

REBUILDING OF DOMESTIC DWELLING: TAMARISK FERRY ROAD HAYLING ISLAND HAMPSHIRE PO11 0DG

LANDSCAPE AND VISUAL IMPACT ASSESSMENT.

Prepared for Mr Simon Montague

David Hares Landscape Architecture
4 NorthgateChichester PO19 1BA
Email david@hareslandscape.co.uk

CONTENTS

1. INTRODUCTION	2
1.1. THE PROJECT	2
1.2. LOCATION.....	2
1.3. THE SITE.....	2
1.4. THE PROPOSED BUILDING	4
1.5. RELEVANT LANDSCAPE POLICY CONTEXT	4
1.6. METHODOLOGY.....	5
2. BASELINE ANALYSIS	7
2.1. LANDSCAPE DESIGNATIONS.....	7
2.2. LANDSCAPE CHARACTER	7
2.3. GEOLOGY AND TOPOGRAPHY.....	8
2.4. HISTORICAL DEVELOPMENT.....	8
2.5. CURRENT EXTENT OF SITE VISIBILITY	9
2.6. NATURE OF VIEWS AND RECEPTORS.....	9
3. ASSESSMENT OF DEVELOPMENT EFFECTS	11
3.1. NATURE AND SCALE OF DEVELOPMENT.....	11
3.2. CONSTRUCTION EFFECTS ON THE SITE.....	11
3.3. LANDSCAPE CHARACTER EFFECTS	11
3.4. VISUAL EFFECTS.....	11
3.5. VISUAL IMPACTS ON VIEWS AND RECEPTORS	13
4. CONCLUSIONS	14
4.1. SENSITIVITY OF RECEPTORS	14
4.2. SCALE AND SIGNIFICANCE OF EFFECTS.....	14
4.3. MITIGATION MEASURES	14
4.4. CONCLUSIONS.....	14

APPENDICES IN SEPARATE DOCUMENT

APPENDIX 1: SURVEY PLAN SHOWING THE SITE AS EXISTING (not to scale)

APPENDIX 2: PRE APPLICATION ADVICE.

APPENDIX 3: TERMINOLOGY.

APPENDIX 4: METHODOLOGY

APPENDIX 5: VIEWPOINT PHOTOGRAPHS:

APPENDIX 6: PROPOSAL DRAWINGS

APPENDIX 7: ADDITIONAL VISUALISATIONS FROM SKETCHUP MODEL

1. INTRODUCTION

1.1. THE PROJECT

The project proposal is for the demolition of an existing single storey residential property called Tamarisk and replacement with a two storey contemporary dwelling on Ferry Road Hayling Island Hampshire PO11 0DG. The property is located on the shore of Langstone Harbour at the end of Ferry Road next to the Langstone Harbour Board premises. It is situated immediately adjoining coast which is subject to nature conservation designations, namely the Langstone Harbour SPA, SAC, and Ramsar area. Pre application advice from the local planning authority for the project, suggested that the proposals should take account of relevant landscape policy. This report seeks to independently assess whether the nature of the proposal would cause significant adverse landscape or visual impacts within the local landscape, based on the use of a landscape and visual impact assessment technique, in accordance with national guidance. (Guidance for landscape and visual impact assessment LI and IEEMA 3rd edition Routledge 2013)

1.2. LOCATION

The site is located on the south western tip of Hayling Island. The location is shown on the plan at figure 1, the position of the property faces Langstone Harbour. The site is located close to the old Hayling to Southsea ferry (now closed) in an area of development associated with the former ferry and post war seaside development at the western tip of Hayling Island. Plans of the existing building are provided in Appendix 1. The local planning authority is Havant Borough Council.

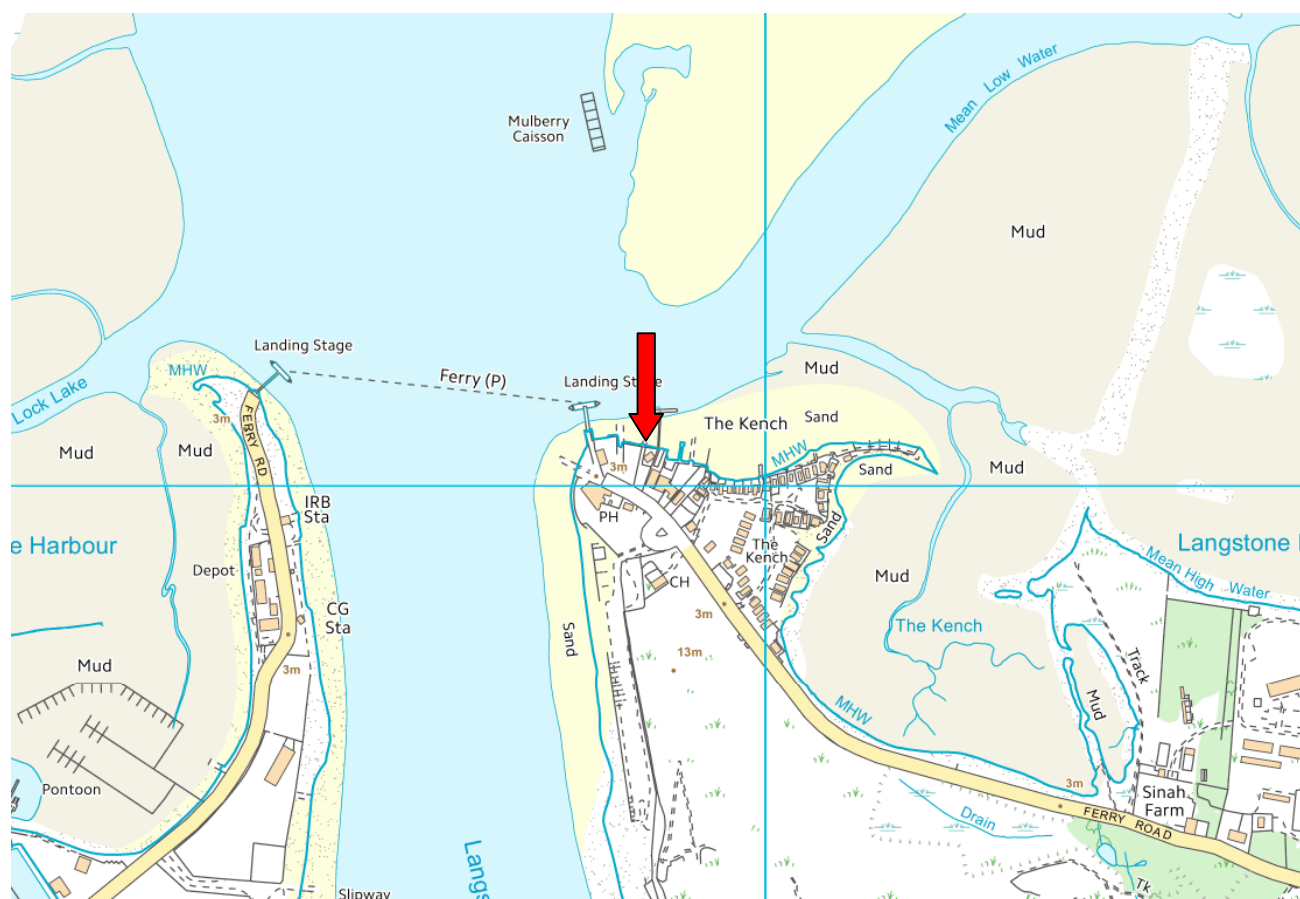


Figure 1: The site location to the east of the Langstone Harbour Board Office in the position arrowed.

1.3. THE SITE

The extent of the property is shown on the aerial photograph at figure 2. The western boundary is marked by a combination of concrete wall and fence, abutting the Langstone Harbour Board

compound where boats are stored. The eastern boundary abuts the two storey residential property *The Deck House* and the southern boundary is a combination of fence, gate and hedge opening onto Ferry Road. The plan at Figure 3 shows the surrounding properties.

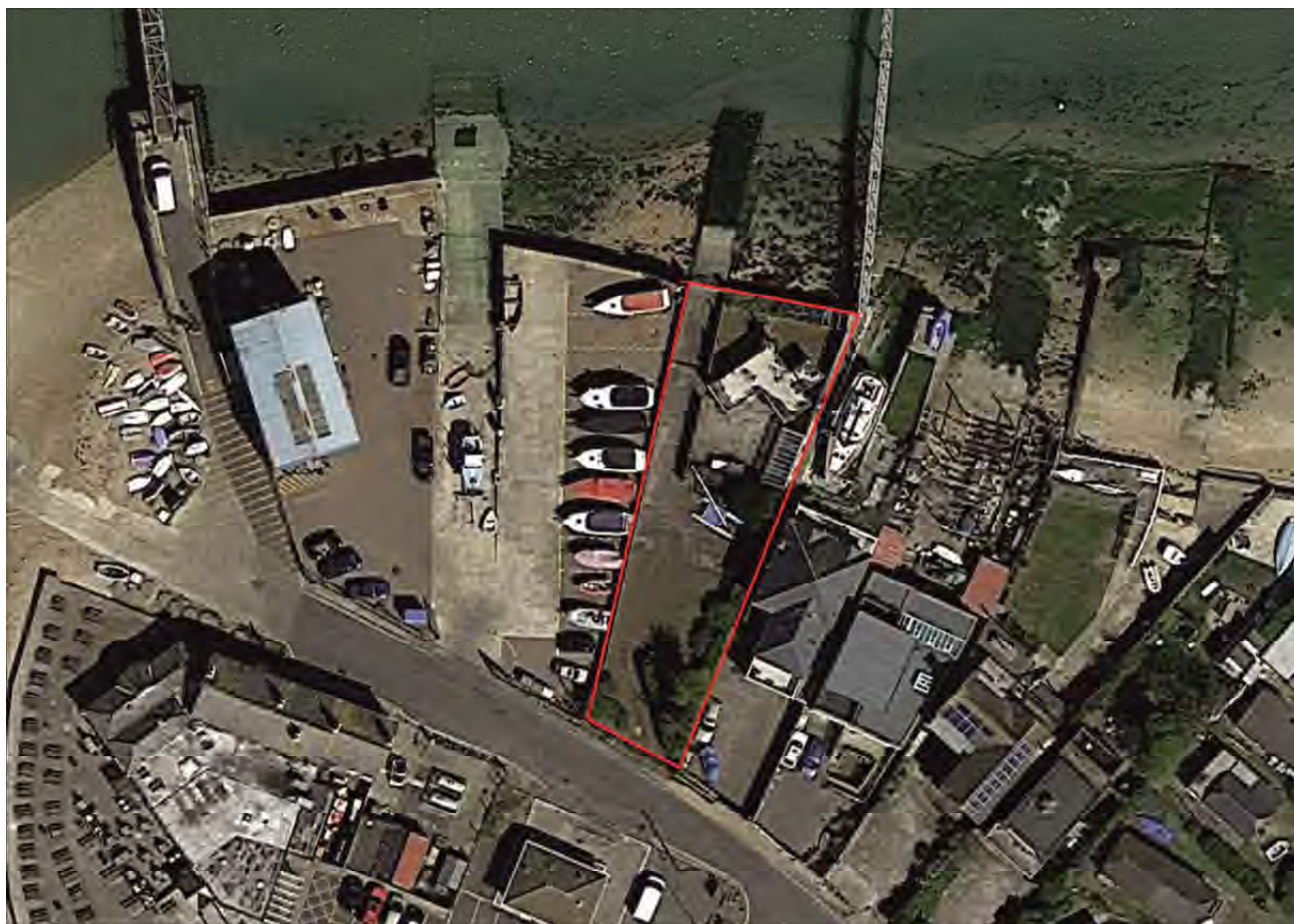


Figure 2: Aerial photograph showing the layout of the site and existing L shaped bungalow close to the shore.

The site lies at an elevation of approximately 3 metres Above Ordnance Datum. Access into the site is via a gate onto Ferry Road. The existing single storey building on the site is situated close to the shore, and is inefficient when compared to modern standards. The owners are therefore seeking to replace this existing building with a contemporary two storey family home.

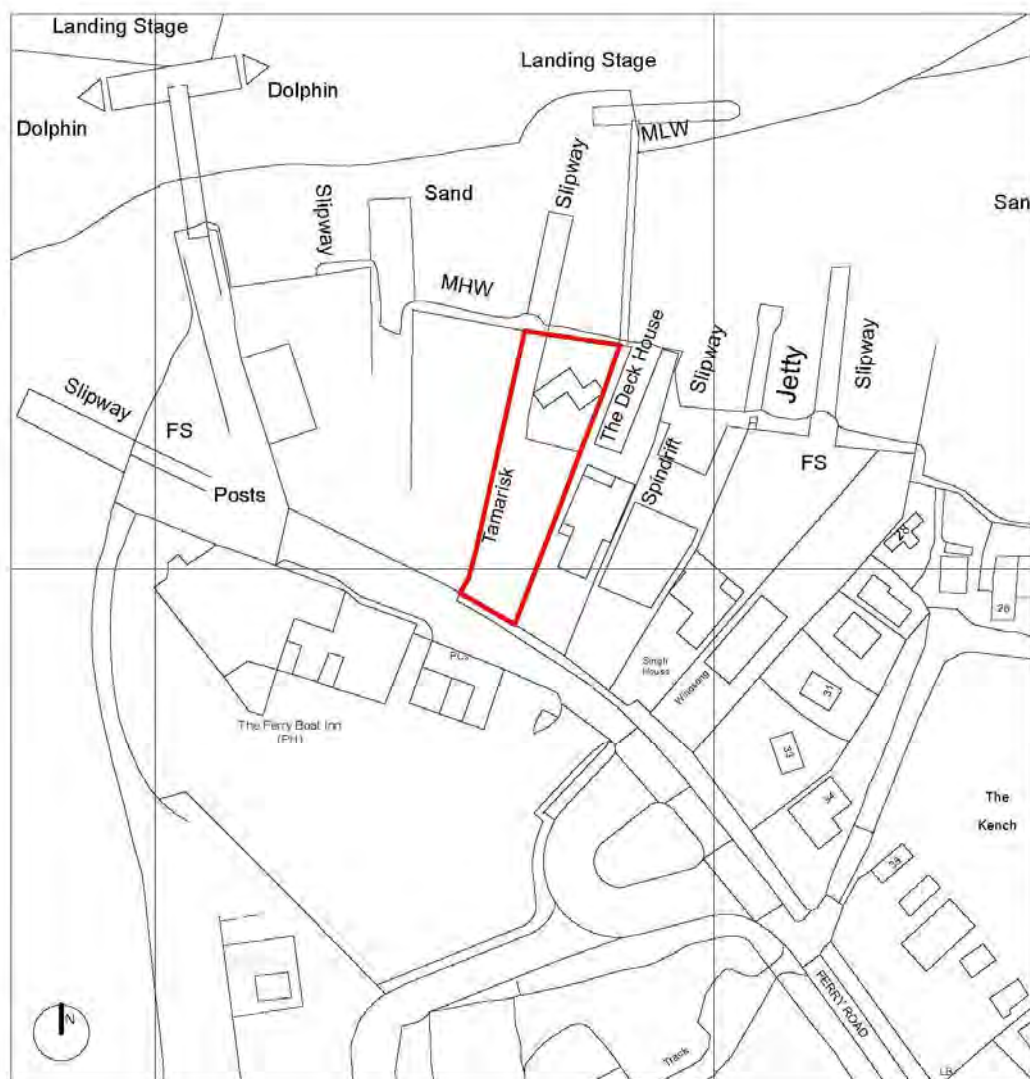


figure 3: Architects location plan showing the outline of the site marked in red.

1.4. THE PROPOSED BUILDING

The proposed building will be a contemporary two storey family house replacing an existing single storey dwelling located near the harbour edge. The new dwelling will be set back to the building line aligned closely to the large two storey dwelling next door to the east. The foot print is slightly larger to accommodate a family house and is designed to fit the plot more sensitively set back away from the water's edge. The increase in size of the new building will match and be more in harmony with the adjoining property. Further details of the proposals are included within the separate drawings and statement accompanying the application.

1.5. RELEVANT LANDSCAPE POLICY CONTEXT

The proposal is subject to policies in the Havant Borough Core Strategy (2011) and the Allocations plan adopted (2014). The site is located within the Open Countryside for Development Plan purposes and within the Coastal Zone and Flood Zone 2.

The proposed replacement dwelling will need to comply with the criteria in the Coast and Natural Environment policies of the Havant Borough Core Strategy 2011. Specifically Policy DM8 : Conservation, and Enhancement of Existing Natural Features which states that:

development will only be permitted where it protects and enhances local habitats and landscape distinctiveness and addresses the following criteria:.....

3. Provides new landscape works that integrate successfully with the local environment and existing natural features, using local materials and plant species and making provision for future maintenance of new landscape works associated with new developments.

and

Policy DM9 Development in the Coastal Zone

Planning permission will only be granted for development in the coastal zone which addresses all of the relevant criteria set out below

Has no harmful effects on nature conservation within Chichester and Langstone harbour SSSI's and SPA, Solent maritime SAC and Ramsar site or any SINC's and local nature reserves.

Maintains and enhances the appearance and distinctiveness of the existing settlements and landmarks along the coast.

Contributes positively to the landscape and has regard to best practice on the design of new buildings in coastal locations

.....

As the site is outside the urban area Policy AL2 (Urban Area Boundaries and Undeveloped Gaps between Settlements) applies, as well as housing in rural areas policies in the National Planning Policy Framework.

Pre application advice has been obtained from the Council and this is included at Appendix 2. It refers to the above policies and also, to the management plan for the harbour, as the Harbour board had objected to a previous application on the basis that:

Two of the ten key objectives that form the framework in the plan for the management of the Harbour are:

- (i) To conserve and improve the landscape of the Harbour and of the surrounding area visible from the water, including the built environment, and*
- (ii) To encourage land use and management practices on land around the Harbour that will maintain and enhance its value to nature conservation and the quality of its landscape.*

Summarising the relevant issues in relation to the above landscape policies in the case of the rebuilding of Tamarisk this study needs to assess whether the proposals:

- Maintain and enhance the appearance and distinctiveness of the settlement, the landscape and area;
- Contribute positively to the landscape,
- Conserves and improve the landscape of the Harbour and surrounding area visible from the water.
- maintain and enhance the quality of its landscape

These issues may be considered to relate primarily to landscape character effects however it is also relevant to include visual effects.

This report consequently explores these issues in two strands by firstly seeking to analyse the potential effects of the proposed rebuilding of the house on the character of the area, and secondly by assessing whether the rebuilding will cause significant visual harm. These are two subtly different issues. Landscape character is a quality which is of significance in its own right, whether it is visible from the public domain or not, whereas visual impacts relate specifically to public views and viewpoints. Further explanation of these and other relevant elements of terminology are included in Appendix 3.

The conclusions of this report will therefore need to focus on how the proposed redevelopment relates to these policies.

1.6. METHODOLOGY

The analysis of the effects of the project, have been undertaken in accordance with national guidance produced jointly by the Landscape Institute and the Institute of Environmental Management and Assessment. The approach described needs to be adapted to suit the nature of

the development and the character of the countryside within which the development is to be sited. This is explained further in Appendix 4.

This report is structured as follows:

Section 2 describes the site and location as it currently stands. This baseline analysis sets out the existing landscape character, the landform and associated extent of visibility of the site. It includes views of the site from a number of key viewpoints and describes the nature of the views, their context and the potential viewers, or receptors.

Section 3 assesses the potential effects of the development on the character of the landscape, and the views into the site.

Section 4 considers the scale and significance of the effects, and whether it is possible to mitigate the effects. The conclusions confirm the scale and significance of the effects of the development on the landscape after mitigation measures are included in the assessment. It finally confirms whether the proposals meet the criteria of the local plan policy documents described above.

2. BASELINE ANALYSIS

2.1. LANDSCAPE DESIGNATIONS

The site is located at the western extremity of Hayling Island in the vicinity of the Hayling Island Ferry close to the Ferryboat Inn and the Langstone Harbour Board headquarters, in an area known as Ferry Point. Although this is a semi urban setting with commercial and residential buildings situated next to the site, the location is classified as open countryside for Development Plan purposes. The site however immediately abuts the fore shore of Langstone Harbour which is protected with the following nature conservation designations: Special Protection Area (SPA); Special Area of Conservation (SAC) ; Ramsar and Site of Special Scientific Interest (SSSI). Policy CS11 of the Havant Core Strategy applies which seeks to protect these special conservation areas. The site is not however part of any national statutory landscape designations.

2.2. LANDSCAPE CHARACTER

The process of Landscape Character Assessment (LCA) has been developed over a period of some thirty or more years by landscape professionals as a way of classifying and analysing landscape. Government guidance prior to the issue of the National Planning Policy Framework (e.g. Planning Policy Statement PPS 7 Sustainable development in rural areas) referred to and supported the LCA approach. This was originally developed and supported by the Countryside Commission, and its successor organisations, the Countryside Agency and Natural England, which have funded the application of this process on a national and regional scale.

Landscape Character assessments are designed to 'nest' one above the other such that more detailed description and analysis is provided at the national, borough and local scales.

At a national level Langstone Harbour and Hayling Island have been included within the *South Coast Plain* Character area (126). Certain *Key Characteristics* of the area which are listed and described (and are relevant to the site) include:

- *Major urban developments including Portsmouth...linked to the M27/A27 corridor dominate much of the open, intensively farmed, flat coastal plain*
- *Coastal inlets and harbours contain a diverse landscape of narrow tidal creeks, mudflats, shingle beaches, dunes, grazing marshes and paddocks. From the Downs and coastal plain edge there are long views towards the sea and the Isle of Wight beyond.*
- *Large parts of the coastal margins have been urbanised by the spread of seaside towns and budget holiday accommodation.*

At a more detailed level Havant Borough have produced a Townscape, Landscape and Seascape Character Assessment 2007. This was extended to consider the relative sensitivity of 15 landscape areas outside of the urban areas of Havant mainland and Hayling Island. The report explains that the site lies within Hayling Island LCA 34 *Sinah Common and the Kench*. The area is described primarily in terms of the wider landscape, however there are certain references to the built character of the Ferry Point area as follows:

Historic and built environment

- *A tight cluster of development at Ferry Point including a boat yard and detached two storey dwellings*
- *The poor built features, varied materials and poorly maintained hard landscaping of the extensive car parks adjacent to the pub detract significantly from the historic setting of the public house and the relatively rural character of Sinah Common.*

Experiential: tranquillity, visual perceptions and access

- *A quiet and peaceful landscape, especially within the sand dunes and along the northern harbour edge. Seasonal traffic on the Ferry Road, which increases within the summer months*
- *The beach is accessible, with a public car park at Ferry Point. The golf course is not publicly accessible, although a matrix of footpaths exists. Informal pathways exist to the east of The Kench.*

Visual: openness/enclosure, prominence and visibility

- *Open views across the harbour mouth to Portsea Island and Spinnaker Tower*

- Long views northwards across Langstone Harbour basin towards Portsdown.

Specific local key issues

- Poor quality built environment at Ferry Point, especially the car park
- Intrusion of the built form and structures into the predominantly underdeveloped island margin
- Over use of bollards for preventing road side car parking clutters the landscape
- Visual impact of maintenance yards on Ferry Road and the wider landscape

Built form and development

- Improve quality of car park at Ferry Point
- Maintain simple edge treatment of Ferry Road, avoid over use of bollards and co-ordinate styles throughout
- Reduce the visual intrusion of maintenance yards and their points of access on the wider open landscape

In summarising the local scale landscape of the immediate area, which surrounds the existing building it is possible to describe the following key landscape characteristics, as follows:

- A largely suburban 'island' at the end of Ferry Road, with a grouping of mainly two storey housing, car parks, maintenance and boat storage yards grouped around the historic Ferry Boat Inn.
- The plot adjoins a concrete walled boundary to a large area of tarmac on the east, dominated by a two storey blue steel clad boat maintenance building and office.
- A two storey pitched roofed building on a tight plot abuts the eastern side of the plot.
- A single storey public convenience and car park are situated opposite the site to the south.
- The coastal interface to the north consists of pontoons concrete ramps and moored boats, as well as both motor and sailing yachts on trailers out of the water.

The sensitivity assessment which accompanied the Havant Landscape character and seascape assessment considered that the overall wider landscape had a medium sensitivity; based on the description of the immediate area, we would consider that at a local level the area surrounding the site has a low level of sensitivity.

2.3. GEOLOGY AND TOPOGRAPHY

Geologically the site sits on an area of tertiary deposits such as sand, sandy clay and gravels overlying cretaceous chalk. The area around the site is broadly level, lying at approximately 3M AOD.

2.4. HISTORICAL DEVELOPMENT.

Research of historical ordnance survey mapping indicates that the landscape of the area appears to have been relatively stable with the only building marked being the Norfolk Lodge during the period between the 1870's and 1938. The 1938 map extract at figure 4 shows the area of the site at that time, as being open, but adjoining an area which has been developed, possibly a car park for the Norfolk lodge public house opposite. The 1970's extract shows an additional landing stage and indicates that there is a building situated at a similar position to the existing dwelling on the site.



Figure 4: showing 1938 OS mapping (left) and 1973 mapping (right)

2.5. CURRENT EXTENT OF SITE VISIBILITY

The proposed new building is to have two storeys to match the adjacent residential dwelling. It will have a slightly lower mass and overall height compared to the neighbouring houses. The photographs at Appendix 5 illustrate views into the site from the various areas where the building is visible, primarily the south and west. The existing bungalow is situated closer to the waters edge whereas the new building will be set back to continue the existing building line of neighbouring residential houses. At present the existing single storey building is largely hidden by a combination of the adjoining 2 storey houses, the harbour office, the Ferry Boat inn and the public toilet block from the wider landscape. There are openings between these buildings however from which the site is visible, as well as exposure to views from the sea to the north.

The photographs and mapping at Appendix 5 show the site as currently visible, in most cases the bungalow is hidden by existing tamarisk hedging from the coast, and a combination of the concrete walling around the Harbour Boat park, and existing trees from Ferry Road.

2.6. NATURE OF VIEWS AND RECEPTORS

The views into the site from the south are from either a narrow corridor adjoining Ferry Road, or past the Public convenience from the pub car park. These are partially restricted by trees and existing fence and hedge. Views from the north are from Langstone harbour. Viewpoint D shows the site from a boat on the water some 450 metres from the seawall. To the west of the site is the channel between Eastney and Hayling Island forming the narrow entrance to Langstone Harbour. The site can be seen from the old ferry jetty and the road leading to the ferry. Photographs taken from the beach and the RNLI lifeboat station show the site in a gap between the Langstone Harbour Office and the Ferry Boat Inn. More extensive long distance views towards the site can be seen from the Solent Way and coastal footpaths on the western side of Langstone Harbour beyond the Eastney marina and along the public open space next to the Milton housing estate at Eastney. These long distance views are however of a low level of significance. Views are restricted by the Langstone Harbour Office and existing buildings on the south side of the Ferry road, the public conveniences and the Ferry Inn. The key long views of the replacement building are from Langstone, from the north & west on the eastern shore of Langstone Harbour and south of the site from Ferry Road. The key representative locations illustrating typical situations where the building is likely to be visible from the public realm have been identified on the visual survey mapping at Appendix 5. The photographs at Appendix 5 show these views from :

- A: Ferry Boat Inn
- B: Mid-channel harbour entrance
- C: Langstone Harbour Board pontoon ramp

- D: On the water south of the Mulberry Caisson
- E: Ferry Road
- F : Beach Car park entrance
- G: Eastney Lifeboat Station

The primary potential visual receptors of the changes to the building are the immediate neighbours, people walking along Ferry Road and boat users sailing in the vicinity of the entrance to Langstone Harbour.

Views from local residential properties have been considered and, whilst it has not been possible to visit these properties as part of this study, it is understood that the immediate neighbour; the Deck House, is broadly content with the proposals being positioned as they are, but has sought the removal of the existing trees from the front of the property. The photograph at Figure 5 shows the view towards the site from the Pub car park, Figure 6 shows the view from adjoining the public toilets on Ferry Road



Figure 5: View across the Ferryboat Inn car park towards the site situated beyond the red container. The existing dwelling is hidden by the container and holly trees in the middle of the plot.



Figure 6: Panoramic view across Ferry road towards the existing dwelling which is hidden by the hedge.

Visual impacts on areas where people are enjoying an area of countryside for recreational purposes or from residential properties are normally considered to be more significant than those affecting people who are working in an office or driving along a road, this is explained further at Appendix 4.

3. ASSESSMENT OF DEVELOPMENT EFFECTS

3.1. NATURE AND SCALE OF DEVELOPMENT

The current proposals are shown on the various 3D images at Appendix 5 and the larger scale proposal drawings in Appendix 6.

The most significant parts of the proposals in relation to their visual impact are the increase in height from a single storey to a two storey dwelling. The new dwelling is to be brought in line with the adjoining neighbouring 2 storey properties, which will mean that it is either seen against an existing 2 storey property from the west, or is largely hidden by existing properties from the east. The drawings show how the additional mass of building will be located south of the existing building, further away from the northern boundary to the coast. The additional height will be apparent from the near parts of the sea to the north and from Ferry Road to the south. As a new and contemporary building in style, it includes a flat roof, which will reflect the horizontality of the coastal landscape, and be lower in height than the adjoining Deck house, which is bulkier in scale. The proposed white elevations are more likely to be lost against a cloudy sky than the existing adjoining surrounding buildings.

3.2. CONSTRUCTION EFFECTS ON THE SITE.

The proposals will require the removal of a group of small holly trees in the centre of the site, and, as has been previously mentioned, the removal of two poor quality willow and sycamore trees on the boundary with The Deck House.

3.3. LANDSCAPE CHARACTER EFFECTS

The changes to the property need to be considered in relation to the existing built area character and this has been fully described, earlier in section 2. In general the character of the area is considered to have a low sensitivity as a result of the near presence of a series of features such as the public conveniences, containers, boat park and utilitarian boat maintenance building. Whilst the new building will be more visible, it will be situated in a more appropriate position and will be a positive addition to the local scene. Consequently this change is considered to be a low level positive landscape character effect.

The loss of the existing trees is considered to have a very low level of adverse landscape character effect, however there is an opportunity to mitigate this loss by the replacement of the trees which have been removed, and this has been illustrated within the 3D modelling. In overall terms the landscape character effects of the proposed changes are considered to have a low level of positive (i.e. enhancement) effect on landscape character.

3.4. VISUAL EFFECTS

The views into the site which have been mentioned earlier and are illustrated in Appendix 5 will change. Our assessment of the scale of the change has been based on the extracts from the architects 3D modelling which illustrate the current proposal. It is important to explain that these images are not fully compliant with guidance on the preparation of photomontages for LVIA, the images have been an aid for us to understand how the new building will be viewed from the various key viewpoints which have been agreed with the decision making authorities.

Table 1 analyses the current nature of the view and suggests the level of impact, following the numbering system used in Appendix 5. Judgement of the level of impact is based on a combination of distance, proportion of the view which will be affected and the extent that the target will be screened by either existing buildings or vegetation. The terminology is described further in Appendix 3.

Table 1 Viewpoints and potential Impacts on views

	Current view	Future view	Magnitude of visual effect and sensitivity of receptor	Overall effect significance from Table B
A	View from forecourt of Ferryboat Inn NW across road, steel railings, car and boat park with pitched roof building in middle distance.	The new building will be a storey higher than the existing but will broadly match size and scale of the adjacent house but will extend the existing building line north slightly.	Medium level effect on recreational walkers on Ferry Lane with moderate to high sensitivity	Major to moderate
B	View from boat mid channel at the entrance to harbour. Blue harbour office building dominates views, the Deck House visible through gap past Ferryboat Inn	The new building will be a storey higher than the existing but will match in size and scale to the adjacent house to the east behind & reflect white painted Ferryboat Inn. The scale of change through additional building height is not visually significant	No material effect on harbour users	No significant effects
C	View from Langstone Harbour landing stage looking east through various craft and items in the boat storage area	The new building will be a storey higher than the existing but will match in size and scale to the adjacent house to the east behind. Dark green holly trees will be replaced by building, but the overall character of the view, which is adversely affected by boats will be largely neutral	Low level adverse effect on medium sensitivity walkers	Minor level adverse effect
D	View south from boat on water north of site and south of the Mulberry Caisson view dominated by blue harbour board building, with toilet block visible beyond boat park.	The new building will be a storey higher than the existing but will match in size and scale to the adjacent house to the east. The new building will screen existing buildings of a similar height, and extend the area of built form towards the toilet block. The tree which is visible will be lost. The scale of change is not considered to be significant	No material effect on harbour users	No significant effects
E	View from Ferry Lane approaching car park entrances by car with existing two storey buildings beside the road, harbour board building and WC block in middle distance	The new building will extend southwards into the line of sight towards the harbour board building slightly, but will read as part of the general line of building. The loss of the trees will be apparent. There will be a consequent low level adverse effect taking account of the overall character of the view	Low level effect to low to medium sensitivity receptors (drivers and walkers)	Minor to slight level effect
F	View from exit from beach car park looking north past the public conveniences	The new building will appear front on, partially screened by the Toilet block, and filling the current gap between the buildings. It will be of an appropriate scale, however trees will be lost, causing slight adverse effects	Low level effect to low sensitivity walkers (given context)	Slight level adverse effect on predominantly drivers and car park users
G	View from road and public foreshore next to the Eastney Lifeboat station across open water of the Langstone Harbour entrance channel..	The new building will be visible side on in front of a similar size building in the distance, partially screened by the blue building or Ferryboat Inn from most positions. The scale of change at this distance is not significant .	No material effect on recreational walkers	No significant effects

3.5. VISUAL IMPACTS ON VIEWS AND RECEPTORS

The site is partially screened from Ferry Road by existing trees and hedge where the public domain is closest to the building, however this area will experience the most significant change, including the loss of the trees and hedge, and the appearance of a new taller and closer building. This is however consistent with the adjoining building line. A series of longer distance views from the harbour and public rights of way have been identified which view the proposed building predominantly from the north, south and west. The distances between these viewpoints and the target building vary from 250 metres to 500 metres. We believe that the proposed increase in the height, although apparent at the closest viewpoints, will not cause any significant adverse visual effects at any of these longer distances. Views of the proposal from the south, from which it will be most visible are taken within the context of the car parks and toilet blocks, and other adverse features. Hence the sensitivity of the viewers is reduced as a consequence.

4. CONCLUSIONS

4.1. SENSITIVITY OF RECEPTORS

In assessing the visual effect of the proposals, the extent of areas from which they are visible, and the sensitivity of the receptors need to be considered. The receptors of the views are mostly walkers and boat users who are either walking along the fore shore, Ferry Lane or sailing near the entrance channel to Langstone Harbour. The pedestrians are principally using the fore shore for recreation and visiting the Ferryboat Inn although a few may be on business visiting the Langstone Harbour offices. Boat users are mostly sailing for recreational purposes although some commercial boat traffic may be using the harbour entrance and landing stages close to the Langstone Harbour Offices next to the site. It should be noted that the pedestrian ferry has been closed and will remain closed indefinitely. Pedestrian traffic and drivers along Ferry lane are either visiting the beach, Ferryboat Inn or the Harbour Office. As such the receptors would generally receive a moderate to high sensitivity rating,.

4.2. SCALE AND SIGNIFICANCE OF EFFECTS

The scale and nature of the landscape character effects which have been identified are considered to be of a low level positive effects (enhancement) to the landscape character of the immediate area, reflecting the generally poor character of the area in its current state. The visual effects resulting from the increase in the height and visibility of the dwelling, and the loss of trees will cause an overall low level adverse visual effect, which is restricted to the immediate area of Ferry Road.

4.3. MITIGATION MEASURES

The loss of the trees is considered to be one of the more significant adverse effects, although it is accepted that it would not be possible to rebuild the dwelling on the site without their removal. It is recommended that replacement trees are included within the proposals as shown on the 3D modelling, in order to compensate for this loss.

4.4. CONCLUSIONS

The proposed rebuilding of Tamarisk has been assessed in the light of potential concerns regarding landscape and visual impacts and whether the proposals comply with local policy guidance described at section 1.

The overall nature of the landscape and visual effects are considered to be broadly neutral. Mitigation measures such as appropriate replacement tree planting to Ferry Road will provide longer term visual and landscape enhancement and compensate for the adverse effects of the loss of trees. Considering the proposals in relation to the landscape policy context criteria listed earlier at section 1.5, which were that the proposal should :

- Maintain and enhance the appearance and distinctiveness of the settlement the landscape and area;
- Contribute positively to the landscape,
- Conserves and improve the landscape of the Harbour and surrounding area visible from the water.
- maintain and enhance the quality of its landscape

In the light of our assessment of the landscape and visual impacts of the proposals we can confirm that in our view that should the mitigation described be included; that the proposals will maintain and will enhance the appearance and distinctiveness of the area over time; that they will contribute positively to the landscape, maintain and conserve the landscape of the harbour visible from the water.

We therefore consider that the proposals meet the landscape and visual policy criteria described. .

David Hares Dip LA MLI
Thursday, 30th November 2015



REBUILDING OF DOMESTIC DWELLING TAMARISK FERRY ROAD HAYLING ISLAND HAMPSHIRE PO11 0DG

LANDSCAPE AND VISUAL IMPACT ASSESSMENT: APPENDICES

Prepared for Mr Simon Montague

David Hares Landscape Architecture

4 Northgate Chichester PO19 1BA

Email david@hareslandscape.co.uk

APPENDIX 1: SURVEY PLAN SHOWING THE SITE AS EXISTING (not to scale)



APPENDIX 2: PRE APPLICATION ADVICE.



Havant
BOROUGH COUNCIL

Public Service Plaza
Civic Centre Road
Havant
Hampshire PO9 2AX

T 023 9247 4174
F 023 9248 0263
www.havant.gov.uk

Mr R Butler

Our Ref: GEN/15/00571
Direct Line: (023) 9244 6513
Ask For: Mrs D Haywood
Email: planning.development@havant.gov.uk

11 June 2015

Dear Mr Butler

Site Location: Tamarisk, Ferry Road, Hayling Island, PO11 0DG

Re: Proposed new dwelling.

I am writing to you further to your enquiry received on the 26 May 2015 regarding the above address. Thank you for meeting me on site to view the property.

The site

The site lies at the western end of Ferry Road and comprises a modest 2 bedroom single storey dwelling with a water frontage to the north. It is the last in a line of mainly 2 storey development beyond which lies the compound to Langstone Harbour Board.

The site is located within the open countryside for Development Plan purposes, and within the Coastal Zone and Flood Zone 2 and adjacent to the Langstone Harbour Site of Special Scientific Interest (SSSI), the Chichester and Langstone Harbours Ramsar and Special Protection Area (SPA) and the Solent Maritime Special Area of Conservation (SAC).

Flooding

The proposal would substantially increase the extent of living accommodation, and therefore given the location within Flood Zone 2 and adjoining Flood Zone 3 the advice of the Environment Agency is crucial and should be sought on this proposal at an early stage. A previous application for a four bedroom replacement home on this site in 2011 was objected to by the Environment Agency and subsequently withdrawn as the flood risk had not been resolved.

The house adjacent to this property, 'The Deck House' was of a similar size before it gained permission to be rebuilt as a four bedroom home in 2003 (APP/03/61550). However since then two new Local Plans have been adopted and potential loss of life due to flooding is both a more serious local and national consideration, especially in an area where rising sea level has been identified.

The Local Plan

The Local Plan now comprises of the Core Strategy (2011) and the recently adopted Allocations Plan (2014).

The site is outside the urban area (Policy AL2 Urban Area Boundaries and Undeveloped Gaps between Settlements). National Planning Policy Framework policies on housing in rural areas also apply. As there is an existing dwelling on the site, subject to the flood risk issues being resolved, and compliance with the other Local Plan Policies a replacement dwelling would be supported in principle. However, you will need to demonstrate that there is no adverse impact in respect to the other matters raised below.

Policy CS9 Development in the Coastal Zone which states is applicable and states:-

Planning Permission will only be granted for development in the coastal zone which addresses all of the relevant criteria as set out below as shown on the Proposals Map:

1. Has no harmful effects on nature conservation within the Chichester and Langstone Harbour SSSIs and SPA, Solent Maritime SAC and Ramsar site, or any SINC's and Local Nature Reserves.
2. Maintains and enhances the appearance and distinctiveness of existing settlements and landmarks along the coast.
3. Contributes positively to the landscape and has regard to best practice on the design of new buildings in coastal locations.
4. Upgrades existing footpaths and ensures that public access is retained and provided to connect existing paths along the waterfront where appropriate.
5. Would result in improvements to or redistribution of moorings, marine berths or launch on demand facilities (dry berths) in the harbours.
6. Would not be detrimental to infrastructure for, and quality of, water-based recreation, or be detrimental to the safety of navigation.
7. Provides recreational opportunities that do not adversely affect the character and appearance of the coast.

The site also immediately abuts the foreshore of Langstone Harbour that is protected with the following nature conservation designations: Special Protection Area(SPA); Special Area of Conservation (SAC); Ramsar and Site of Special Scientific Interest (SSSI). Accordingly Policy CS11 of the Core Strategy applies which seeks to protect these special landscapes and any development of this site would have to comply with the provisions of this policy, as well as the aforementioned Policy DM9. Development of this site with associated site clearance and introduction of glazing, could have an adverse impact on these designated landscapes. Reflective glazing in close proximity to the water is not normally supported by Langstone Harbour Board. It is further likely that an ecological appraisal of the site would be required to accompany any formal planning application

Additionally the Langstone Harbour Board objected to the 2011 application:-

Two of the ten key objectives that form the framework in the plan for the management of the Harbour are:

- (i) *To conserve and improve the landscape of the Harbour and of the surrounding area visible from the water, including the built environment, and*
- (ii) *To encourage land use and management practices on land around the Harbour that will maintain and enhance its value to nature conservation and the quality of its landscape.*

(i) As a result of the proposed increase in scale of development at the site it is the opinion of the Board's Planning Sub Committee that this particular planning application contravenes these two objectives.

Policy CS16 High Quality Design; if the flood risk issue can be overcome, the design of the building will be especially significant given the prominent location on the edge of the harbour. The adjoining development is mainly of 2 stories and will form the back drop for the site. In this respect the footprint, height and bulk of development should not exceed that of the adjacent dwelling, and given the sites location adjoining an open compound in a prominent location the two storey element should be set back slightly behind the front and rear of the adjacent property. In respect to the single storey element there may be scope to extend this slightly beyond the rear elevation, but more detailed plans are required to enable a proper assessment. Additionally further articulation may be required to break up the bulk of the building.

Regarding the location of fenestration, generally for first floor habitable rooms a 10m separation to the boundary would be required. However, also of consideration will be the need to provide an interesting aspect to this prominent elevation. Whilst the site adjoins a boat compound offering some flexibility, the plans propose a significant amount of glazing on the western elevation. At our meeting I indicated I would seek to provide some guidance as to the required distance from the boundary, however, having considered this further the minimum distance will depend on the design and nature of the fenestration, and is a balance between the need to provide an attractive and active elevation together with respecting the potential impact on the adjoining site. It is unclear from the plans as to whether any balconies are proposed, and this together with the other matters raised will need further consideration.

In terms of the elevation onto Ferry Road, the plans indicate a relatively blank elevation and again an active elevation is required.

In respect to car parking, Policy DM13 Car and Cycle Parking on Residential development. The relevant SPD can be viewed via this link:
<http://www.havant.gov.uk/sites/default/files/documents/Adopted%20Residential%20Parking%20Cycle%20Provision%20SPD.pdf>

You are also advised that should you pursue this development proposal then any application for a new dwelling would be subject to appropriate financial contributions. These are currently in the form of CIL and SDMP. The CIL rates to be applied to development are set out in the Havant Borough Community Infrastructure Levy Charging Schedule, which was adopted by the council on the 20th February 2013. This followed two public consultation exercises and an Examination into the Charging Schedule by an independent Examiner. The Examiner's Report concluded that the Havant Borough Council Community Infrastructure Levy (CIL) Charging Schedule provided an appropriate basis for the collection of the levy in the borough. The levy is charged at £100 per square metre on new floorspace (measured as gross internal area) for sites in Hayling Island.

An additional dwelling would also increase the number of dwellings within the 5.6km zone identified as significant in potentially increasing recreational pressure on the Solent SPA. Natural England's advice in regard all new housing development within this zone is that it is likely to have a significant effect on the SPA. Policy DM24 of the Allocations Plan which was adopted on 30 June 2014, covers this issue and allows for a financial contribution to be made towards mitigation measures. This is set at £172 per dwelling to the Solent Disturbance Mitigation Project, plus administrative and monitoring fee.

Please note that the above comments are the opinion of an individual Planning Officer and are in no way binding upon the Council when determining an application for planning permission and nor will they prejudice the outcome of any application submitted.

This advice also only relates to planning matters, and does not relate to any other application that may be required under the Building Regulations or under any other Act, Regulation, Byelaw or Order where the Council's approval may be needed. For further guidance as to the need for consent under the Building Regulations please phone 023 9244 6571.

Conclusion

I recommend that you consult the Environment Agency before proceeding further and their advice will be crucial. If and when the flooding issues have been addressed I would be pleased to meet with you to discuss progressing the proposal. In the meantime should you require any further clarification then please contact me.

Best regards,

Yours Sincerely

Mrs D Haywood
Senior Planner
Our Ref: GEN/15/00571

APPENDIX 3: TERMINOLOGY.

LANDSCAPE CHARACTER

Landscape character: A combination of topography, natural and man made patterns which together contribute to the appearance of the landscape.

Character: A distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than better or worse.

Elements: Individual components which make up the landscape, such as trees and hedges.

Features: Particularly prominent or eye-catching elements, like tree clumps, church towers, or wooded skylines.

Characteristics: Elements, or combinations of elements, which make a particular contribution to distinctive character.

Characterisation: The process of identifying areas of similar character, classifying and mapping.

LCA: Landscape Character Assessment: The process of assessing the character of the landscape and describing its character.

Landscape Character Types: Combinations of Land Description Units that share the same key characteristics. Character Types often occur in more than one discrete geographical area.

Landscape Character Areas: Geographically discrete areas strongly associated with a place, and often comprised of more than one character type.

Land Description Units: Distinct and relatively homogenous units of land, each defined by their Physiography, Ground Type, Land Cover and Cultural Pattern that set the extent of each spatial unit.

Sensitivity: The degree to which a landscape with a character is inherently sensitive or sensitive to a particular pressure. A landscape of high sensitivity is one that, once lost, would be difficult to restore. It is primarily a function of landscape character sensitivity (i.e. the degree to which a landscape character area is vulnerable to change which will affect its character); and visual sensitivity (i.e. the degree to which a particular view or visual landscape experience is vulnerable to change).

Landscape value is also relevant in assessing landscape sensitivity and capacity for energy development. This term refers to the intrinsic value attached to a landscape, often reflected in designation or recognition, and expressing national or local consensus as to the degree of importance of a landscape.

Capacity: The degree to which a particular landscape character type or area is able to accommodate change without significant effects on its character, or overall change of landscape character type.

Each landscape has its own sensitivities, depending on its landform and landcover as well as on a range of other characteristics and values including, for example, enclosure, visibility, condition, scenic and perceptual qualities, natural and cultural heritage features and cultural associations. Importantly, sensitivity depends on landscape character as well as on landscape values.

VISUAL IMPACT ASSESSMENT

Development effects: A tangible effect caused by the construction of the development. This can be temporary or short term (such as the loss of hedging which is subsequently replaced), or a long term effect such as the construction of a building with an indeterminate lifespan. Effects can be negative neutral or positive depending on their nature and the nature of the landscape or view.

Landscape Impact: Impacts on landscape character and resources, including effects on the physical and aesthetic values of the landscape caused by changes in elements, features and other qualities as a result of the development. The scale of an impact is judged on the basis of the a combination of the area affected, the size of the development, the degree to which it differs from the existing character, and whether it damages or restores existing characteristics of the landscape. Impacts can be positive as well as negative. Terms used for the scale of impact range from zero, insignificant, low, and significant to high.

Visual impact: impact on visual amenity, including effects upon potential viewers and viewing groups (e.g. residents, employees, or visitors) caused by changes in the appearance of the landscape as a result of the development, and experienced by people at locations where viewers are present (visual receptors). The scale of an impact is judged on the basis of a combination of distance, proportion of the view which will be affected and the extent that the target will be screened by existing vegetation. Impacts can be positive as well as negative. Terms used for the scale of impact range from zero, insignificant, low, and significant to high.

Mitigation measures: changes in the proposed design, or the provision of additional or alternative solutions to overcome or reduce the scale of an impact (landscape or visual).

APPENDIX 4: METHODOLOGY

Introduction

Landscape and visual impact assessments are two different but linked procedures. The landscape survey baseline, its analysis and the assessment of landscape effects all contribute to the baseline for visual impact assessment studies. The assessment of the potential effect of a development on the landscape is carried out as an effect on an environmental resource, i.e. the landscape, whereas visual effects are assessed as one of the interrelated effects on people.

Landscape effects derive from changes in the physical landscape, which may give rise to changes in character and how this is experienced which may also affect the perceived value ascribed to the landscape.

Visual effects relate to the changes that arise in the composition of available views as a result of changes to the landscape, to people's response to the changes, and to the overall effects with respect to visual amenity.

Current Guidance and Source Data

The assessment process has been based on published guidelines provided in the following documents:

Landscape Institute and Institute of Environmental Management and Assessment (2013) *Guidelines for Landscape and Visual Impact Assessment* (Routledge); 3rd edition.

The Countryside Agency / Scottish Natural Heritage (2002) *Landscape Character Assessment - Guidelines for England and Scotland*;

The Countryside Agency / Scottish Natural Heritage (2004) *Topic Paper 6: Techniques and Criteria for Judging Capacity and Sensitivity*,

The desktop landscape character assessment has been based on the following documents:

Natural England character area;

Havant Borough Landscape character Assessment 2007

Landscape character and sensitivity

The landscape character assessment has used the Natural England Natural Character map of the South East to describe the overall landscape context of the site and its environs. In addition, the Havant Borough landscape character study has been used to describe landscape character areas that could be influenced by the proposed development. Once the character areas were identified they were reviewed through field work to gain an understanding of the potential impact that the proposed building would have upon the key characteristics and value of each area.

A more detailed character assessment has been undertaken for the immediate area adjoining the site to assess the sensitivity of the landscape to the building proposed. The sensitivity of areas to the scale of development proposed has been considered in accordance with the principles defined in guidance within Countryside Agency and SNH (2004) *Topic Paper 6 - Techniques and Criteria for Judging Capacity and Sensitivity*. This guidance recommends consideration of the following:

- impacts upon particular aspects of landscape character including landform, land cover, enclosure and settlement pattern;
- impacts on aesthetic aspects such as the scale, pattern, movement and complexity of the landscape;

- potential visibility of the development and the number of people of different types who are likely to see it;
- scope to modify visual impacts by various appropriate forms of mitigation measures.

Given the scale of the development, the overriding influence on sensitivity will be impacts on aesthetics and potential visibility. There will be minimal impact on particular aspects of landscape character such as landform, land cover etc. and there is limited scope for mitigation other than through local siting layout design and screen planting.

Once the landscape sensitivity had been considered the overall assessment of effect was determined by considering the magnitude of change against the sensitivity of the landscape character area.

The definitions for magnitude of change used for the assessment are as follows:

High (H) - Very obvious change in the balance of landscape characteristics over an extensive area; ranging to particularly intensive change (i.e. a dominating effect) over a more limited area;

Medium (M) - Perceptible changes in an extensive area which whilst notable do not alter the balance of the landscape characteristics; ranging to moderate changes in the localised area which whilst obvious do not fundamentally change local character;

Low (L) - Virtually imperceptible change in any components of the wider landscape with modest and unremarkable changes in the localised area.

No Change (N) - No material change from the current situation

Once sensitivity and magnitude are classified the two are considered to achieve an assessment of the significance of effect. The overall significance is then stated in terms of:

No Material effect Negligible effect Slight effect Minor effect Moderate effect Major effect
Substantial effect.

Table A shows a matrix which illustrates the process of how sensitivity and magnitude of landscape change are combined to derive the level of significance of effect.

Table A Landscape character impact assessment matrix

Magnitude of landscape change	Landscape sensitivity			
		High	Medium	Low
	High	Substantial	Major	Moderate
	Medium	Major	Moderate	Minor
	Low	Moderate	Minor	Slight
	No change	No material effect	No material effect	No material effect

As magnitude and sensitivity are on a sliding scale it is appropriate to sub-divide the High, Medium and Low categories to whichever degree most accurately evaluates any given situation, e.g. High to Medium, Very High, or even High to Medium/High are fully acceptable. This may in turn result in significance of, for example, Minor to Moderate

Visual impact assessment

The visual assessment has been based upon field survey work which identified locations which would have clear views towards the proposed extension within the study area. The viewpoints have been selected because they are sited within the locations where the site is likely to be visible and are representative of typical viewpoints which represent 'worst case' visibility. The Harbour Board and the Borough Council were consulted regarding the positions of the viewpoints selected.

The method of determining visual impacts is similar to the method used for landscape impacts. The receptor and potential sensitivity is identified, as is the magnitude of effect. These are then correlated to determine a significance of effect.

Relative sensitivity of visual receptors is determined and classified as follows:

High Recreational footpaths, important landscape features with physical, cultural or historic attributes; principal views from residential buildings; high numbers of residential receptors, views from beauty spots and picnic areas;

Medium Other footpaths; secondary or oblique views from residential buildings; drivers and passengers in vehicles engaged in tourism or journeys of a recreational nature;

Low Views from industrial or commercial buildings or areas; drivers and passengers of vehicles engaged in commercial travel or commuting; views from primarily functional main roads; and views from trains.

The classification of the magnitudes of visual effect are:

High: The majority of viewers affected / major changes in the character, make-up and balance of the view;

Medium Many viewers affected / moderate changes in the nature of the view;

Low Few viewers affected / minor change in the nature of the view.

In considering the magnitude of visual effects, a commentary is provided to justify the reasoning for the magnitude criterion selected. This in turn will influence the significance of the effect. Such factors considered may include, for example, the principle aspect of the viewpoints/viewers, the proportion of any particular view affected, the potential for the development to attract the eye or to become a focal point in the view to the detraction/benefit of competing visual elements, or the presence of other detracting features.

Table B shows a matrix which illustrates the process of how sensitivity of visual receptors and magnitude of visual effect are combined to derive the level of significance.

Table B: Visual impact assessment matrix

Magnitude of Visual effect	Sensitivity of receptor			
		High	Medium	Low
	High	Substantial	Major	Moderate
	Medium	Major	Moderate	Minor
	Low	Moderate	Minor	Slight
	No change	No material effect	No material effect	No material effect

In considering the magnitude of visual effects, a commentary is provided to justify the reasoning for the magnitude criterion selected. This in turn will influence the significance of the effect. Such factors considered may include, for example, the principle aspect of the viewpoints/viewers, the proportion of any particular view affected, the potential for the development to attract the eye or to become a focal point in the view to the detraction/benefit of competing visual elements, or the presence of other detracting features.

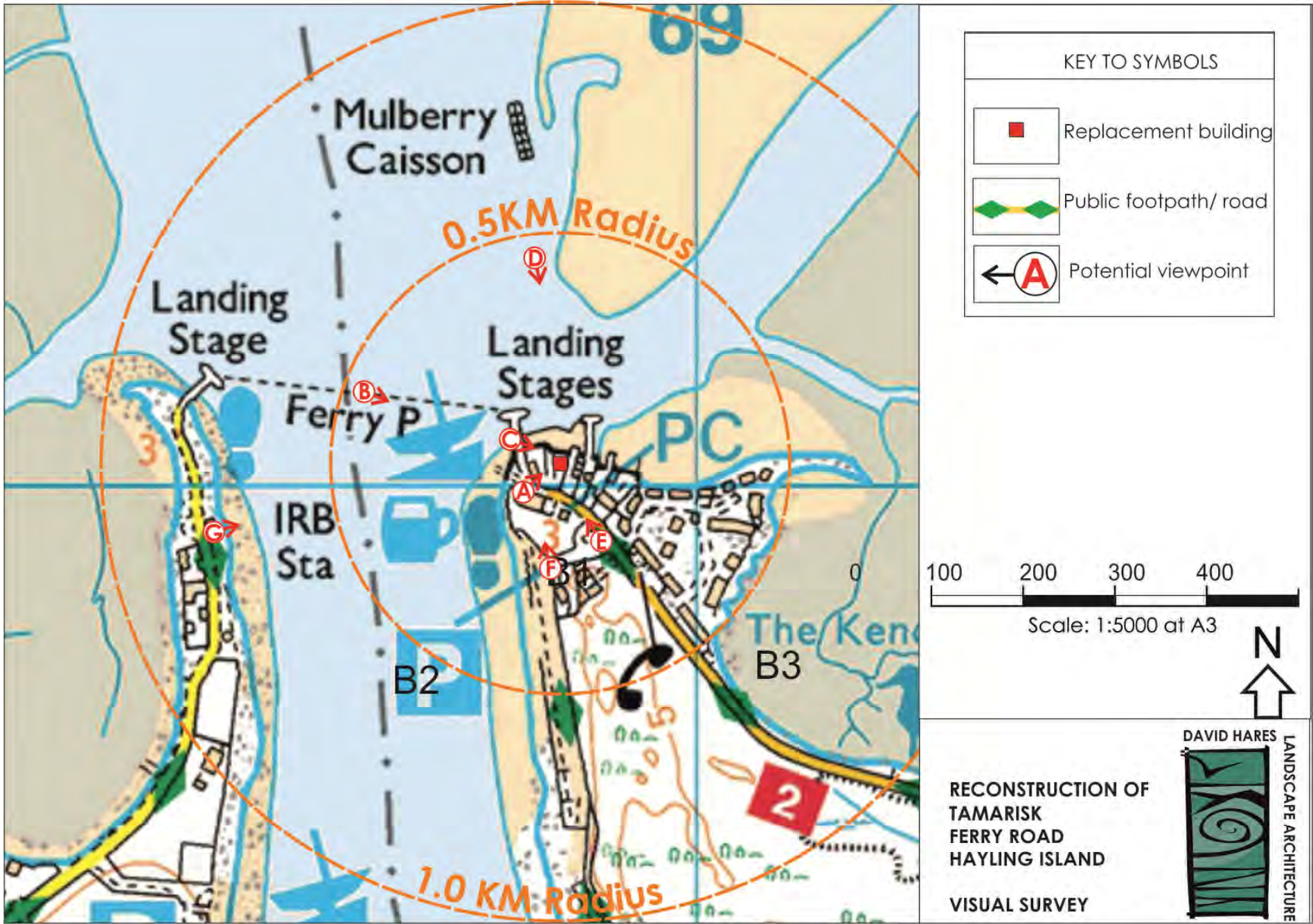
The Study Area

The study area identified as being appropriate to the study reflects the scale of the building and nature of the landscape to identify effects which would be considered significant in LVIA terms. This was adjusted to suit the situation on the ground reflecting local topography buildings and vegetation cover.

APPENDIX 5: VIEWPOINT PHOTOGRAPHS:



Aerial photo extract from google earth showing the locations of viewpoints initially considered.



Positions of representative viewpoints used for analysis



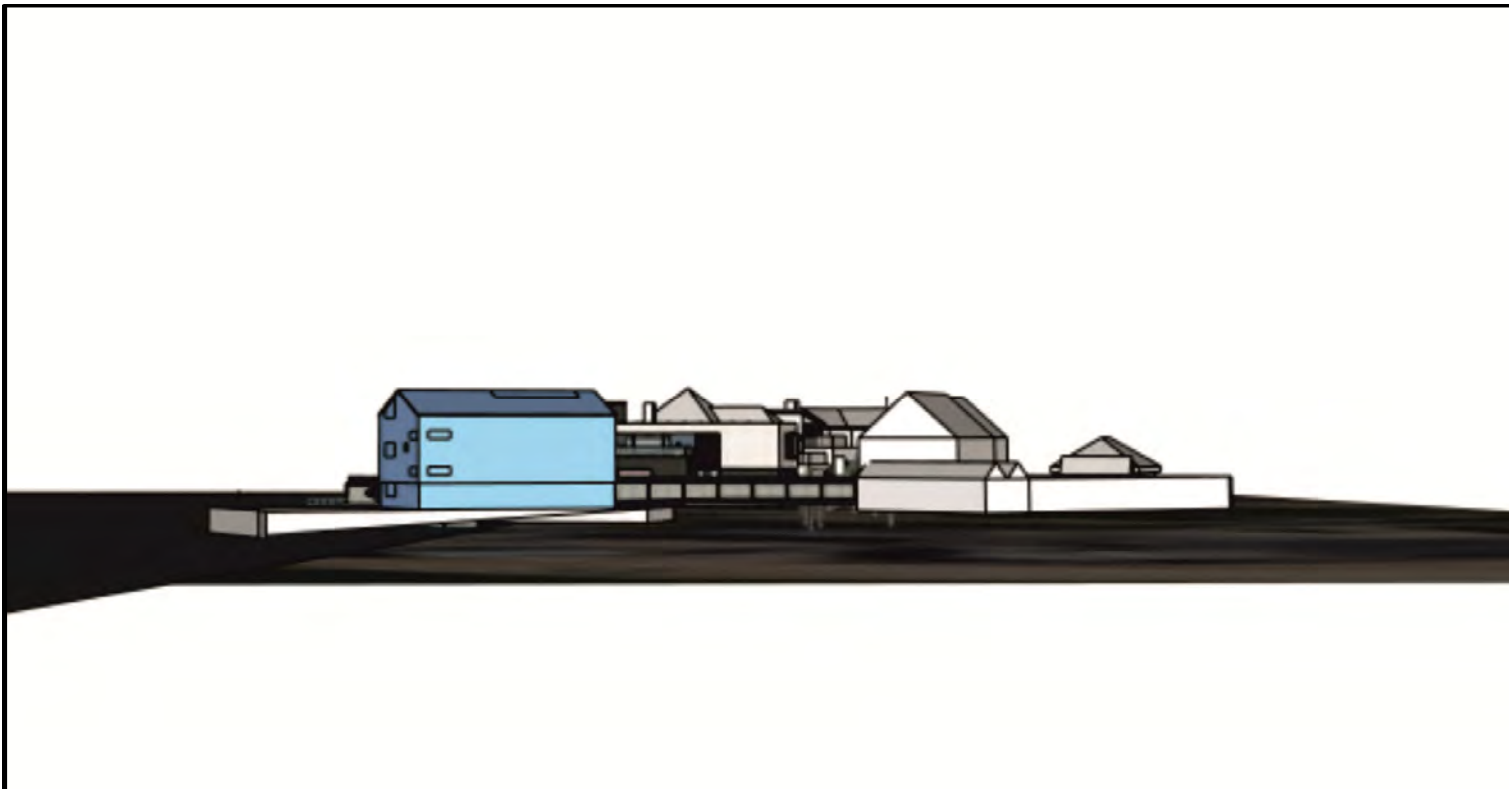
Viewpoint A : Panoramic photograph from outside Ferryboat Inn.



Viewpoint A : Sketchup view from similar position outside Ferryboat Inn.



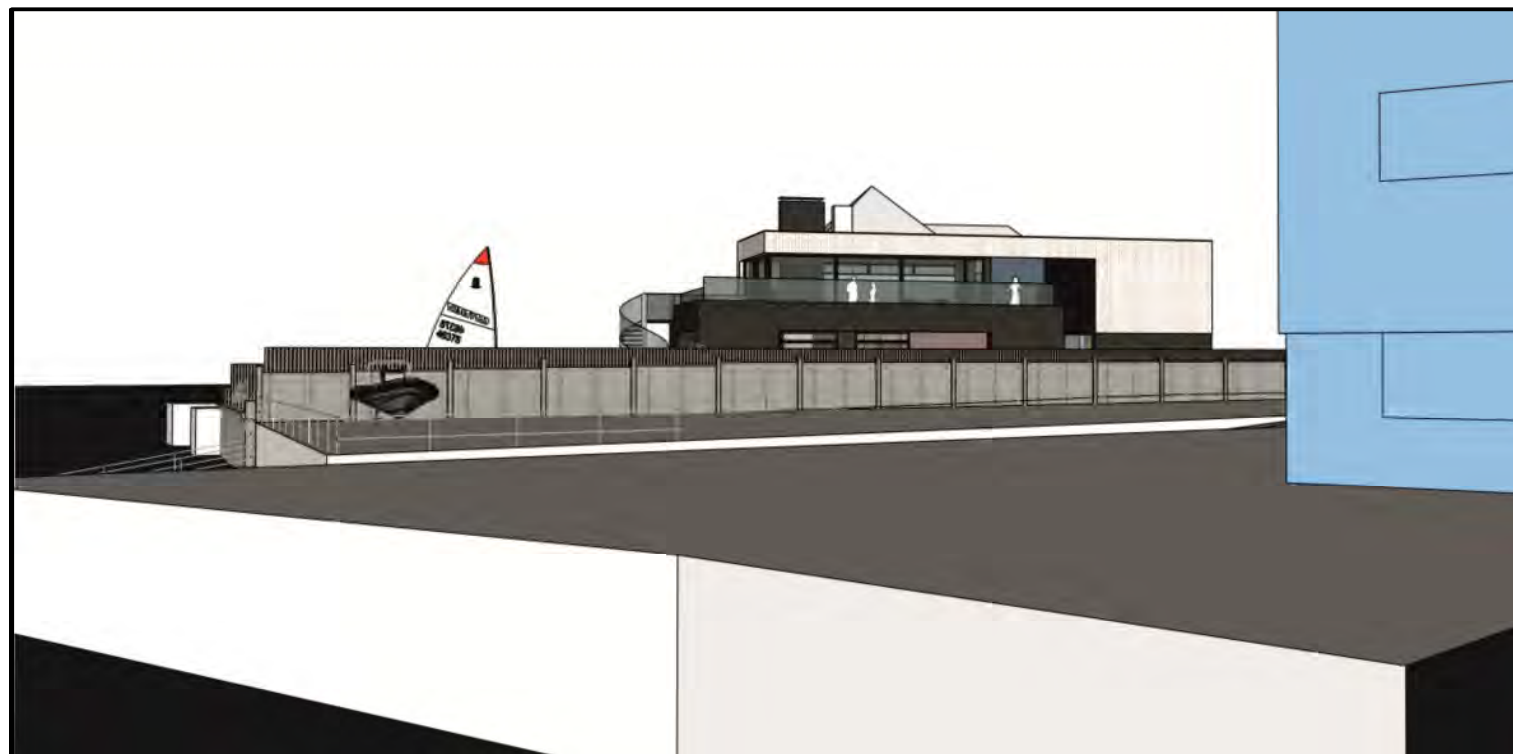
Viewpoint B : Photograph taken mid channel on the route of the ferry.



Viewpoint B : Sketchup view from a similar position mid channel on the route of the ferry.



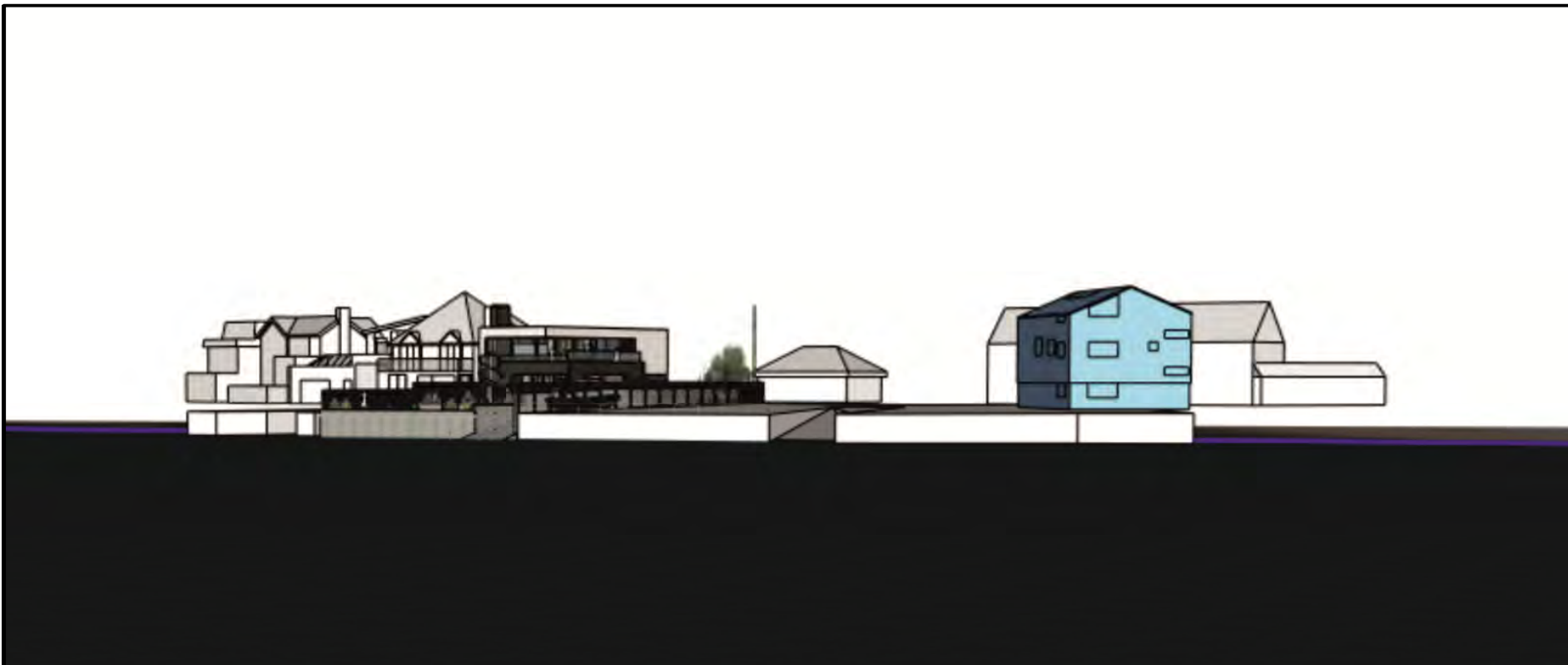
Viewpoint C : Photograph taken from the public approach to the Harbour Board's jetty



Viewpoint C : Sketchup view from a similar position close to the public approach to the Harbour Board's jetty



Viewpoint D : Photograph taken from the harbour to the north of the site; midway to the Mulberry Caisson.



Viewpoint D : extract from Sketchup model from a similar position to the north of the site midway to the Mulberry Caisson.



Viewpoint E : Photographic View from Ferry Road approaching the public car park.



Viewpoint E :Sketchup View from similar location on Ferry Road approaching the public car park.



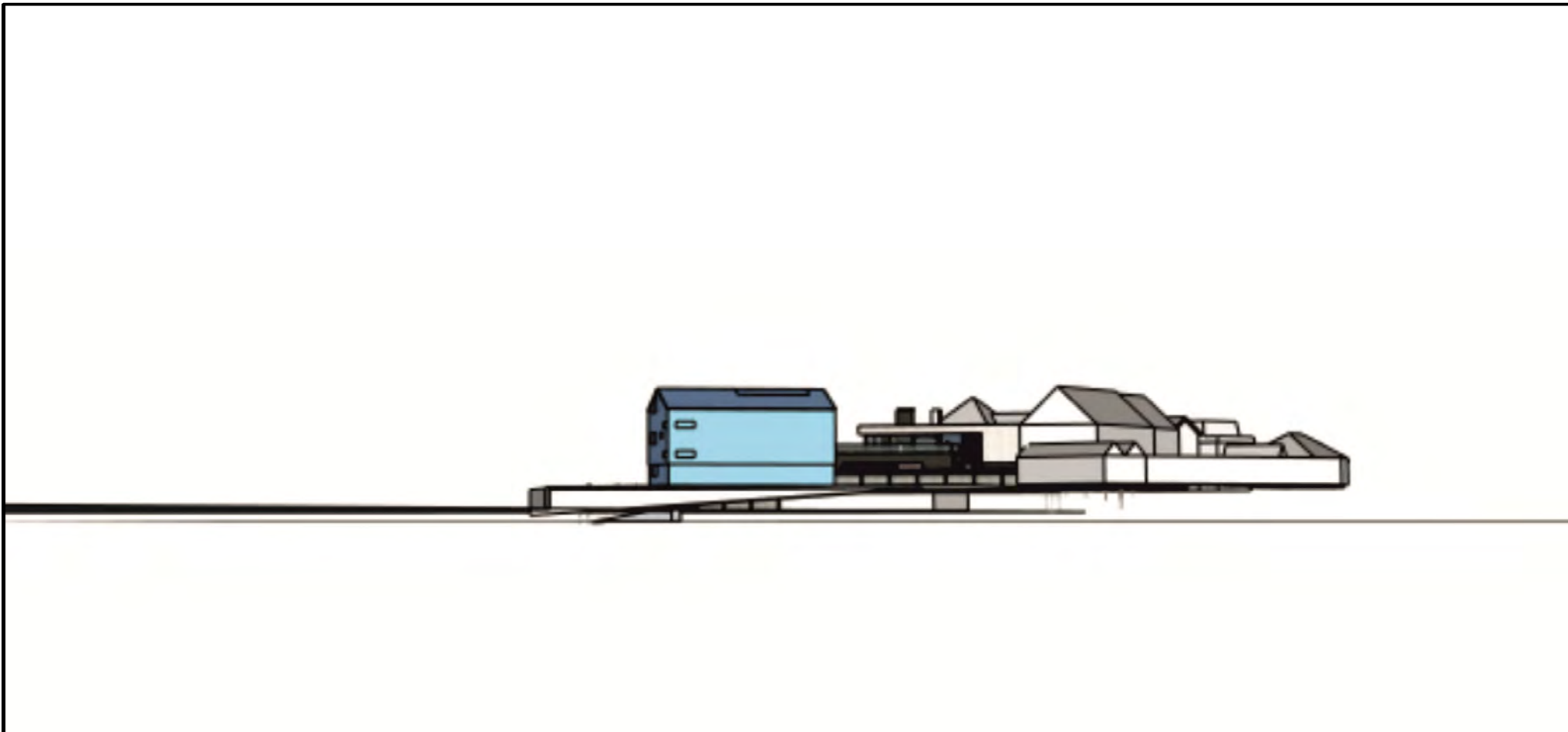
Viewpoint F .Photographic view taken from the beach car park exit looking past the public convenience building



Viewpoint F . Sketchup view from similar position close to the the beach car park exit looking past the public convenience building



Viewpoint G: Photographic view from the west of the channel adjoining lifeboat station



Document ref 276-01-02



APPENDIX 7: ADDITIONAL VISUALISATIONS FROM SKETCHUP MODEL



