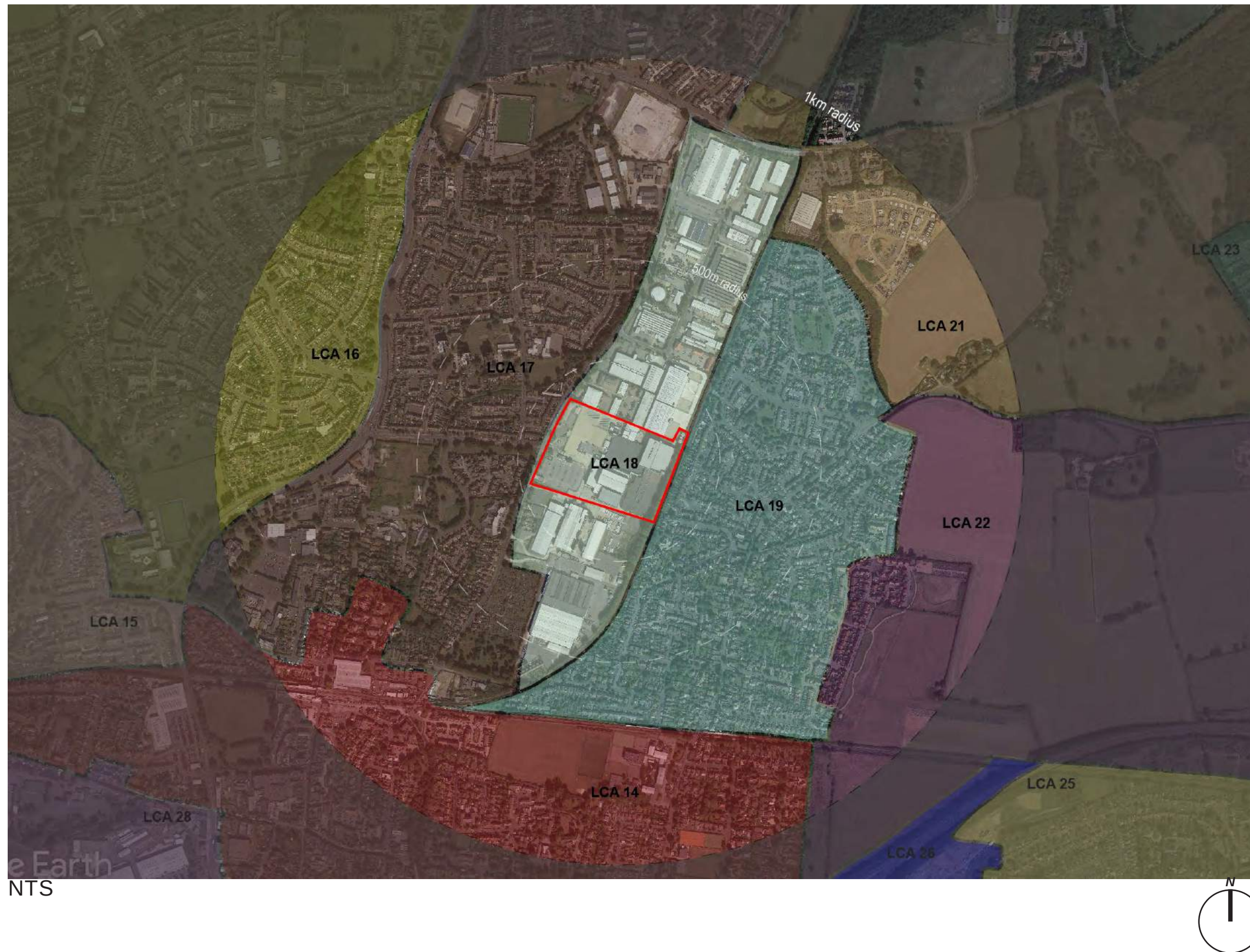
Development Site Boundary.

Hampshire Integrated Character Assessment (2012)

2f LCA 2f - Forest of Bere East.

9g LCA 9g - Havant and Emsworth Coastal Plain.

Figure 3.1. Landscape Character Areas.

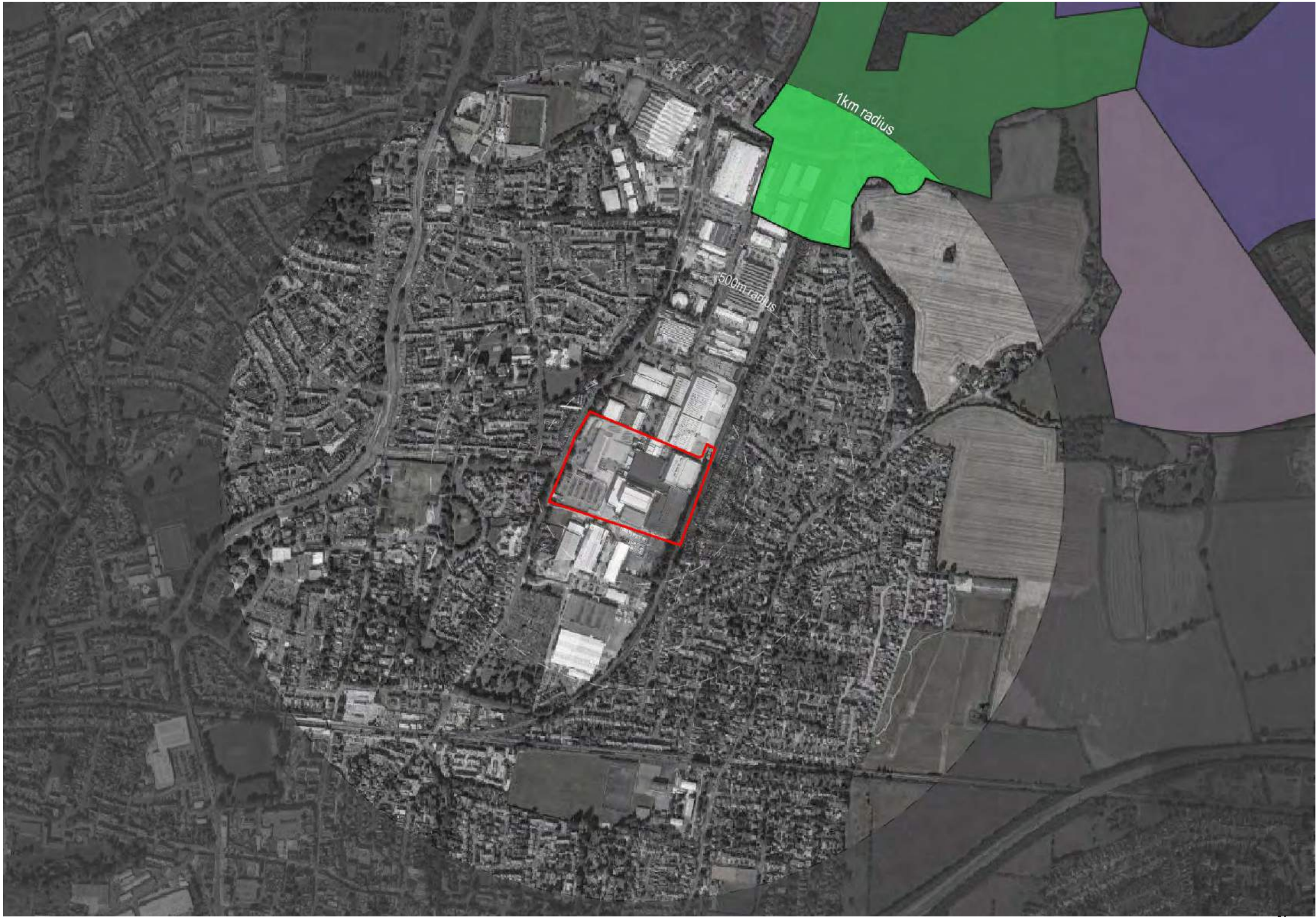
**Legend**

Development Site Boundary.

Havant Borough Townscape, Landscape and Seascape Character Assessment (2007)

- LCA16- Leigh Park.
- LCA15 - Bedhampton and Havant -North Western Suburbs.
- LCA17 - West Leigh.
- LCA28 - Brockhampton Industrial Area.
- LCA14 - Havant Historic Core.
- LCA18 - West Leigh Industrial Estate.
- LCA19 - Denvilles.
- LCA21 - Southleigh Forest.
- LCA22 - Southeigh Agricultural Plain.
- LCA23 - New Brighton
- LCA25 - Emsworth - Western Suburbs.
- LCA26 - Warblington and Wade Court.

Figure 3.2. Havant Borough Townscape, Landscape and Seascape Character Assessment (2007)



Legend

 Development Site Boundary.

Hampshire Historic Landscape Character (Broad Type / HLC Type)

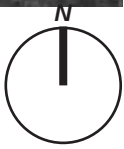
 Small Parliamentary - Small Regular Fields with Straight Boundaries.

 Parks - 19th Century and Later Parkland.

 Plantations - 19th Century Plantations.

Figure 3.3. Hampshire Historic Landscape Character Types (2010).

NTS



3.0 EXISTING CONDITIONS - PUBLISHED EVIDENCE

Published Landscape Character Studies

3.1 A review of published Landscape Character Assessment information within the Study Area has been undertaken to provide an understanding of the landscape character context for the Site. This includes the following relevant documents:

- *National Character Areas (September 2014);*
- *Hampshire Integrated Character Assessment (2012);*
- *Havant Borough Townscape, Landscape and Seascape Character Assessment (HBTLSA 2007);*
- *Chichester Harbour AONB Landscape Character Assessment (June 2005, CBA);*
- *The South Downs National Park: View Characterisation and Analysis Study, (LUC, 2015);*
- *Hampshire Historic Landscape Characterisation (Scott Wilson, Oxford Archaeology (South) 2013).*

National Character Areas (September 2014)

3.2 The Site falls within the South Coast Plains National Character Area (NCA 126), which is described as follows:

'The South Coast Plain National Character Area (NCA) is 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. Chichester Harbour Area of Outstanding Natural Beauty lies within the NCA and the foothills of the South Downs, along the northern boundary, fall within the South Downs National Park. '

Hampshire Integrated Character Assessment (2012)

3.3 The Study Area is within the Havant and Emsworth Coastal Plain (LCA 9G) of the Coastal Plain Open Landscape Character Type (LCT).

3.4 Through reference to the 2012 characterisation the Integrated Landscape Character Area has several integrated key characteristics as follows:

- *A former river terrace landscape of Pleistocene origin with extremely fertile and national important agricultural silty loam alluvial soils;*
- *Springs emerge on the chalk clay boundary and form short crystal-clear chalk streams;*
- *An early small-scale enclosure landscape which has been substantially modified to larger open fields in the northern half of the character area;*
- *Remnant mature oaks in suburban settings along verges and stream courses likely to have been associated with former field hedges;*
- *Varying tranquillity levels declining in proximity to modern development/busy transport infrastructure;*
- *Good access for walkers from settlements down to the harbour shore;*
- *Well preserved setting of the Saxon origin settlement of Warblington church and manor. A historically nucleated settlement pattern that has expanded massively in post second world war – including social housing area of Leigh park;*
- *A particular concentration of historic tide mills and ponds which have now been converted and adapted to modern uses and evidence of relatively small scale Salterns.*

3.5 The Landscape Character Appraisal describes the Character Area and its key features as follows:

'.....A former river terrace landscape of Pleistocene origin with extremely fertile and national important agricultural silty loam alluvial soils. Springs emerge on the chalk clay boundary and form short crystal-clear chalk streams.....'

'.....An early small-scale enclosure landscape which has been substantially modified to larger open fields in the northern half of the character area.....Remnant mature oaks in suburban settings along verges and stream courses likely to have been associated with former field hedges.....'

'.....Varying tranquillity levels declining in proximity to modern development/busy transport infrastructure..... Good access for walkers from settlements down to the harbour shore.....'

'..... A particular concentration of historic tide mills and ponds which have now been converted and adapted to modern uses and evidence of relatively small scale Salterns..... numerous wooded stream courses and thick hedgerows especially in the southern half of this landscape and the settlement fringe vegetation impart an enclosed feel.....'

'.....the perception of tranquillity of this landscape is very varied. The expansive 20th century development, major busy transport routes and few semi natural habitats inland contrast with the peaceful harbour edge and treed stream sides and mill ponds that can be experienced.....'

Havant Borough Townscape, Landscape and Seascape Character Assessment (HBTLSA 2007);

3.6 The Havant Borough Townscape, Landscape and Seascape Character Assessment identifies that the Site falls within the Landscape Character Area of LCA 18 West Leigh Industrial Estate (**See Figure 3.2**). The Character Area is described in the document as follows:

3.7 Through reference to the 2007 Characterisation the Landscape Character Area has several integrated key characteristics as follows:

- 'Predominantly flat, while slightly rising to the north and sloping down to the west, where a water course is located
- The underlying geology is London Clay with river terrace drift deposits found to the east and periglacial Head deposits found to the west. This to the north has created a freely draining slightly acid loamy soil, while to the south a loamy soil with a naturally high water content;
- The Lavant Stream aligns from the north along the western side;
- High density of large scale shed buildings with accompanying areas of hard standing. A high grey/blue palisade fence forms a boundary feature along the edge with New Lane;
- Short lengths of tree and shrubs vegetation located in an adhoc fashion throughout the industrial site On the northern boundary a thin area of shrubs and trees exists between the railway line and the industrial estate;
- New Lane is characterised by a band of mature oak trees found opposite the entrance of Stanbridge Road. These oak trees align a stream;
- There are two adjoining habitats in the north of the area; these are neglected rough grassland and active coppice with standards (managed woodland). These two habitats are associated with a mosaic of habitats in the adjacent character area (LCA 21) to the east which is dominated by arable land;
- Now defined by large industrial buildings;
- Very little tree planting has created an environment with a hard landscape character;

- The built character of the LCA is of a mix of large and very large industrial sheds, set around large areas of hard standing mainly used for car parking, intermixed with smaller units, generally set in groups/terraces, severed by estate access roads;
- The buildings are generally constructed of modern pre-fabricated components;
- The gasometer, constructed in the northern third of the LCA in the 50's, is an extremely prominent townscape feature, visible from a considerable distance from both the north and east;
- Noise of traffic throughout impacts on tranquillity;
- The large-scale shed buildings provide extensive areas of a range of sombre greys;
- Access via a footpath to Denvilles to the east;
- The large shed buildings create a strong sense of enclosure;
- The gas tower is a landmark within the area;
- Long open views down New Lane, the mature trees adjacent to the stream are a prominent feature;
- The façade of the industrial units creates a barrier to the industrial/business environment beyond.'

3.8 The assessment identifies several local key sensitivities within the character area of which have an impact of varying magnitude. The changes are listed in the appraisal as follows:

- 'Impact of buildings on adjacent areas;
- There is a lack of semi-natural habitat in this character area, particularly towards the south of the area;
- Lack of habitats within this area means that migration of wildlife across the area will be difficult;
- Impact of semi-industrial character of buildings on New Lane;
- Impact of adjacent buildings on cemetery landscape character;
- Lack of unified character of large shed buildings, collection of boundary treatments and an overall robust landscape structure.'

3.9 The assessment identifies that the landscape strategy should be to restore the local character. The following guidelines apply:

- A landscape strategy should be developed for this area which will provide it with an improved identity;
- Improve and create a tree lined character for New Lane and enhance the vegetated character of the Lavant Stream corridor. This should also reduce the visual dominance of the industrial buildings on the residential dwelling to the west, as well as creating an improved identity for New Lane;
- Improve eastern boundary treatment with the planting of trees to reduce the visual impact on the adjacent housing area;
- Maintain a soft vegetated boundary within the north eastern area adjacent to LCA21;
- Continue to coppice woodland;
- Endeavour to screen the large industrial sheds and gasometer from the relatively intact rural parkland to the north-east;
- Develop a landscape strategy to improve the landscape character of the cemetery and to reduce the visual impact of the adjacent buildings;
- New development within this LCA adjacent to LCA17, LCA19, LCA21 should not be visually intrusive or degrade the overall character of these adjacent areas;
- Attention should be paid to the redevelopment of sites within the industrial estate and the visual impact of future façades on the character of New Lane;
- Re-development should also include satisfactory boundary treatment which does not compromise the adjacent areas;
- Avoid redevelopment adjacent to the cemetery which would have an adverse visual impact on its character.'

The South Downs National Park: View Characterisation and Analysis Study (LUC, 2015)

3.10 The 2015 study also referred to as the 'SDNP Viewshed Study', identifies the following relevant view types that reflect the special qualities of the National Park: Views from the high downs looking south out to sea; Views towards the strongly sculptural chalk landform; Views of specific landmarks.

Views from the high downs looking south out to sea

- 3.11 For 'Views from the high downs looking south out to sea', representative views identified by the 2015 Study include Kingley Vale, (*The Devil's Humps*) (SDNP Viewpoint No. 48), located some 9.3km, east of the Site (*with a south / south easterly / south westerly view*). Windmill Hill, (SDNP Viewpoint No. 55), is located some 8.85km, north of the Site, (*with a southerly view*) and Chalton Down, (SDNP Viewpoint No. 56) is located some 7.8km to the North of the Site.
- 3.12 Special Qualities of this view type are identified as follows:
- 'The elevated position of these viewpoints on the downs above the coastal plain means this view type represents the 'breathtaking views' that are noted in the first of the Park's special qualities.*
- It also reveals a rich variety of wildlife and habitats including some of the iconic habitats of the South Downs such as the downland and yew woodland (at Kingley Vale), the tranquillity of the downs compared to the settled coastal plain, the way that farming has shaped the landscape in the form of distinctive field patterns, and the rich cultural heritage as a result of heritage assets in the view.'*
- 3.13 Threats for this view type include:
- '...result from changes that affect the iconic chalkland habitats of the downs, or form intrusive new developments within the view either by day or night that affect the sense of tranquillity within the National Park. Many of these views are across the developed coast and therefore development forms an existing part of these views (often in the background).'*
- 3.14 Relevant aim and management guidance for this view type includes: *'Maintain the undeveloped character of the downs within the National Park which contrasts with the developed coastal plain,...'*

Views towards the Strongly Sculptural Landform

- 3.15 For 'Views towards the strongly sculptural landform', the strongly sculptural chalk ridge is the key feature and the South Downs is perceived as an undeveloped 'island' within a busier surrounding landscape.' Special qualities of this view type are: *'the undeveloped and unspoilt nature of the South Downs National Park (the third of the Park's special qualities).'*
- 3.16 The aim and management guidance for this view type is to: *'... Maintain the ability to access and appreciate long distance views of the skyline of the South Downs...'*
- Views of Specific Landmarks
- 3.17 The Catherington Windmill (L39) is located some 7.8km to the north is identified as a Landmark and is associated with SDNP Viewpoint Number 55, (Windmill Hill).
- 3.18 Special Qualities of this view type are identified as follows:
- 'This view type reveals landmarks which are often well-conserved historical features that reveal the rich cultural heritage of the Downs. These features contribute the special qualities of the Park... This view type often also reveals many of the other special qualities of the South Downs, such as a rich variety of wildlife and habitats (including some of the iconic habitats of the South Downs), a sense of tranquillity, 'unspoilt' landscapes that lack intrusive development, a long history of farming, and picturesque villages..'*
- 3.19 Threats for this view type include: *'changes that affect the ability to see and appreciate the landmarks in these views, or changes that affect the rural setting to the landmarks.'*
- 3.20 Relevant aim and management guidance for this view type includes: *'Maintain the ability to see and appreciate landmarks in their rural landscape setting; maintain the landmarks as prominent features of views across the Park (and ensure new elements do not compete for prominence); maintain the ability to understand and appreciate landmarks...'*

A Study of the Views connecting the Protected Landscapes of Chichester Harbour and the South Downs and the AONB views towards Chichester Cathedral, (April 2020, David Hares Landscape Architecture)

- 3.21 The 2020 Study identifies that:
- 'The emerging Chichester District Local Review Plan includes proposals for significant levels of development directly to the North and North-East of the Chichester Harbour Area of Outstanding Natural Beauty (AONB) in the East/West corridor. [...]*
- ...The National Park Authority and Chichester Harbour Conservancy are concerned that the volume and location of this potential development may substantially affect the landscape setting of the AONB and the South Downs National Park and that detailed evidence on their joint special qualities should inform the identification of appropriate development areas within the two zones of the study. This study forms part of that evidence.'* (Ibid, p2)
- 3.22 Regarding Landscape Character, the following is identified:
- '[...] the heads of the channels are generally more peaceful from a marine viewpoint. These areas are however located closest to the edges of the designated area, and are more vulnerable to the pressures which result from urban expansion and development; precisely the pressures which AONB designation is designed to prevent.[...] Management of the AONB has focussed on maintaining the heads of the channels as a tranquil zone, and these areas have been kept free of moorings and largely left to be used by walkers and wildlife.'* (Ibid, p12)
- 3.23 The 2020 Study is subdivided into two parts, with the first part addressing views towards the Cathedral from Chichester Harbour AONB, and the second part dealing with views both to and from the AONB to the South Downs, over the intervening east west corridor. It is the latter consideration which primarily concerns the Study Area.

- 3.24 Regarding potential for adverse effect on views from development within the Chidham and Hambrook Parish, the following is identified by David Hares, which is considered to be relevant to the Site due to the location being relatively coincident with the Study Area, *(my underlining for emphasis)*:
- '[...] We understand that the Chidham and Hambrook housing (500 homes plus school) may be allocated to the Drift Lane area. Land to the west of Drift lane is relatively well enclosed and rural in character, and Drift Lane itself is enclosed by tall hedges and mature trees. Land to the east of Drift lane is more open with views extending east as far as Chichester with the Cathedral being visible from Newell Lane.*
- In this area the east-west railway line, combined with the large high voltage cables and pylons, which also run east west, have helped to prevent development extending very far northwards from the A259. Land to the south of the railway is less rural and might also provide space for new development. This land is however located closer to the A259 which forms the boundary to the AONB.*
- There are unlikely to be significant views of the Drift Road housing from the South Downs Viewpoints. Depending on the scale and layout of development, it is unlikely that housing at Drift Lane would be visible from the sensitive heads of channels areas of the Harbour, although if located south of the railway the development is likely to be visible from the A259.'* (Ibid, p12)
- 3.25 David Hares makes reference to Viewpoints SD1/SD2/SD3/SD4 and SD5, (Ibid, p89-92) to arrive at this opinion. Hares makes reference to SD3 - Kingley Vale, described as a: 'Representative View from footpath alongside of Kingley Vale', (Ibid, p91).
- 3.26 The Viewpoints are all located at a comparable distance and elevation some 5-6km to the north of the Study Area, within which the Study Area visually forms part of a patch of woodland.
- 3.27 Through reference to David Hares 2020 Study, the closest view to the Site from which visibility towards the Chichester Cathedral spire can be gained, is identified from east of Bosham, some 3km to the south east of the Study Area.
- 3.28 David Hare's View CH5 comprises of a representative view towards the downs from open agricultural land within the Chichester Harbour AONB, described as: 'Footpath crossing field to south of Nutbourne'.
- Hampshire Historic Landscape Characterisation (Scott Wilson, Oxford Archaeology (South) 2013)**
- 3.29 The Hampshire Historic Landscape Characterisation (2013) comprises a GIS data set together with a set of supporting reports and technical guides. The data provides a broad-brush approach to interpreting the historic time-depth of areas, which was based on a desk-based exercise with no checking in the field.
- 3.30 Historic Landscape Character Types (HLCT) identified across the Study Area are shown within **Figure 3.3**.



Legend

Development Site Boundary.

Figure 4.1. Site and Surrounds.



Photograph A. Structures within the Site



Photograph B. 2 no. Evergreen TPO trees along the western boundary.



Photograph C. Commercial buildings adjacent to the Site within the West Leigh Industrial Estate.



Photograph D. The Signal Box at Havant Station (Grade II Listed).



Photograph E. Stones' Allotments.



Photograph F. Vegetation banking up to the A27 to the south of the Site.



Photograph G. Recent development within the Denvilles locality, east of the Site.



Photograph H. Battins Copse (SINC).



Photograph I. Chichester Harbour AONB.

4.0 EXISTING CONDITIONS - SURVEY AND REVIEW

Landscape Character

- 4.1 Through reference to **Photographs A - S**, and **Figures 1.1, 2.1** and **4.1**, the Landscape Character, Settlement Pattern and Form, and Surrounding Land Use is described.

The Site and Surrounds

- 4.2 The Site is located to the eastern edge of the town of Havant, Hampshire. The Site lies within a small area of near rectangular land currently largely dominated by hardscape and warehouses as well as other commercial buildings. The northern boundary is shared with the Hayward Business Centre and The Southern boundary abuts Kenwood Bark Industrial Estate. Beyond the fence line, the vegetated eastern boundary slopes up to meet the railway line while the entire western boundary runs adjacent to New Lane. **(see Photographs A, C, N, R and S).**
- 4.3 Land use within the Study areas varies, with the Site itself being located within the West Leigh Industrial Estate. To the west of New Lane, the localities of West Leigh and Leigh Park are allocated largely towards residential use with patches of associated local green space and supporting infrastructure such as schools and shops. Buildings to the west are largely of traditional red brick and red roof tile type, with any listed buildings (*Grade II*), being located further to the southeast within Havant Town centre, characterised as Havant Historic Core. A number of trees that are protected by Havant Borough Council can be found to the western boundary of the site and along New Lane **(see Photographs B and J).**



Photograph J. Northernmost entrance to the Site



Photograph K. Other industrial buildings on Site with a stylistically different character.



Photograph L. Sparsely spaced, out of leaf trees and limited shrubs along the northern boundary.



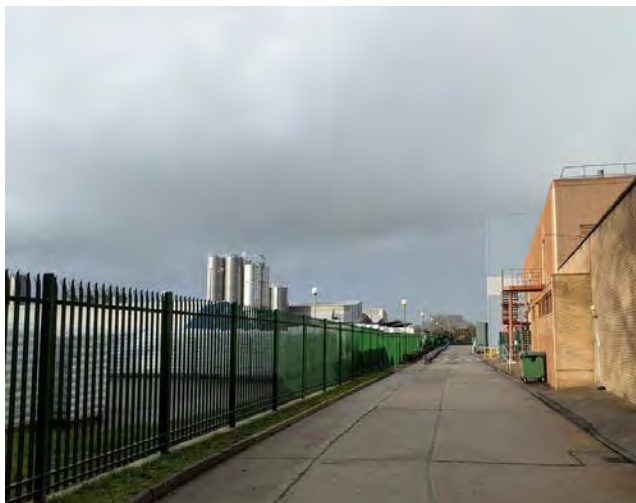
Photograph M. Out of leaf trees and scattered shrubs at the northwest boundary.



Photograph N. Leylandii tree line to the eastern boundary with deciduous trees behind and beyond.



Photograph P. Dense yew hedge at the south west boundary of the Site.



Photograph Q. Palisade fencing along the southern boundary.



Photograph R. Out of leaf trees, mossy grass and metal fencing, along the western boundary.



Photograph S. Out of leaf tree line and hedge allowing filtered views through to New Lane.

- 4.4 Towards the south of the Study Area, beyond the Kenwood Business Park, Stones Allotments is found adjacent to New Lane and is designated as a local green space. South of the allotments, New Lane Cemetery is found on the corner of New Lane and Eastern Road. Havant town centre is located south of the railway line. Land use is mixed here with both residential and commercial development. Havant Park open green space is found immediately to the southwest of Havant station which is located southwest of the study area. A number of Listed Buildings which are located within the Havant Historic Core with the Signal Box at Havant Station, (*Grade II Listed Building*) found some 630m to the south of the Site (*see Photographs D and E*). At the southern edge of Havant, the A27 runs east-west with associated scrub and tree line vegetation planting to its embankments, defining the boundary with Langstone (*see Photograph F*).
- 4.5 Beyond the railway line found to the eastern boundary of the Site is the residential locality of Denvilles. Private gardens within dwellings are fairly densely populated with semi-mature to mature trees and as such, the southern half of Denvilles in particular has a number of scattered trees that are subject to TPO's. Residential development of Denvilles has recently been extended at the southeast fringe, where greenhouses and fields were previously located (*see Photograph G*). The new development also includes an associated Suitable Alternative Natural Green Space (SANG) to its eastern edge, including a small play area. This SANG is bordered to the east by enclosed fields that form part of the character of the Southern Agricultural Plain.
- 4.6 The West Leigh Industrial Estate is 1.4km in total length (*southwest to northeast*) and continues north of the Site, culminating at Bartons Road. Within the locality of West Leigh, a patch of deciduous woodland some 3ha. known as Battins Copse is found to the north west of the Site within the Study Area, south of Stockhead Road and is a registered SINC (*reference HV0134*) (*see Photograph H*).

Landform

- 4.7 The Site sits upon a level plain, set within the relatively level landscape of the surrounding area. The landform of the Site generally falls gently to the southeast, with the exception of the eastern boundary that slopes up at the embankment adjacent to the railway line **(see Photograph N)**.
- 4.8 The Site lies within a parcel of land approximately 13.0m above Ordinance Datum (aOD). The railway line to the east slopes up to approximately 15.0m above Ordinance Datum (aOD).
- 4.9 Soil type across this area is understood to comprise of 'freely draining slightly acid loamy soils' through reference to the Soils Map developed by Cranfield University and sponsored by the Department for Environment, Food and Rural Affairs, (Defra).
- 4.10 Through reference to the British Geological Survey, the bedrock geology across the low-lying landscape is recognised as 'London Clay Formation', comprising Clay, Silt and Sand.

Site and Boundary Features

- 4.11 The description of the Site and boundary features, derived from the desktop and Site survey, is supported through reference to **Figure 4.1**, which shows the Site, and **Photographs J - S**, presented on this and the previous two pages.

Site Description

- 4.12 The Site comprises a broadly rectangular shaped area of land in commercial use with an enclosed character. Tree line and hedgerow vegetation is located to the Site boundaries, with the most dense located to the western and eastern boundaries adjacent to New Lane and the railway line respectively **(see Figure 4.1)**.
- 4.13 Gated access to the Site is available in two locations via New Lane. The entrance to the southwest of the Site provides access to the main car park whilst the entrance further north of New Lane services the main entrance and some smaller car parks before also continuing to the main car park **(see Photographs J and P)**.

- 4.14 The site consists of a commercial / industrial site of approximately 6.68Ha. The Site is dominated by buildings *(totalling c. 2.74 Ha)*, hard surface parking, access or gravelled areas, with small grass verges and introduced shrubs.
- 4.15 A metal palisade fence runs the length of the northern boundary allowing views through to structures within the Hayward Business Centre. A group of trees is found to the north west of the boundary with associated scattered shrubs planted through gravel. Several scattered deciduous trees are located moving east along the boundary line adjacent to the drive that continues under a structure and through to the west of the Site **(see Photographs L and M)**.
- 4.16 The eastern boundary features metal palisade fencing that runs along its length adjacent to an access strip of asphalt. At the eastern side of the fencing, land banks up towards the railway line including a tall layered evergreen and deciduous tree line, becoming a more deciduous tree line at the northern end **(see Photograph N)**.
- 4.17 The southernmost access road is found to the south west boundary off New Lane. A dense yew hedge lines the road next to the pedestrian access up until the gated access to the industrial buildings. The remaining boundary towards the east consists of palisade fencing and hard standing, with views through to the Kenwood Business Park. **(see Photographs P and Q)**.
- 4.18 The western boundary adjoins New Lane which acts as the visual threshold between the industrial estate and the residences to the east. A deciduous hedgerow runs the length of the boundary aside from where both gated access points to the Site are located. The hedgerow also contains a gappy tree line that visually softens the boundary although views of the Site are still possible through both the hedgerow and tree line when out of leaf. A green, metal security fence also runs between the hedgerow along the boundary. **(see Photographs B, R and S)**.

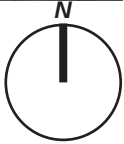
Landscape Value

Nature of Landscape Receptors

- 4.19 The various planning policy, designations, townscape/landscape character and guidance documents highlight consideration of components, against which susceptibility to the Scheme might be considered, *(with some weighting, relative to the value criteria provided within the methodology)*:
- **Low** - Contribution of existing trees and hedgerow along the western boundary of the Site, *(Holm oaks x 2 are subject to Tree Preservation Order No.1034) to the physical enclosure and visual softening of built form within the Havant Borough West Leigh Industrial Estate, (LCA18, 2007) for those adjacent along New Lane, to the east of West Leigh, (LCA17, 2007), (in support of a line of oak trees along the western edge of New Lane, which provides a more coherent structure from north west of the Site, northwards along the Lavant Stream)*.
 - **Low** - Contribution of existing tree line along the eastern boundary of the Site to the physical enclosure and visual softening of built form within the Havant Borough West Leigh Industrial Estate, *(LCA18, 2007) for those on the Portsmouth Direct line railway route, to the west of Denvilles, (LCA19, 2007);*
 - **Very Low** - Very limited contribution of built form within the Site to a small strip of grey colour, viewed at long distance as part of panoramic views from points both within the South Downs National Park looking south out to sea, some 9km to the north and 9km to the east, and from within the Chichester Harbour Area of Outstanding Natural Beauty, *(AONB) viewing across the harbour between some 8km and 9km to the south east.*



NTS



Legend



Zone of Theoretical Visibility from high ground within the Site. (Produced through Google Earth Viewshed Tool).



Point of high ground within the Site at some 16.0 metres above existing grounds levels from which viewshed derived from a ground level height of some 6m above aOD.



Proposed Site boundary

Figure 4.2. Zone of Theoretical Visibility for Short-Mid Range Viewpoints.

**Legend**

 Zone of Theoretical Visibility from high ground within the Site. (Produced through Google Earth Viewshed Tool).

 Proposed Site boundary

Figure 4.3. Zone of Theoretical Visibility for Long Range Views.



Legend

-  Development Site Boundary.
-  Viewpoint Location and Direction.
-  Extent of Visual Influence (ZVI) for direct visibility into part of the Site.
-  Extent of Visual Influence (ZVI) for glimpsed visibility into part of Site area through vegetation can be gained when out of leaf with very limited filtered visibility from some locations when in leaf.
-  Public Footpath.

Figure 4.4. Short to Mid Distance Viewpoint Locations and Zones of Visual Influence.



Legend

-  Development Site Boundary.
-  Mid to Long-Range Viewpoint Location and Direction.
-  Locations from which theoretical views were tested but not found to be available (*See Appendix B - No Visibility Schedule*)

Figure 4.5. Long Distance Viewpoint Locations and No Visibility Locations.

Visual Amenity

Public Rights of Way

- 4.20 Selected PRow within the Study Area are described below and their location is shown on **Figure 4.4**.

PRow within the Study Area

- 4.21 The Public Footpaths and Bridleways are limited within the 1km Study Area. HAVANT 62 public footpath runs east-west from Southleigh Road, through Rowan Road and then onto a footbridge that crosses the railway line towards New Lane and the West Leigh Industrial Estate.

Visual Receptors

- 4.22 Viewpoint photographs with supporting descriptions are provided in **Appendix A – Viewpoint Survey**. Viewpoints are identified to inform an understanding of the likely effect on surrounding viewpoints from the Scheme. Where viewpoints are considered likely to be of interest to the reader, but where no inter-visibility has been identified these are included within a schedule at **Appendix B**, with reasons for their being discounted provided. The identification of visual receptors and their sensitivity makes reference to public right of way numbers and viewpoint locations within **Figures 4.4 and 4.5**.
- 4.23 Refer to **Appendix D - Methodology** for a detailed description of the assessment criteria regarding visual amenity, including principles used to identify landscape sensitivity and the definition of short and mid-distance views.

Short Distance Views

- 4.24 Short distance pedestrian and vehicular receptors of New Lane are represented by **viewpoints No. 04, 05, 06, 07 and 08** might be anticipated to have views of **low quality** due to the and proximity of the Site to the West Leigh Industrial Area..

- 4.25 Pedestrian and vehicular users of Old Copse Road at Lavant Drive, illustrated by **viewpoint No. 03** might anticipate views of **low quality** as glimpsed views of the built form within the Site are available and the area is largely enclosed by residences. Although adjacent to a tree line that forms the a boundary for the open green space, this does not contain any TPO trees or other features of significant visual interest.

- 4.26 Pedestrian users of the footbridge HAVANT-62 that provides access between the locality of Denvilles and New Lane are represented by **viewpoint No. 14** and would anticipate views of **low quality** looking towards the industrial estate and railway line, with the roof line size and proximity obscuring views further southwest.

- 4.27 Pedestrian and vehicular users of Nutwick Road and Swallow Close within the locality of Denvilles are represented by **viewpoints No. 11, 12 and 13** and might anticipate views of **low quality** as the area is largely enclosed by residences, with the occasional glimpsed view of structures within the Site available through the out of leaf tree line adjacent to the eastern boundary.

- 4.28 Eastbound users of Crosslands Drive are represented by **viewpoint No. 03** and include pedestrian and vehicular receptors. A **low quality** view would likely be anticipated towards the West Leigh Industrial estate as the a warehouse building within the Site presents the dominant feature within the vista.

Mid-Distance Views

- 4.29 Mid-Distance views of the roof line of the tallest building within the Site, through out of leaf and intermittent boundary vegetation' are available for recreational users of New Lane Cemetery, represented by **viewpoint No. 10**. Receptors of views here might anticipate views of **medium quality** due to the architectural and landscape character of the cemetery itself.
- 4.30 Other Mid-Distance views of anticipated **low quality** for pedestrian and vehicular users are found further west of Crosslands Drive and further south of New Lane, represented by **viewpoints No. 02 and 09**.

Long Distance Views

- 4.31 Eastbound pedestrian and, more likely, vehicular users of Portsdown Hill when crossing the bridge over the A3 are represented by **viewpoint No. 16**. It could be anticipated that local users may anticipate a view of **medium quality** that provides a visual threshold by revealing local landmarks such as the Site itself, associated with Havant.
- 4.32 Northbound pedestrian and vehicular users on College Road, including recreational users of the publicly accessible green-space to the east are represented in **viewpoint No. 15**. It could be anticipated that local users may anticipate a view of **medium quality** in being one of the only views from the west providing wide views across Havant and to areas of the SDNP and AONB in the distance, from high ground.
- 4.33 Receptors of views within the SDNP comprise of pedestrian walkers and cyclists and are represented by **viewpoints No. 17 & 20** when atop Kingley Vale and Windmill Hill, these users would anticipate **high quality** views from these locations as '*...elevated position of these viewpoints on the downs above the coastal plain means this view type represents the 'breathtaking views' that are noted in the first of the Park's special qualities.*'
- 4.34 Other Long Distance views for recreational users are available from the Chichester Harbour AONB looking northeast across the water towards Havant and to the SDNP landform in the distance. Receptors for these views are represented in **viewpoints No. 18 and 19**. and would very likely expect views of **high quality** due to the special qualities of the Chichester Harbour AONB.

Zone of Visual Influence

- 4.35 The Zone of Visual Influence (ZVI), (**See Figure 4.4**) were derived from the Zone of Theoretical Visibility, (**See Figure 4.3**) and was determined as part of the field assessment, through reference to the Viewpoint photographs (**See Appendix A**).
- 4.36 The ZVI is indicative of the area from which the Scheme is likely to be visible from the public realm, taking into account landform, built form, vegetation and distance. Viewpoint locations and orientation are shown alongside of the respective ZVI on **Figures 4.4**.
- 4.37 The potential for visibility to be gained when vegetation is out of leaf is included within the definition of the ZVI.
- 4.38 For vehicular and pedestrian receptors within New Lane adjacent to the industrial estate, both glimpsed and direct visibility is possible due to the varying density of vegetation along the extent of New Lane. South of Stone's Allotments, proximity to built form and the railway station prevents views through to the Site. Direct visibility of part of the Site is also possible for much of the extent of Crosslands Drive, as the warehouse building is situated at the end of the vista, above boundary vegetation. For users of footpath HAVANT 52 when crossing the footbridge there is direct visibility due to the elevated position. From within the surrounding localities and from within New Lane Cemetery glimpsed and short lived views are available through intervening vegetation and through brief gaps in built form.



Legend

Development Site Boundary.

Constraints and Opportunities.

- 1 Constraints.
- 1 Opportunities.

See **Section 7.0** for supporting description of Constraints and Opportunities.

Figure 5.1. Constraints and Opportunities.

5.0 LANDSCAPE CONSTRAINTS AND OPPORTUNITIES

5.1 Landscape constraints and opportunities are identified to communicate the relevant aspects derived from the study. The key landscape constraints identified for the Site, *(with allocation of sensitivity taking into account the value identified above and the susceptibility of the component to the proposals)* are considered to be:

- 1 **Low** - Contribution of existing trees and hedgerow along the western boundary of the Site, *(Holm oaks x 2 are subject to Tree Preservation Order No.1034) to the physical enclosure and visual softening of built form within the Havant Borough West Leigh Industrial Estate, (LCA18, 2007) for those adjacent along New Lane, to the east of West Leigh, (LCA17, 2007), (in support of a line of oak trees along the western edge of New Lane, which provides a more coherent structure from north west of the Site, northwards along the Lavant Stream).*
- 2 **Low** - Contribution of existing tree line along the eastern boundary of the Site to the physical enclosure and visual softening of built form within the Havant Borough West Leigh Industrial Estate, *(LCA18, 2007) for those on the Portsmouth Direct line railway route, to the west of Denvilles, (LCA19, 2007);*
- 3 **Very Low** - Very limited contribution of built form within the Site to a small strip of grey colour, viewed at long distance as part of panoramic views from points both within the South Downs National Park looking south out to sea, some 9km to the north and 9km to the east, and from within the Chichester Harbour Area of Outstanding Natural Beauty, *(AONB) viewing across the harbour between some 8km and 9km to the south east.*

Landscape Opportunities

- 5.2 Landscape opportunities are defined both to respond to the constraints identified for the Site through either recommending approaches which avoid, reduce or compensate for potential impacts from the Scheme, but also to define Site specific enhancement measures which will assist in achieving high quality design.
- 5.3 Landscape opportunities which have been integrated into the Scheme approach are identified as primary mitigation, *(and enhancement)*. The residual effects from both time dependent primary mitigation, *(and enhancement)* and secondary mitigation *(and enhancement)* recommended by this report, are considered within the assessment of landscape and visual effects where applicable.
- 5.4 Primary mitigation includes:
 - 1 **Avoid and Enhance** - Location of proposed built form within the West Leigh Industrial Estate would respect, complement and integrate successfully with the local landscape of the Havant Borough West Leigh Industrial Estate, *(LCA18, 2007), in line with Draft Policy E3: Landscape and Settlement boundaries, (Draft Local Plan, 2019) through substantively maintaining the existing trees and hedges about the Site perimeter, whilst reinforcing with additional planting to contribute a dense, vegetated corridor along the western edge of the Site, whilst responding to anticipated pressures from climate change of hotter, drier summers and warmer, wetter winters;*
 - 2 **Enhance** - Proposed building would be of higher architectural quality than those which it replaces and at a lower elevation of 16m above ground level (AGL) than that which it would replace at 22m AGL. The building would be finished in a muted silver grey colour and of a more consolidated form to that which it replaces, which would result in a barely positive contribution to the overall appearance of the street scene and sense of place along New Lane, whilst noticeably reducing built form to the end of the vista along Crossland Drive to the west, *(see Viewpoint No.03)* and from the cemetery to the south, *(see Viewpoint No.10)*. This would be in line with Draft Policy E1: High Quality Design, *(Draft Local Plan, 2019);*

- 3 **Reduce** - Proposed building at a lower elevation of 16m above ground level (AGL) than that which it would replace at 22m AGL would be barely perceptible as a proportionally reduced extent in views of a small strip of grey colour, viewed at long distance as part of panoramic views from points both within the South Downs National Park looking south out to sea, some 9km to the north and from within the Chichester Harbour Area of Outstanding Natural Beauty, *(AONB) viewing across the harbour between some 8 and 9 to the south east; Additionally, viewed at mid distance over intervening vegetation within the New Lane cemetery some 640m to the south; This would be in line with Draft Policy CS13: Protecting and Enhancing the Special Environment and Heritage of Havant Borough, and Draft Policy CS12: Chichester Harbour Area of Outstanding Natural Beauty (AONB), (Draft Local Plan, 2019);*

5.5 Secondary mitigation recommended for the Scheme through this assessment includes:

- 4 **Enhance** - In support of the proposed reinforcement planting along the western edge of the Site, an extra heavy standard or semi-mature holm oak could be planted, to support those existing, *(which are subject to TPO No.1034)*. On maturing this would both reinforce landscape structure and result in a positive contribution to the overall appearance of the street scene as described above, whilst substantially obscuring built form in the long term at the end of the vista along Crossland Drive to the west, *(see Viewpoint No.03)*.

6.0 LANDSCAPE AND VISUAL ASSESSMENT

Natural Change

- 6.1 The present trend of warmer wetter winters and hotter drier summers within the UK, are observed as an ongoing and increasing trend within projections summarised within the 'UKCP18 Headline Findings', (see: <<https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/research/ukcp/ukcp18-headline-findings-2.pdf>>).
- 6.2 Natural change may result from ash dieback (*Hymenoscyphus fraxineus*), as an airborne fungal disease, which is becoming established within the UK, with potential fatality of younger ash trees, and those in weakened states. Two ash trees within the Site, (T07 & T16 as identified within Lizard Landscape Design and Ecology - Tree Constraints Plan, (January 2021)) are anticipated to be vulnerable to dieback, which may be exacerbated by hotter, drier summers and wetter, warmer winters projected to occur as a result of climate change.

Impact Assessment

- 6.3 The respective effects from the Scheme are assessed within this section.

Landscape Character

- 6.4 Regarding the contribution of the vegetation to the eastern boundary of the Site to the physical enclosure and softening of built form within the Havant Borough West Leigh Industrial Estate, for those adjacent along New Lane, to the east of West Leigh, the proposals would seek to retain and seek to reinforce the western boundary with additional tree and understory planting which would be perceptible in the short term and become more noticeable locally in the mid to long term, resulting in a **Minor to Moderate Beneficial Effect** to the existing levels of enclosure.

- 6.5 Regarding the Contribution of existing tree line along the eastern boundary of the Site to the physical enclosure and visual softening of built form or those on the Portsmouth Direct line railway route, to the west of Denvilles, the proposals would seek to retain the existing tree line and reinforce with understory planting resulting which would be barely perceptible in the short term, becoming more noticeable in the mid to long term resulting in a **Minor Beneficial Effect** to levels of enclosure.

- 6.6 Regarding the contribution of the built form within the Site to a small strip of grey colour, viewed at long distance as part of panoramic views from points both within the South Downs National Park looking south out to sea, as well as from within the Chichester Harbour Area of Outstanding Natural Beauty, (AONB), the proposed roof line would represent a reduced height of some 6m resulting in a **Negligible effect** on the special qualities of the SDNP and AONB.

- 6.7 The proposal would respect, complement and integrate successfully with the local landscape of the Havant Borough West Leigh Industrial Estate. The proposed building would also be of higher architectural quality, finished in a muted silver grey colour and of a more consolidated form to that which it replaces resulting in a **Minor beneficial effect** to improving the quality of built form within the West Leigh Industrial Estate Character Area (LCA 18).

Visual Amenity

Short Distance Views

- 6.8 For short distance pedestrian and vehicular receptors of New Lane which all have glimpsed visibility of the built form within the Site through gaps in vegetation (represented by **Viewpoints No. 04, 05, 06, 07 and 08**) there would be a perceptible change from the reduced roof line height and timber acoustic fencing to the north west and southwest boundary. This is considered to result in a **short term Minor beneficial effect** on the pleasantness of views, supported by the proposed reinforcement of planting along the boundary, increasing to a **mid to long term Moderate beneficial effect** further to the maturing of planting for those adjacent.

- 6.9 For short distance pedestrian and vehicular users of Old Copse Road at Lavant Drive, who have glimpsed visibility of the tallest building within the Site (**represented by viewpoint No. 03**) there would be a perceptible change from the reduced roof line height. This is considered to result in a **Minor beneficial effect** on the pleasantness of views for those receptors moving within the area.

- 6.10 For short range pedestrian and vehicular users of Nutwick Road and Swallow Close which have glimpsed views of the structures within the Site through tree line vegetation (**represented by viewpoints No. 11, 12 and 13**), there would be a noticeable change from the reduced roof line height when the deciduous tree line was out of leaf, particularly as the evergreen tree line completely obscures the lower facade of buildings from view in places resulting in a **Minor beneficial effect** on the pleasantness of views for those receptors within the Denvilles locality.

- 6.11 For short distance pedestrian users of the footbridge HAVANT-62 (**represented by viewpoint No. 14**) looking towards the industrial estate and railway line, there would be a perceptible change from the reduced roof line height and change in built form within the Proposals. However, the general view would remain consistent as looking over commercial buildings of the West Leigh Industrial Estate and the railway line resulting in a **Negligible effect** on pleasantness of views for those crossing the footbridge.

- 6.12 For short distance pedestrian and vehicular receptors of Crosslands Drive, which have vista views towards the upper facade and roof line of a warehouse building, located within the Site (**represented by viewpoint No. 03**), there would be a perceptible change in the view from the lower roof line and reinforced tree planting about the western boundary. The roof line would still be visible at some 13 metres resulting in a **short term Minor beneficial effect** increasing to a **mid to long term Moderate beneficial effect** on the pleasantness of views for those receptors, as the tree planting matures.

- 6.13 For mid distance recreational users of New Lane Cemetery, which have views of the roof line of the tallest building within the Site, through out of leaf and intermittent boundary vegetation (**represented by viewpoint No. 10**), there would be a perceptible change from the reduced roof line height. However, as more dominant buildings within closer proximity to the Site would remain unchanged in the view this is likely to result in a **Minor beneficial effect** on the pleasantness of views for recreational users from within New Lane Cemetery.
- 6.14 For mid distance pedestrian and vehicular users of Crosslands Drive which have vista views towards the upper facade and roof line of a warehouse building, located within the Site (**represented by viewpoint No. 02**), there would be a perceptible change in the view from the lower roof line and reinforced tree planting about the western boundary. The roof line would still be visible at some 13 metres resulting in a **short term Minor beneficial effect** increasing to a **mid to long term Moderate beneficial effect** on the pleasantness of views for those receptors, as the tree planting matures.
- 6.15 For mid distance pedestrian and vehicular users further south of New Lane, who have views of the main warehouse building facade and roof line beyond Stone's Allotments in the foreground (**represented by viewpoints No. 09**), there would be a perceptible change from the reduced roof line height supported by reinforced boundary vegetation, to the visual softening of the Site for the above receptors, resulting in a **Minor beneficial effect** on the pleasantness of views.
- 6.16 For long distance pedestrian and, more likely, vehicular users of Portsdown Hill when crossing the bridge over the A3, which have views looking over Havant towards the SDNP (represented by **viewpoint No. 16**), there would be a barely perceptible change from the reduced roof line height and new built footprint within the Site, as part of the urban grey mass, that contributes to the visual threshold of entering Havant for receptors travelling eastwards. It is possible that a small amount of the SDNP in the distance may be revealed resulting in a **Negligible to Minor beneficial effect** on the visual threshold entering Havant for the above receptors.
- 6.17 For long distance pedestrian and vehicular users on College Road, including recreational users of the publicly accessible green space to the east, who have wide views across Havant and to areas of the SDNP and AONB in the distance, from high ground (**represented in viewpoint No. 15**), there would be a barely perceptible change from the reduced roof line height as part of the urban grey strip of Havant. More dominant features within the view such as the power lines and more visible built area to the south would remain unchanged resulting in an overall **Negligible effect** on the pleasantness of views for recreational and other receptors.
- 6.18 For long distance pedestrian walkers and cyclists atop Kingley Vale promoted viewpoint within the SDNP, who have views looking south east over Havant towards the Sea (**represented by viewpoint no. 20**) there would be a virtually imperceptible change to the grey strip of built form within Havant resulting in a **Negligible effect** on the pleasantness of views.
- 6.19 For long distance pedestrian walkers Windmill Hill promoted viewpoint within the SDNP, who have views looking south over Havant towards the Sea (**represented by viewpoint No. 17**) there would be a virtually imperceptible change to the grey strip of built form within Havant resulting in a **Negligible effect** on the 'breathtaking views' that are noted in the first of the Park's special qualities', for above-mentioned receptors.
- 6.20 For long distance recreational users within the Chichester Harbour AONB who have views northeast across the water towards havant and to the SDNP landform in the distance (**represented by viewpoints No. 18 and 19**), there would be a virtually imperceptible change to the grey strip of built form in the distance, with the Site being identified in the view through reference to the bright facade of the tower blocks to the west. This would result in a **Negligible effect** on views that form a component of the special qualities of the Chichester Harbour AONB.

TABLE 6.1 - ASSESSMENT SUMMARY TABLE								
RECEPTORS	ASSESSMENT							
	SENSITIVITY	MAGNITUDE	POTENTIAL EFFECTS (INCLUDING PRIMARY MITIGATION)			RESIDUAL EFFECTS (INFLUENCED BY SECONDARY MITIGATION / ENHANCEMENT)		
			0-5 YEARS	5-10 YEARS	10-25 YEARS	0-5 YEARS	5-10 YEARS	10-25 YEARS
LANDSCAPE CHARACTER								
Contribution of existing trees and hedgerow along the western boundary of the Site, to the physical enclosure and visual softening of built form within the Havant Borough West Leigh Industrial Estate, (LCA18, 2007) for those adjacent along New Lane, to the east of West Leigh, (LCA17, 2007),	Low	Medium	Minor beneficial	Moderate beneficial	Moderate beneficial	-	-	-
Contribution of existing tree line along the eastern boundary of the Site to the physical enclosure and visual softening of built form within the Havant Borough West Leigh Industrial Estate, (LCA18, 2007) for those on the Portsmouth Direct line railway route, to the west of Denvilles, (LCA19, 2007);	Low	Low	Minor beneficial	Minor beneficial	Minor beneficial	-	-	-
Contribution of built form within the Site to a small strip of grey colour, viewed at long distance as part of panoramic views from points both within the South Downs National Park looking south out to sea, some 9km to the north and 9km to the east, and from within the Chichester Harbour Area of Outstanding Natural Beauty, (AONB) viewing across the harbour between some 8km and 9km to the south east.	Low	Low	Negligible	Negligible	Negligible	-	-	-

TABLE 6.2 - ASSESSMENT SUMMARY TABLE

RECEPTORS	ASSESSMENT							
	SENSITIVITY	MAGNITUDE	POTENTIAL EFFECTS (INCLUDING PRIMARY MITIGATION)			RESIDUAL EFFECTS (INFLUENCED BY SECONDARY MITIGATION / ENHANCEMENT)		
			0-5 YEARS	5-10 YEARS	10-25 YEARS	0-5 YEARS	5-10 YEARS	10-25 YEARS
VISUAL AMENITY								
Pedestrian and vehicular receptors of New Lane which all have glimpsed visibility of the built form within the Site through gaps in vegetation (represented by Viewpoints No. 04, 05, 06, 07 and 08);	Medium	Medium	Minor beneficial	Moderate beneficial	Moderate beneficial	-	-	-
Pedestrian and vehicular users of Old Copse Road at Lavant Drive, who have glimpsed visibility of the tallest building within the Site (represented by viewpoint No. 03);	Low	Low	Minor beneficial	Minor beneficial	Minor beneficial	-	-	-
Pedestrian and vehicular users of Nutwick Road and Swallow Close which have glimpsed views of the structures within the Site through tree line vegetation (represented by viewpoints No. 11, 12 and 13);	Low	Low	Minor beneficial	Minor beneficial	Minor beneficial	-	-	-
Pedestrian users of the footbridge HAVANT-62 looking towards the industrial estate and railway line (represented by viewpoint No. 14);	Low	Low	Negligible	Negligible	Negligible	-	-	-
Pedestrian and vehicular receptors of Crosslands Drive, which have vista views towards the upper facade and roof line of a warehouse building, located within the Site (represented by viewpoint No. 03);	Low	Low	Minor beneficial	Moderate beneficial	Moderate beneficial	-	-	-
Recreational users of New Lane Cemetery, which have views of the roof line of the tallest building within the Site, through out of leaf and intermittent boundary vegetation (represented by viewpoint No. 10);	Low	Low	Minor beneficial	Minor beneficial	Minor beneficial	-	-	-
Pedestrian and vehicular users of Crosslands Drive which have vista views towards the upper facade and roof line of a warehouse building, located within the Site (represented by viewpoint No. 02);	Low	Low	Minor beneficial	Moderate beneficial	Moderate beneficial	-	-	-
Pedestrian and vehicular users further south of New Lane, who have views of the main warehouse building facade and roof line beyond Stone's Allotments in the foreground (represented by viewpoints No. 09);	Low	Low	Minor beneficial	Minor beneficial	Minor beneficial	-	-	-
Pedestrian and, more likely, vehicular users of Portsdown Hill when crossing the bridge over the A3, which have views looking over Havant towards the SDNP (represented by viewpoint No. 16);	Low	Low	Negligible to Minor beneficial	Negligible to Minor beneficial	Negligible to Minor beneficial	-	-	-
Pedestrian and vehicular users on College Road, including recreational users of the publicly accessible green space to the east, who have wide views across Havant and to areas of the SDNP and AONB in the distance, from high ground (represented in viewpoint No. 15);	Low	Low	Negligible	Negligible	Negligible	-	-	-
Pedestrian walkers and cyclists atop Kingley Vale promoted viewpoint within the SDNP, who have views looking south east over Havant towards the Sea (represented by viewpoint no. 20);	High	Low	Negligible	Negligible	Negligible	-	-	-
Pedestrian walkers Windmill Hill promoted viewpoint within the SDNP, who have views looking south over Havant towards the Sea (represented by viewpoint No. 17);	High	Low	Negligible	Negligible	Negligible	-	-	-
Recreational users within the Chichester Harbour AONB who have views northeast across the water towards havant and to the SDNP landform in the distance (represented by viewpoints No. 18 and 19).	High	Low	Negligible	Negligible	Negligible	-	-	-

7.0 CONCLUSION

Landscape Character

- 7.1 It is considered that the location of proposed built form within the West Leigh Industrial Estate would respect, complement and integrate successfully with the local landscape of the Havant Borough West Leigh Industrial Estate. The proposed built form is considered to be of higher architectural quality, finished in a muted silver grey colour and of a more consolidated form to that which it replaces resulting in a **Minor beneficial effect** to improving the quality of built form within the West Leigh Industrial Estate Character Area.
- 7.2 It is considered that as the proposal would seek to retain and reinforce the western boundary with additional tree and understory planting which would be perceptible in the short term and become more noticeable locally in the mid to long term, this would result in a **Minor to Moderate Beneficial Effect** to the existing levels of enclosure. Regarding the contribution of existing tree line along the eastern boundary of the Site to the physical enclosure and visual softening of built form or those on the Portsmouth Direct line railway route, to the west of Denvilles, the proposals would seek to retain the existing tree line and reinforce with understory planting resulting which would be barely perceptible in the short term, becoming more noticeable in the mid to long term, which would result in a **Minor Beneficial Effect** to levels of enclosure.
- 7.3 It is considered that the new warehouse building would be at a lower elevation of 16m above ground level (AGL) than that which it would replace at the existing height of 22m AGL. This would be barely perceptible as a proportionally reduced extent in views of a small strip of grey colour, viewed at long distance as part of panoramic views from points both within the South Downs National Park and from within the Chichester Harbour Area of Outstanding Natural Beauty, (AONB) resulting in a **Negligible effect** on the special qualities of the SDNP and AONB.

Visual Amenity

- 7.4 There is considered to be a **Negligible effect** on visual amenity for recreational users of the Chichester Harbour AONB and the SDNP (represented by **Viewpoint's No. 17, 18, 19 and 20**), as **there would be a virtually imperceptible change to the grey strip of built form** in the distance when viewed from promoted viewpoints within the SDNP and from within the AONB looking across the water towards Havant. It is considered that there would also be a **Negligible effect** on visual amenity for users of College Road (represented by **Viewpoint No. 15**) to the west, although for users of Portsdown Hill (represented by **Viewpoint No. 16**) there may be considered to be a **Negligible to Minor beneficial effect** for those travelling eastwards on the visual threshold of entering Havant, due to the reduced roof height revealing a more of the South Downs National Park in the visible horizon.
- 7.5 It is considered that for pedestrian and vehicular users of New Lane (represented by **Viewpoint's No. 04, 05, 06, 07, 08 and 09**), as well as for the same receptors of Crosslands Drive (represented by **Viewpoint's No. 02 and 03**), there would be a **short term Minor beneficial effect** on the pleasantness of views, due to the reduced roof height supported by the proposed reinforcement of planting along the boundary, increasing to a **mid to long term Moderate beneficial effect** further to the maturing of planting for those adjacent.
- 7.6 For pedestrian and vehicular users, including residents of the Denvilles and West Leigh Localities (represented by **Viewpoint's No. 01, 11, 12 and 13**) as well as recreational users of New Lane Cemetery (represented by **Viewpoint No. 10**), there would be a perceptible change from the reduced roof line height resulting in a **Minor beneficial effect** on pleasantness of views.

Conclusion

- 7.7 Regarding local character, the proposals would respect, complement and integrate successfully with the local landscape of the Havant Borough West Leigh Industrial Estate, (LCA18, 2007), in line with Draft Policy E3: Landscape and Settlement boundaries, (Draft Local Plan, 2019) through substantively maintaining the existing trees and hedges about the Site perimeter, whilst reinforcing with additional planting and tree lines.
- 7.8 Proposed building would be of higher architectural quality than those which it replaces and at a lower elevation of 16m above ground level (AGL) than that which it would replace at an existing height of 22m AGL. This would be in line with Draft Policy E1: High Quality Design, (Draft Local Plan, 2019).
- 7.9 The proposed building at a lower elevation of 16m above ground level (AGL) than that which it would replace at 22m AGL would be barely perceptible when viewed at long distance as part of panoramic views from points both within the South Downs National Park looking south out to sea and from within the Chichester Harbour Area of Outstanding Natural Beauty, (AONB) viewing across the harbour. Additionally, viewed at mid distance over intervening vegetation within the New Lane cemetery to the south. This would be in line with Draft Policy CS13: Protecting and Enhancing the Special Environment and Heritage of Havant Borough, and Draft Policy CS12: Chichester Harbour Area of Outstanding Natural Beauty (AONB), (Draft Local Plan, 2019).