



Eastoke Point Coastal Defence Proposals

Landscape and Visual Impact Assessment

August 2012

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1. Introduction and Methodology

This report has been prepared by Havant Borough Council to supplement the planning application by Havant Borough Council for the proposed Eastoke Point Coastal Defence Scheme.

The landscape and visual impact assessment methodology (LVIA) for this report is based upon the Landscape Institute and the Institute of Environmental Assessment Guidelines for Landscape and Visual Assessment 2nd Ed. 2002.

The Methodology is detailed in Appendix Two.

The main objectives of this LVIA are as follows:

- *To identify, evaluate and describe the current landscape character of the site and its surroundings and also any individual notable landscape features within the site*
- *To determine the sensitivity of the landscape to the type of development proposed*
- *To identify potential visual receptors and evaluate their sensitivity to the type of changes proposed*
- *To identify and describe any impacts of the development insofar as they affect the landscape and/or views of it and to evaluate the magnitude of change due to these impacts.*
- *To explore mitigation proposals and any residual effects.*

The information used in this appraisal was gathered from field surveys and desk studies.

2. Site Introduction

Eastoke Point is an area to the south east of Hayling Island, Hampshire (see site location plan Appendix One). A suburban residential areas and nature reserve sit side-by-side on the south coast of the Island overlooking a shingle beach bordering the Solent. The road that runs parallel with the promenade/seafront is called Southwood Road, with residential properties between the road and promenade. Access to the promenade is via alleyway style public accesses from Southwood Road which offers the nearest on-street public free parking. The promenade functions as a shared footway/cycleway from the west of Hayling Island and runs parallel with the

edge of the urban area at the eastern end of Southwood Road where the tarmac surface becomes a pathway of movable shingle that slopes towards the sea and routes around the perimeter of the nature reserve. This shingle path continues around the Black Point peninsular. The nature reserve to the east of the study area also sits on the channel of Chichester harbour.

The beach has an existing mix of timber groynes, timber and rock, and rock groynes. They vary in length and pattern with the full length groynes being up to 90 metres and some smaller stub rock groynes being around 30 metres. Loose shingle banks and ridges are formed alongside the promenade to the south at varying heights and the shingle overflows with wind/tide onto the promenade in places. Access is varied from the promenade to the beach with some timber boardwalks in place to assist access, however the loose shingle makes for difficult access generally.

The shingle beach is intertidal and subject to change due to the Annual Beach Recycling Programme which has been in operation since 1985. This involves removing shingle from areas of accretion and taking it to replenish the areas depleted by the coastal drift and erosion. There is also a periodic replenishment where material from an outside source is used to replace losses. This typically occurs every 5 years.

3. Description of the proposals

It is proposed to remove five of the existing full timber groynes (7,6,5,4,2) and replace with three full rock groynes (7,6,4) and one stub groyne (2) with groyne 5 being removed and not replaced (see Appendix 6 plan)

Rock revetments are to be constructed alongside the promenade from Groyne 11 at the west of the site at 1.2 m height. The revetment stretches eastwards to existing rock Groyne 3 at this height. The back slope facing onto the promenade will be a 1 in 4 slope. When the path becomes shingle at the nature reserve stretching east, the back slope will be 1 in 1.5, however little of the back slope will be visible as the current sloping path will be 'topped up' to be more level.

The construction will be of 3-6 tonne rock armour with the excavated shingle redistributed on top.

The front slopes - facing out to sea, will be a 1 in 2 slope.

A varied height revetment of the same type of construction is to be constructed between Groyne 3 (west) and 2 (east). Please see construction details in main report for more information/sections.

Ramped access points to the beach from the promenade will be constructed at two points along the promenade and improved public access from the two alleyway access points from Southwood Road will also be constructed as part of these works. One will comprise new removable flood barriers and steps, the other at Nutbourne road will have a new removable flood barriers and disabled access ramp also.

The works will require heavy plant and machinery to excavate shingle, construct the base rock armour and redistribute the shingle on top of the revetments. Similar machinery would be used to construct the new rock groynes. The existing recycling scheme uses similar construction methods and an agreed transport route as used for these works previously would be used again.

The proposals effectively replace eroding timber groynes in some positions with new rock groynes but also reduces the number overall. The construction and materials proposed for the groynes and revetments are based upon existing beach construction features already employed along Hayling Seafront.

Additionally, the existing splash wall that runs along the rear of the properties and abuts the promenade will be renovated in order to prolong it's durability. The existing splash wall is a mixture of pebbledash and render and is painted in places. Some sections have additional embellishments undertaken by residents i.e. stones set on top to prevent the public from sitting on the wall- these will be removed as part of the renovation. A new coat of paint will be applied to the renovated wall.

4. Policy Context

Landscape Designations

The Countryside Agency designated Areas of Outstanding Natural Beauty (AONBs), with the primary purpose of conserving natural beauty. They represent areas of nationally important landscape.

The proposal falls within part of the Chichester Harbour AONB, which is the smallest AONB (74km²) in the South-East region. The AONB is administered by Chichester Harbour Conservancy, which has a duty to maintain and improve the Harbour and Amenity Area for pleasure craft and other vessels, and to be responsible for nature conservation and the natural beauty of the landscape.

The Chichester Harbour Landscape (Countryside Commission 1992) provides an assessment of the features of the Harbour landscape. The Chichester Harbour AONB Management Plan describes the special qualities of the landscape an extract is provided in Appendix 3.

Existing Landscape Character

The area affected by the proposal at Eastoke has been classified in several local Landscape Character Assessments. This report extracts from these existing assessments the factors which may be affected by the proposals.

National:

Countryside Agency's Countryside Character. The study area is classified as lying within area 126 - South Coast Plain character area. The relevant key characteristics of the character area are included in Appendix 3.

County:

Hampshire County Council - Hampshire Integrated Character Assessment Final Draft Autumn 2010 (see Appendix 3 for maps.)

"The Landscape Character Areas are geographically unique areas of the County. They are areas where a combination of factors such as topography, vegetation pattern, land use and cultural associations combine to create an area with a distinct, recognisable character. After the area is described, it is evaluated to bring out the things that are affecting the landscape now and in the future, and the effect of these 'forces for change' on its most important qualities. Seascape Character Areas are included in the Landscape Character web pages."

Landscape Character Types in the study area-(see Appendix 3 for maps.)

Open Coastal Shore

Coastal Plain Open

Settlement

Coastal Sea

Harbour channels

Landscape Character Assessment: classification for the study area and key characteristics are listed below (see Appendix 4 for maps & further detail.)

Hayling Island Coastal Plain 9h
Langstone & Chichester Harbours 10a
Eastern Solent 11c

Local:

The Havant Borough Townscape, Landscape and Seascape Character Assessment (*HBTLSCA*) was completed in 2006 and differentiated the Borough's countryside into forty landscape character areas (LCA's), which are geographically specific and have their own individual sense of place.

The LCA's within the Eastoke Point Area are LCA 36ii, LCA 37, LCA 39 and LCA 40. This is the most detailed Character Assessment and a summary of the character areas is provided in Appendix 3.

There are four LCA's designated in the study area.

LCA36ii Eastoke
LCA37 Black, Sandy and Eastoke Points

LCA39 South Coast Hayling Island
LCA40 Chichester Harbour mouth

Local:

Chichester Harbour Conservancy -Landscape Character Assessment - 2005
Part of the study area falls into Chichester Harbours area: The study describes the local existing character description as... *fairly open character of the flat agricultural peninsulas and of the coastal plain, extends beyond the designated AONB boundary within the study area. However, in parts the large urban areas of Chichester, Havant and South Hayling, have a strong influence on character, as do clusters of glasshouses and other roadside development.*

The two areas that correlate with the study area are:

A1 Harbour Mouth
F1 South Hayling Island

The Conservancy also produces guidelines for landowners on sea defences, and as such their policy states that:

The defence should not be damaging to nature conservation interests-
Environmental impacts must be properly assessed

The defence must be essential-responding to a real threat of erosion or overtopping/flooding

The defence must be well engineered-capable of dealing with the forces acting on the defence

The works should be as sympathetic to the landscape as possible -the materials and style chosen must be carefully considered in each location and not selected purely by cost.

Planning Policy

The following policies and planning context contained in the Structure and Local Plan specifically relate to the landscape issues associated with the scheme.

National:

The new National Planning Policy Framework March 2012 sets out the framework and main principles for the local plan. The focus is on achieving sustainable development and change for the better.

Local:

Havant Borough Core Strategy - Adopted 1 March 2011: describes the council's long term vision and objectives for what the borough will be like as a place in 2026.

Relevant Policies are :

Core Strategy Theme 6: Caring for Our Borough

Policy CS1 Health and Wellbeing

Policy CS5 Tourism

Policy CS6 Regeneration of the Borough

Policy CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough

Policy CS12 Chichester Harbour Area of Outstanding Natural Beauty (AONB)

Policy CS15 Flood and Coastal Erosion Risk

Policy DM8 Conservation, Protection and Enhancement of Existing Natural Features

Policy DM9 Development in the Coastal Zone

5. Existing Landscape Character

Baseline Conditions:

The study area lies at the south eastern corner of Hayling Island. This is a low-lying section of land that stretches further east forming Eastoke peninsula. The site is bound by Chichester Harbour to the east and the Solent to the south, a unique landscape comprising dynamic estuary and terrestrial interactions. Many of these strong natural landscape elements have been overlain or affected by man-made influences.

Eastoke Point comprises a recharged, slightly sloping sandy/shingle beach controlled by grey rock groynes and a combination of rock and vertical timber groynes, in front of a buried vertical concrete wall. At the landward end of the beach lies a timber framed wire fence, which is fronted by a small area of dune vegetation that extends onto the shingle beach, and which is backed by Sandy Point Nature Reserve; an area of heathland, sand dunes and grassland. The nature reserve protects one of the remaining pieces of undeveloped land on this part of Hayling Island which is the last remnant of Eastoke Common. The study area is therefore a mixture of developed urban settlement, the nature reserve site and the shingle beach. See Appendix 1 for an aerial view of the study area.

Residential properties are varied; the first dwelling bordering the western boundary of Sandy Point Nature Reserve is the start of the linear residential settlement (Image 1) which extends west along the seafront with almost consistent residential plots except for one seafront car park and compound area until Eastoke Corner 1.7km west of the first dwelling. The public car park at Creek Road is 400 metres west of the beginning of the proposed revetment

works. The Hayling seafront footpath/promenade is not a local or national right of way.

The proposed revetment works begin at groyne 11 and extend eastwards. West of groyne 11 at groyne 12 (see Map - Appendix 5) the hard surfaced footpath is enclosed on both sides by splash walls. No works are proposed to this part of the beach, but the height already attained by the beach and shingle bank is indicative of the new proposals.

The shingle bank at this point is a similar height to the height proposed for the new revetments proposed eastwards. The shingle ridge bank currently decreases in height but a continuous height would be maintained by the new revetment. The existing groynes from this nature reserve/urban divide are all timber, stretching westwards within the study area. The shingle undulates and in several places it has over spilled onto the tarmac promenade.



Aerial 1 Range of properties overlooking Eastoke Beach

The residential properties that overlook the promenade vary from single storey bungalows to 2.5 storey houses, flats and apartments. The first property within the urban area, in the central section of the study area abuts the Sandy Point nature reserve (marked * on Image 1) and is a modern redbrick 2 storey flat block with shallow pitched roof. It is prominent on the boundary of the nature reserve and close to the seafront.

Extending westwards the properties comprise a striking 1920's shingle rendered building of 2.5 storeys with accommodation starting on a half storey raised level. To the west of this property are 2 detached bungalows, one with a roof conversion facing south. Then 3 sets of 4 semi detached flats of matching architecture from a later period (1960-70) which occupy the plots westwards until the opening where the Bosmere road access way breaks the building line. These flats are the site for Receptors 1&2 representing the existing views from the ground floor and first floor flats. They have a hard landscaped frontage courtyard which is bounded sea-side by the splash wall which is to be refurbished as part of the works. Their seaward views are the

broad horizon as shown on the photos. The shelved beach material along the promenade is around 0.4 metres height when the photographs were taken but this height changes according to renourishment operations and the subsequent lowering/moving of the shingle due to the sea.

The accesses at Bosmere road, and also further west at Nutbourne road have timber storm boards in place for around 6 months of the year, over the winter season, and are also put in place when there are flood warnings in place during summer months. This makes access for pedestrians difficult, and access to the promenade for anyone with a disability becomes almost impossible.



Image1 *Storm boards point at Bosmere Road*

Frontages generally comprise simple garden or patio space some with seaside character. Some have picket fence style boundaries which also run along the sea frontage and the concrete splash wall bounds all properties where the promenade starts. There is little vegetation in the gardens adjacent the promenade.

At Bosmere Road accessway there is a small timber boardwalk laid up the shingle slope to allow some better access onto the beach (Image 2) , but due to erosion the beach shelves vertically several metres south. Access onto the main beach is mostly possible by staying near the groynes where the shingle forms a slope.

Currently the renourishment programme creates one single bank along this length of the promenade making this the best means of access.



Image2 *Timber access point at Bosmere Road*

After the Bosmere Road access way the properties on the frontage become larger in scale and massing. The contemporary seaside architecture of 208 Southwood Road is prominent in the landscape. As a relatively new build (2005) it has its accommodation raised above ground level because of flood risk. The next few properties are a mixture of ages, styles and character semi-detached single storey white render finish single storey builds, some of which have been added to over the years creating an uneven appearance. Along the front they are followed by a similarly plain detached red brick bungalow, detached houses with first floor balconies and properties such as 194 Southwood Road which utilises sea views from the first floor to maximum effect with no ground floor windows.

The mixture of residential properties continues with red brick flats and houses of a large scale on large plots until after the end of the proposed revetments. After this point westwards the plot sizes are narrower and sea frontage garden vegetation increases also. The shingle ridge at this point has reached approximately 1.2 metres height and is indicative of the height that the new revetments with shingle topping would achieve. The public accessed hard surfaced footway/cycleway runs from the west until the urban settlement area ends east at the point where the nature reserve starts. This is where the footpath becomes shingle and less accessible. Because of the variation in ground surfacing different types of visitors have access to these areas.

From the point where the urban area abuts the nature reserve the character becomes more wild the further east you move. Underfoot the footpath surface changes to shingle underfoot, with the nature reserve timber and wire fence

to the north side and shingle footway shelving away to shingle beach to the south. The protective seawall is evident in places and forms a sharp fall in places. The views to the east are towards the Witterings on the other side of the harbour mouth, and south towards the sea. Access to the nature reserve to the north is limited due to its environmental designations.

As the beach path stretches around the peninsular towards Chichester Harbour Mouth, the groynes are more mixed in their type. There is a mix of timber and rock, one full rock groyne and smaller stub rock groynes.



Image3 *Looking west at stub groynes in Chichester Harbour Mouth*

The area feels more open on both sides due to the lack of dwellings. There are longer views in all directions. It is very exposed but views facing west still feature the urban environment as a landscape feature, with Portsmouth Spinnaker Tower visible on a clear day. The presence of the urban environment to the west prevents a full sense of isolation.

The end of the study area that is accessible on foot concludes where the existing rock stub groynes stretch east into the Chichester Harbour channel. The rock groynes are softer in colour and shape than the timber groynes and so appear more natural within this environment.



Image 4 *Looking north into the nature reserve from the beginning of
Chichester Harbour Mouth*

The groynes along the beachfront continue a sense of rhythm on one side with the nature reserve fence forming a continuous enclosure on the other side. The area becomes quieter in terms of the volume of walkers met, as there is more space to spread out and fewer people venture this far. The terrain is difficult as it is only shingle and sand underfoot.

Visual Receptors

Visual receptors are the elements within the study area that will be directly or indirectly affected by the proposed development. At Eastoke they have been identified as follows:

- Views from properties on the south side of Southwood Road:
Eastoke Beach is only visible from the front row of residential properties, which run east to west along the coastal frontage within the study area. Generally, these properties currently have a direct view of the beach from the ground and upper floors.
The mixture of properties means that some flats have only ground floor accommodation, and some have only first floor. A small proportion of the properties were visibly empty suggesting that they are holiday lets and are unoccupied for portions of the year.
Views from properties and roads in the hinterland of the study area are obscured by the first row of buildings on the seafront.

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- Views for recreational users on the beach.
- Views along the frontage can be obtained by recreational users on the promenade, which runs along the frontage and around the nature reserve.
- Views from the nature reserve which is not open to the general public but does have visitor sessions with organised tours.
- Views from seagoing vessels for pleasure and commercial purposes in the Solent.

Principal Views

Viewpoints have been selected and the following key locations were adopted:

Receptor 1A –Viewpoints 1 , 2, 3

Residential property on the southern side of Southwood Road (no 224): this viewpoint (Image 4) was taken from a residential location along the coastal frontage, which has a good overview of the eastern section of Eastoke Beach where flood defence works are proposed. This is a ground floor property and also one of the most exposed residential properties.

Receptor 1B –Viewpoints 4,5,6

Residential property on the southern side of Southwood Road (no 224A): this viewpoint (Image 5) was taken from a residential location along the coastal frontage, which has a good overview of the eastern section of Eastoke Beach where flood defence works are proposed. The flat occupies a first floor location for all living accommodation.

Receptor 2 –Viewpoint 7,8

Viewpoint 7 - looking south

Viewpoint 8 - looking south-west

View from site where proposed new access point to beach will be built. The existing shingle bank along this section will remain the same height once rebuilt with armour stone and shingle. Properties from 208 westwards to the beginning of the revetments

Receptor 3 – The beach looking towards the proposed revetments site

Viewpoint 9 - looking west at the vertical shelving

Viewpoint 10 - looking north at the vertical shelving

Receptor 4 –Shared cycle/footway along the promenade

Viewpoint 11 - looking west

Viewpoint 12 - looking west

Viewpoint 13 - looking east

Receptor 5 – Shingle footpath that extends from the end of the promenade eastwards

Viewpoint 14 - looking at groyne 7

Viewpoint 15 - looking at groyne 6

Viewpoint 16 - looking at looking east

Viewpoint 17 - looking west

Receptor 6 – Sandy Point Nature Reserve

Viewpoint 18 - looking southeast

Receptor 7 – From sea looking inland

Viewpoint 19 - looking west

Viewpoint 20 - looking west

Viewpoint 21 - looking north

6.) Effects on Landscape Character

Visual Appraisal

This visual appraisal makes some assumptions based on the previous beach nourishment operations at Eastoke Beach:

During Construction:

- the working methodology may involve the temporary stockpiling of shingle in heaps;
- shingle delivery and future beach nourishment would take place by road lorry delivery via a route approved in previous planning applications
- the placing of rock armour and the shaping of the beach would take place using large machines (similar to those used during the current recycling operations) such as a dumper truck excavator or bulldozer, typically yellow in colour (although not exclusively so) with the possibility of these being fitted with flashing amber lights.
- the rock armour delivery would be by sea using vessels as per previous rock groyne and revetment construction

Post Construction:

The permanent nature of the revetments and groynes means that this assessment has to consider the permanent changes to the landscape.

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- The new rock revetments with shingle cover will stand at 5.6 metre above datum level. This means that the revetment will be at approximately 1.2 metres height above the promenade level.
- The revetments alongside the promenade will have a 1:4 graded back slope keeping the promenade as open as possible whilst maintaining the required defence height at 1.2m. At this height the average adult will get glimpses of the sea as they walk along the promenade, but views are largely confined to the promenade.
- Adjacent the nature reserve, the revetments have a steeper graded slope of 1 in 2 rather than the current vertical shelves that form in the shingle. Because of the topography they will be majority hidden under shingle as the footpath can be levelled along this section.
- Walkers currently have access to the beach by way of scrambling up the loose shingle slopes or using the timber boardwalk. New, permanent access points will be created at 2 points. Walkers seeking seaviews will now walk onto the beach via these constructed access points
- The more open seaviews are available by walking a short distance eastwards towards the nature reserve or using the new beach access points.
- The permanence of the rock revetments with shingle cover will mean that the beach nourishment programme could reduce, resulting in less seasonal disruption in the future.
- The distance of the publicly accessed space affected is around 287 metres of hard surfaced promenade/cycleway and 358 metres of shingle path.

Viewpoint Photographs

A plan showing the location of each of the photographs is in Appendix Six.

Receptor 1A



Receptor 1A –Viewpoint 1 Looking southwest from ground floor flat 224



Receptor 1A –Viewpoint 2 Looking south from ground floor flat 224



Receptor 1A –Viewpoint 3 Looking southeast from ground floor flat 224



Receptor 1B – Viewpoint 4 Looking southwest from first floor flat 224



Receptor 1B – Viewpoint 5 Looking southwest from first floor flat 224



Receptor 1B – Viewpoint 6 Looking southwest from first floor flat 224

Receptor 2



Receptor 2– Viewpoint 7 Looking south standing at site of proposed new access point at groyne 10 (outside of no. 194 Southwood road)



Receptor 2 – Viewpoint 8 Looking west standing at site of proposed new access point at groyne 10 (outside of no. 194 Southwood road)

Receptor 3



Receptor 3 – Viewpoint 9 Looking west along beach



Receptor 3 – Viewpoint 10 Looking north at beach

Receptor 4



Receptor 4 – Viewpoint 11 Looking southeast along footway/cycleway



Receptor 4 – Viewpoint 12 Looking west southwest along footway/cycleway



Receptor 4 – Viewpoint 13 Looking East along footway/cycleway (groyne 7 shown)

Receptor 5



Receptor 5 – Viewpoint 14 Looking southeast along footpath



Receptor 5 – Viewpoint 15 Looking southeast along footpath

Receptor 5



Receptor 5 – Viewpoint 16 Looking southeast along path



Receptor 5 – Viewpoint 17 Looking southeast along path

Receptor 6



Receptor 6 – Viewpoint 18 from East of Nature Reserve looking south

Receptor 7



Receptor 7 – Viewpoint 19 Looking west at existing rock/timber groynes



Receptor 7 – Viewpoint 20 Looking west at existing rock groynes



Receptor 7 – Viewpoint 21 Looking North – Bosmere road accessway is to the right of the distinctive blue 3 ridged roof house.

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Examples of potential view changes: computer simulated views:



View looking east as existing



Proposed view looking east from same point

Effect on the Study Area

The study area is clearly visually and functionally very different. Two separate areas divided where the urban area meets the nature reserve site, with a clear east-west division. This boundary line is repeated in the various Landscape Character Assessments and is echoed in the environmental designations that cover the area. To better analyse the study area, this line has been repeated and the area has been divided into two parts.

Area One is to the West and incorporates the urban development (see Appendix 6 map)

Area Two is to the East, including the nature reserve (see Appendix 6 map)

Using the methodology detailed in Appendix 2, Area One (receptors 1,2,3,4) can be said to be of **Medium Sensitivity** and the magnitude of change being **Negligible**, therefore overall the significance of Landscape Impact is **Minor adverse**.

Area Two (receptors 5,6,7) is **High Sensitivity** because of its environmental and landscape designations (SPA, SSSI, RAMSAR, SAC, AONB) but with the magnitude of change again being **Negligible**, therefore overall the significance of Landscape Impact is **Minor or Moderate adverse**.

Significance of Impact

The individual receptors and the Significance of Impact as described in the detailed methodology (Appendix 2) are shown on Table 1.

Table 1 Change in View at Principal Receptors: using the assessment methodology shown in Appendix 2.

Receptor	Description	Sensitivity of Receptor	Magnitude of change	Description of change of view	Significance of Impact
1A	214- 242 Southwood Road-Ground Floor residential properties East of Bosmere Accessway	High	Medium	The shingle bank will be half a metre higher than the previous renourishment programmes. Seaviews from seated in these properties will be obscured. The bank is normally 'topped' up during renourishment programmes and then depletes over time. The new permanent height will be back to the height it was in 1985.	Moderate adverse
1B	214- 242 Southwood Road – First Floor residential properties East of Bosmere Accessway	High	Low	As above, but the height of the top floor flats will mean that the view is not obscured.	Minor adverse
2	208-180 Southwood Road residential properties West of Bosmere Accessway	High	Low	These properties would have little change in their views- the new revetments are the same scale as the existing shingle bank	Minor adverse
3	View from beach	High	Negligible	Vertical shelved shingle bank will become more permanent 1 in 2 shingle back slope of the revetment.	Negligible
4	Shared footway /cycleway on promenade	Medium	Low	Views become more internal along the shingle banked revetments as seaviews will be obscured.	Minor adverse
5	Shingle footway	High	Low	Views become more internal along the shingle banked revetments but good seaviews still obtained.	Moderate adverse
6	Sandy Point Nature Reserve	Medium	Negligible	Views out to sea from within the reserve not changed	Negligible
7	From sea-boats and pleasure craft vessels.	Medium	Negligible	Seafarers will see more 'beach' giving rise to a more natural view, at low tide the built environment will be more obscured.	Negligible

Impact Assessment and Mitigation

Temporary Impacts

The presence of machinery during the construction works would temporarily impact upon the local landscape character and the AONB. This impact could be considered to be minor.

A tidy site policy would be employed by the contractor and consequently there would be no significant residual impacts.

During the construction period, visual impacts would be experienced by residents and recreational users on the coastal frontage and sea-farers, as a result of the presence of construction plant (notably bulldozers, excavators and dump trucks), heavy goods vehicles, personnel and stored materials/site compounds.

These temporary local impacts are very subjective and could be considered as slightly adverse by local residents and recreational users. However, it has become apparent during previous recycling/recharge operations that the majority of the general public displays interest in works of this nature rather than considering them to be a visual nuisance. The visual impacts are not considered to be significant in this low-tourist and pedestrian trafficked area.

A contractor's compound would be needed, and this is likely to be located in the existing compound location for the beach recycling operation, just off Southwood Road in the central section of the study area or at the existing car park at Creek Road.

Sea-farers would have a distant view of the operation and the temporary impact is therefore considered to be slight adverse to neutral.

Only small areas of the frontage would be restricted at any one time and as the construction activity is generally observed with interest, it is not considered necessary to restrict the works to any one season. Havant Borough Council will inform the tourism officer for Eastoke Beach to discuss construction periods.

A tidy site policy would also be employed by the contractor. Consequently, there would be no significant residual impacts following mitigation.

Permanent Impacts, benefits and mitigation

The revetments continue the shingle bank from the west eastwards and create a permanent bank adjacent the promenade. The replacement of existing decaying timber groynes with new rock groynes creates a permanent change to the visual amenity of the area.

Increasing the beach width would result in a more attractive beach profile, this could be considered minor beneficial. The revetments create a more sheltered walk along the promenade but maintain the materials and glimpses of the sea along the route.

The raising of beach levels by half a metre, to 5.6 metres in the east of the study area (east of Bosmere road access) would be locally significant and especially so to ground floor residences. The existing views afforded by residents in the ground floor of these properties would be restricted by the raised beach. However, the new permanent levels and residual impacts would be similar to those experienced during previous renourishment operations along Eastoke Beach in 1985. It is unlikely that the view of the sea would be lost for observers on the ground floor who are standing, though it will be lost for seated observers. This would have an impact on the visual amenity of local residents along the coastal frontage.

The raising of beach levels may enhance the view of the beach gained by pedestrians walking along the coastal footpath or crest of the beach if the composition of material used is appropriate. This impact could be considered as slightly beneficial.

Mitigation and benefits

The shingle is to be redistributed, mitigating against the potential loss of vegetative shingle habitat- see environmental report for details. The redistribution of the shingle onto the rock armour along the revetments mitigates against a substantive change in view in terms of the material experienced along the promenade.

The new access points from the promenade from the beach create safe, year round access to the beach and views for all users.

The gradient of the slope makes the promenade feel as open as possible all year round and creates a more stable environment for vegetative shingle plants to inhabit. This could create a permanent shingle habitat and therefore a potentially softer and more natural enhanced seafront area.

The protection of the promenade by the proposed revetment ensures that the walk and cycleway can be enjoyed in all weather, tidal conditions and seasons.

The improved ramped access point at Nutbourne Road represents a better access for all visitors and local residents alike.

The renovated splash will be an improvement visually.

7. Conclusions:

The proposed revetment and groynes are associated with the siting of the various existing sea defences all along Hayling Seafront. They are consistent in scale and form with that of the existing sea defences found along the seafront, on the beach and within the wider landscape around the site. They conform to the Harbour Conservancy's Guidelines for new sea defences.

Because of the division of the site into 4 character areas according to the Local Landscape Character assessment, development guidelines are applicable as follows.

Area One of this study and specifically the sea area falls into LCA 39. The development guidelines state to: *maintain simple wooden groyne structures...avoid where possible the use of stone groynes*, which the proposals correspond to-stone groynes are only proposed in the eastern section). It also conforms to the land management guidelines to *avoid structures on the storm beach that would be visible from the sea* by covering the revetments with shingle.

For Area Two, for the sea area, LCA 40 is applicable, and the proposals also conform with *the form and scale of the sea defences should as far as possible not over dominate the natural character of the harbour mouth*. The proposed rock groynes build on the existing materials used and will be less prominent on the skyline than the existing decaying wooden groynes. The poor condition of the existing groynes detract from the harbour landscape and are unsustainable, needing replacement over time.

Specific to LCA 36ii which refers to the built environment of Area One at Southwood road, a key point in the land management guidelines states to *improve access to the seafront and improve the character of the narrow alleys to the seafront* the former being achieved as part of this scheme with accesses to the promenade being improved with disabled ramp at one alley, and new steps at the other therefore creating year round access for all. To respond to specific key points including *poor access to the shore* the new beach entrances through the revetments create safe permanent accesses for all at specific points for all users, all year round.

Also in this character area the *poor quality environment to the rear of the dwellings adjacent the sea front* is partially attended to by the renovation of the splash wall. Rendering poor sections of the wall and repainting will improve the quality of areas within our control by creating one cohesive section of splash wall.

LCA 37 is relevant to Area Two- the nature reserve and shingle path alongside the fenceline. Whilst the LCA comments on the *'intrusive character of the sea defences on natural alignment of the beach'* the protection of the natural assets of South East Hayling are also key issues and the guidelines suggest *consider the appearance of sea defences and the collective impact they will have on the character of the area*. By using stone as per existing groynes in this section the scheme is also able to reduce

the number of groynes, thereby limiting the collective impact of the sea defences.

The new groynes would be easily assimilated into the wider landscape by nature of the fact that they are already associated with seafront construction and are replacing groynes already in evidence on the site.

The main receptors that are affected in a minor adverse way are more influenced by the revetment than the groynes. They are the lower floor flats and walkers/cyclists on the promenade and therefore in the immediate vicinity of the construction. However there is already a degree of enclosure on the promenade from the urban built environment on one side, which is of mixed quality and character. This is evident from the receptor photographs and local landscape character assessments. The characteristics of the wider landscape remain largely unaffected physically and visually.

The local area is characterised by urban settlement, shingle beach, sea and sea defences. Though the revetment would introduce a more permanent feature into the landscape this represents a continuation of the existing materials and land form and height of shingle in a way that is already present on Hayling Seafront but in a more constructed and lasting nature and along a longer stretch of the promenade than currently experienced. It is evident that the actual zone of visibility associated with these proposals is limited to a short length of the promenade. This end of the promenade is less populated as it is further from public car parks, tourist and formal recreational facilities.

The proposals allow the long term and continued use of the beach and recreational open spaces to users and also improves access to the beach - providing better sea views of a permanent nature for all users including the disabled and children.

In conclusion the proposed sea defences could be successfully accommodated within the landscape without causing significant harm to the surrounding landscape character, visual amenity or landscape elements of the area.

Appendices

Appendix 1) Site Location Plan & Aerial view of site

Appendix 2) Detailed Assessment Methodology

Appendix 3) Landscape Designation & Character Assessments and Maps

Appendix 4) Extract Planning Policies

Appendix 5) Environmental designations – maps

Appendix 6) Site photo locations map

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Appendix 1.)

Site Location Plans & Aerial view of site. (Source Havant GIS)



Appendix 2.)

Assessment Methodology

As a matter of best practise the assessment has been undertaken in accordance with the advisory guidelines set out in the document –“Guidelines fro Landscape & Visual Impact assessment-second edition” published by the Landscape Institute and Institute of Environmental Assessment (2002) and the Countryside Agency’s Landscape Character Assessment (2002)

The Landscape has been assessed in two stages, firstly the sensitivity of the landscape and then the potential impact on the character of the landscape. The significance of this will depend on the number of people affected and a judgement about how significant the changes are perceived to be.

Secondly a visual impact may occur by means of an intrusion and/or obstruction where intrusion is an impact on the view without blocking it and obstruction is impact on a view that would be hidden by the development.

The assessment uses baseline visual study that describes and evaluates the existing landscape. Information about the site is collated from maps, site studies and photographs. An ‘artists impression’ of the proposed view has been created to present to the public during a consultation about the sea defences. The image has been supplied with this document as a comparison to the existing view/photographs to aid the assessment.

The proposed views have also assisted in the assessment for mitigation techniques, to ensure the development minimises its’ impacts on the landscape.

Table 1 Landscape Sensitivity:

Landscape Sensitivity	Description
Very High	Typically valued landscape of International or national landscape or conservation importance such as National Parks, AONB's.
High	Typically valued landscape of national or regional landscape or conservation importance such as some Special Landscape Areas
Medium	Typically valued landscape of regional or local landscape or conservation importance such as some Special Landscape Areas and Areas of Local Landscape Importance
Low	Typically undesignated landscape with some local community importance such as parks, recreation areas or value expressed in local publications.

Table 2 Magnitude of Landscape Impact:

Magnitude	Description
High	Total loss or major alteration to key valued elements, features, and characteristics of the baseline or introduction of elements considered being prominent and totally uncharacteristic when set within the attributes of the receiving landscape. Would be at considerable variance with the landform, scale and pattern of the landscape. Would cause a high quality landscape to be permanently changed and its quality diminish.
Medium	Partial loss or alteration to one or more key elements, features, and characteristics of the baseline or introduction of elements that may be prominent but may not be considered to be substantially uncharacteristic when set within the attributes of the receiving landscape. Would be out of scale with the landscape and at odds with the local pattern and landform . Would cause a high quality landscape to be permanently changed and its quality diminish.
Low	Minor loss or alteration to one or more key elements, features, characteristics of the baseline or introduction of elements that may be prominent but may not be uncharacteristic when set

	within the attributes of the receiving landscape. May not quite fit into the landform and scale of the landscape . Would affect an area of recognised landscape character.
Negligible	Very minor loss or alteration to one or more key elements, features and characteristics of the baseline or introduction of elements that are not uncharacteristic when set within the attributes of the receiving landscape. Maintain existing landscape quality, and maybe slightly at odds to the scale , landform and pattern of the landscape.

Table 3 Significance of Landscape Impact:

Magnitude	Sensitivity			
	LOW	MEDIUM	HIGH	VERY HIGH
HIGH	Moderate adverse	Moderate/Major adverse	Major adverse	Severe adverse
MEDIUM	Minor/ Moderate adverse	Moderate adverse	Moderate/Major adverse	Major adverse
LOW	Minor adverse	Minor/ Moderate adverse	Moderate adverse	Moderate/Major adverse
NEGLIGIBLE	Negligible	Minor adverse	Minor/ Moderate adverse	Moderate adverse

Receptors have been graded according to their sensitivity to change based on the following:

- Sensitivity of the view affect
- Extent of the proposed development that will be visible
- Degree of visual intrusion or obstruction that will occur

- Distance of the view
- Change in character or quality of the view compared to the existing

Table 4 Receptor Sensitivity:

Receptor Sensitivity	Description
High	Occupiers of residential properties Users of recreational facilities, including public rights of way, whose attention or interest may be focussed on the landscape Communities where then development results in changes in the landscape setting or valued views enjoyed by the community
Medium	People travelling through or past the affected landscape in cars, on trains or other transport routes where higher speeds are involved and views sporadic and short-lived People engaged in outdoor recreation where enjoyment of the landscape is incidental rather than the main interest
Low	People at their place of work Industrial facilities

These methods have been used and are shown in the conclusion as part of the assessment method.

Table 5 Magnitude of impact:

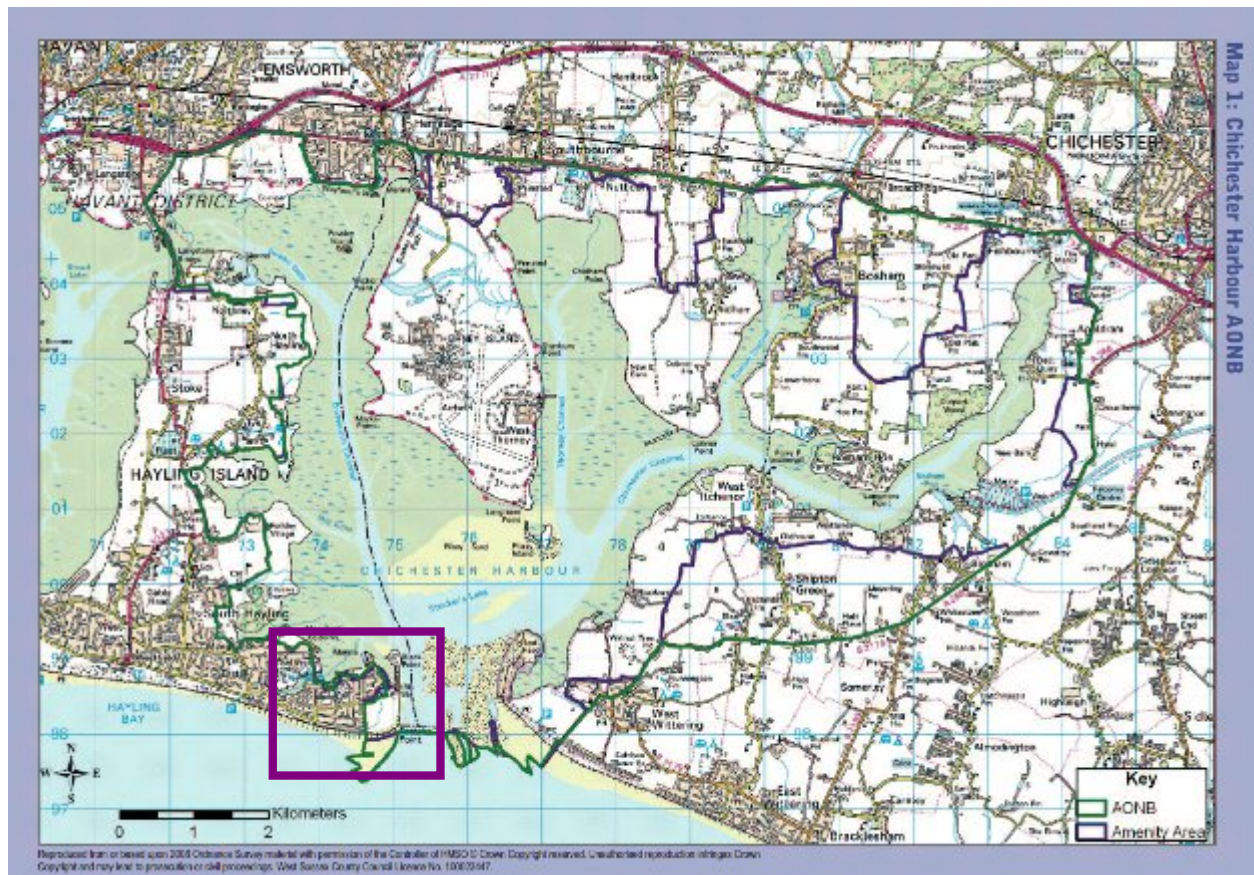
Magnitude	Description
High	The development would appear large scale and become the dominant feature of the view. Would result in a significant change in the existing view and permanently diminish the quality and character of the existing view.
Medium	The development would result in a noticeable change in the existing view and would cause a noticeable deterioration in the quality and character of the view. The development would form recognisable new elements within the overall view and may be readily noticed by the observer or receptor.
Low	The development would result in a barely perceptible change in the existing view, without affecting the overall quality or would form an inconspicuous element in the wider landscape that may be missed by the observer or receptor.
Negligible	Only a small part of the development would be discernable and it is at such a distance that no change to the existing view can be appreciated.

The significance of the overall visual impact is determined by an assessment of the sensitivity of the receptor and the magnitude of the visual impact of the proposed development up on each receptor.

Table 6 Significance of impact:

Magnitude	Sensitivity		
	Low	Medium	High
High	Moderate Adverse	Moderate Major Adverse	Major Adverse
Medium	Minor/Moderate Adverse	Moderate Adverse	Moderate Major Adverse
Low	Minor Adverse	Minor/Moderate Adverse	Moderate Adverse
Negligible	Negligible	Minor Adverse	Minor/Moderate Adverse

Appendix 3) Landscape Designation & Character Assessments and Maps



Chichester Harbour **Management Plan** Map

The Chichester Harbour AONB Management Plan describes the special qualities of the landscape .

- a unique blend of land and sea - especially the combination of large open water areas, narrow inlets and intimate creeks;
 - frequently wooded shoreline;
 - the flatness of the landform, unusual amongst AONBs, accentuates the significance of sea and tide and of distant landmarks across land and water;
 - open water of the central area of the Harbour is a microcosm of the open sea beyond the harbour mouth, reflecting the clouds and sky, the wind and rain;
 - an overall sense of wilderness within the seascape;
 - particularly strong historic character and associations;
 - picturesque harbourside settlements;
 - a wealth of flora and fauna, notably the vast flocks of wading birds, adds to the richness and diversity of the landscape;
 - unspoilt character and unobtrusive beauty; and
- a harbour offering a very special sense of peace and tranquillity.

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The Countryside Agency's Countryside Character Map

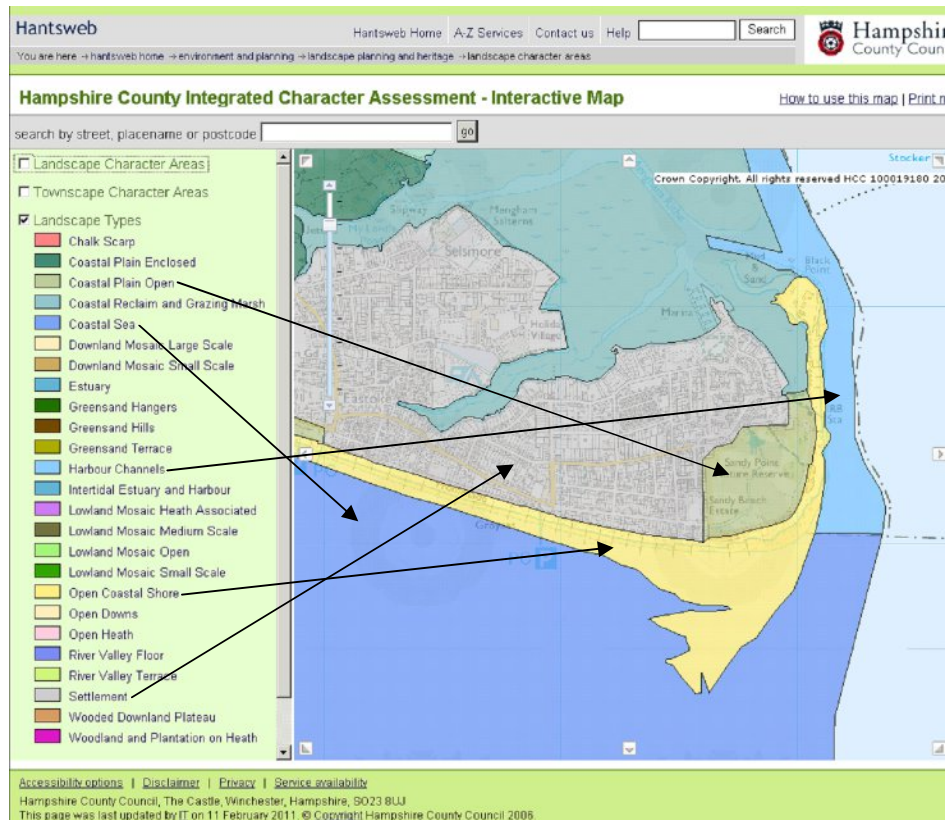
The Countryside Agency's Countryside Character.

The study area is classified as lying within 126 - South Coast Plain character area and is described as follows:

- 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.
- The complex series of creeks, mudflats and shingle beaches along the coastal edge becomes less apparent to the east with the intensively-farmed plain increasingly dominated by disordered seaside towns and leisure developments.

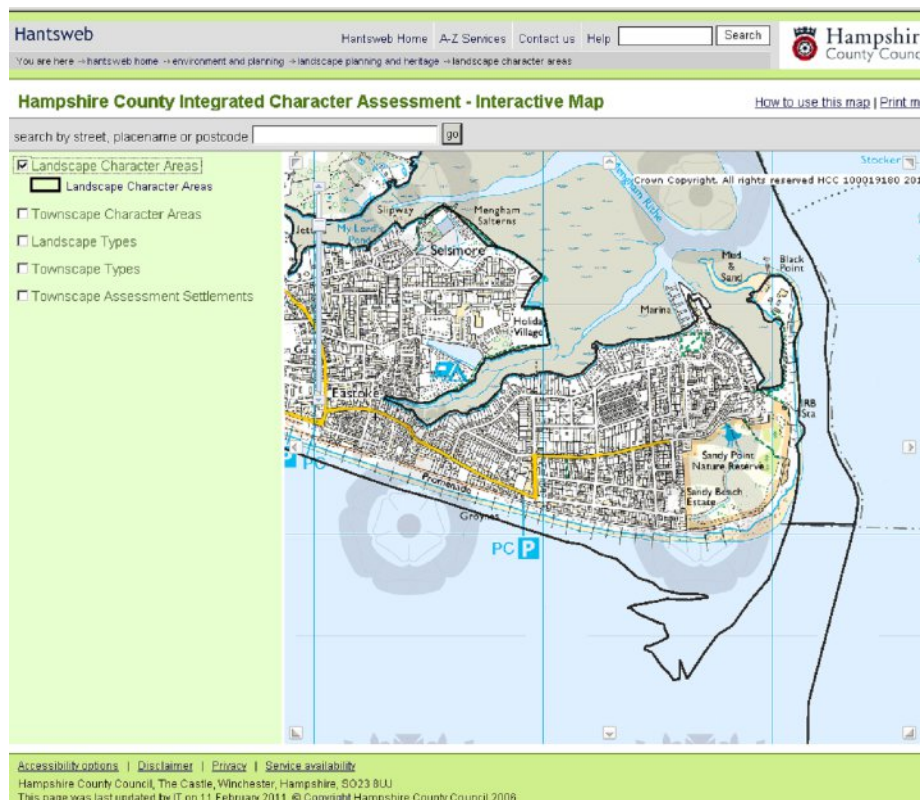
Eastoke Point Coastal Defence Proposals

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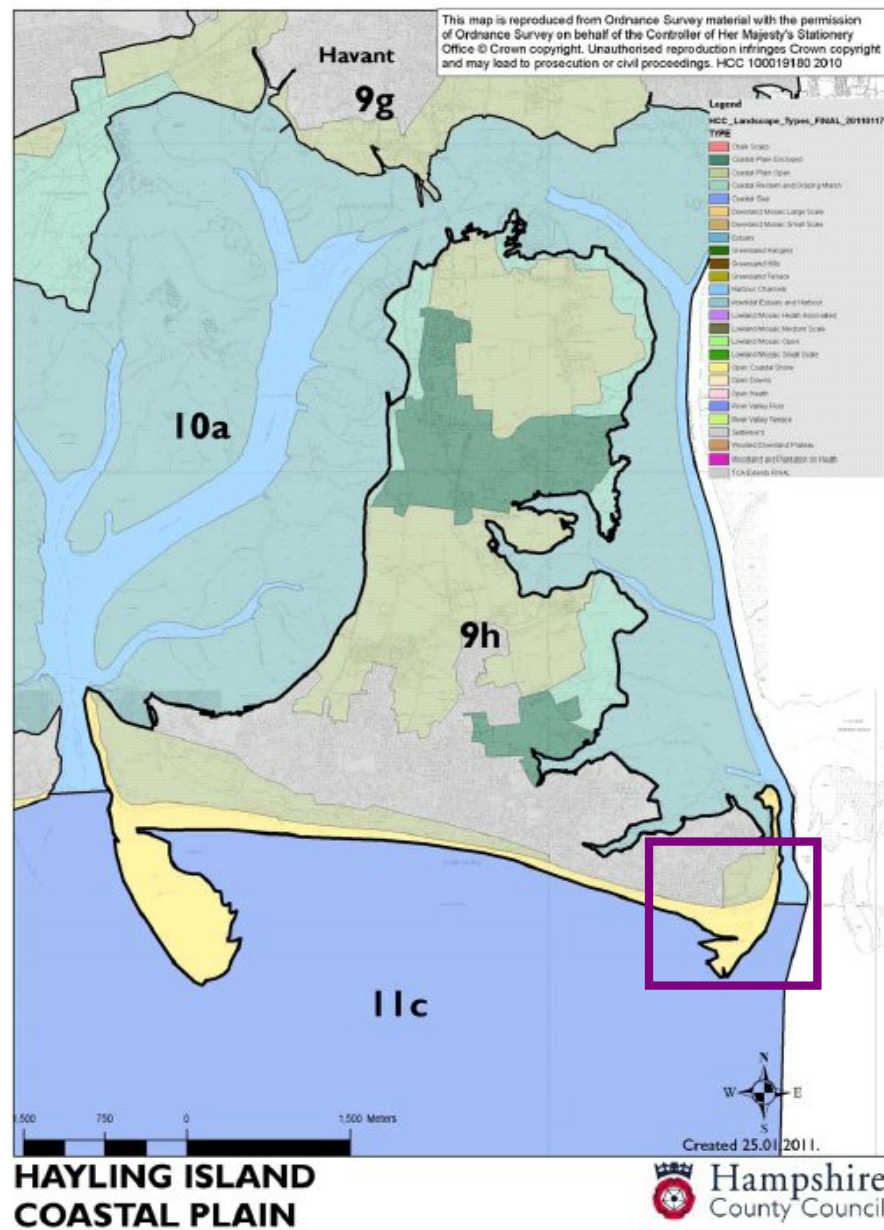
Above- HCC Landscape Character Types

Below HCC Landscape Character Areas



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Hayling Island Coastal Plain 9h

- A low lying predominantly open coastal plain island, separated from the mainland by shallow tidal harbours.
- A naturally dynamic coastline managed and protected by sea defences from groynes in the south to sea walls in the east and west.
- Main recreational experience is concentrated on the south coast and Hayling Billy disused railway on the west coast.
- A very popular shingle beach of high biodiversity interest and value.
- Presence of unusual but declining coastal historic landscape types such as salterns and coastal grazing marsh and common.

Strong tidal influences are evident around the coast line, none more so than the very mobile shore line along the shingle (and sand) south coast and particularly at the harbour entrances. ... Timber and rock groyne sea defences occur along the central and eastern stretches of the 4 mile beach and there is a concrete wall that protects Eastoke.

Experiential/Perceptual Characteristics

The flat coastal landscape imparts a strong sense of exposure and big skies particularly on the open coastal shore. The horizons are varied from the high rolling landscape profile of the Isle of Wight and the South Downs in the northwest to the busy skyline of Portsmouth and Portsdown Hill. These distant skylines create a sense of protection. There are few places that offer a sense of intimacy apart from the eastern parts of the enclosed coastal plain.

KEY QUALITIES AND EFFECTS OF FORCES

Opportunities:

Retaining the remaining open space landscapes and common on the sea front should be an important part of future tourism initiatives / development on the island.

Threats:

Tidal flooding potential predictions affect a large proportion of the island particularly the east and south east and west tips. It is more likely that farmland will be susceptible to managed coastal retreat thereby reducing the urban rural balance.

Threats:

Predicted sea level rise and increased storm frequency and damage to

existing trees and woodland could alter reduce the wooded and treed coastal fringe – opening up views to development.

Langstone & Chichester Harbours 10a

Key Characteristics

- A shallow marine basin enclosed by a low lying natural and man made sea defence shoreline of low walls and embankments.
- A hugely fluctuation seascape from almost completely covered at high water to about 90% exposed muds, shingle and sand at low water.
- Rare and internationally important coastal habitats with many layers of designation.
- A nationally renowned recreational sailing area, with a much reduced commercial shipping use, although fishing and in particular oyster and clam fishing is important to the local economy
- A skyline of contrasts from the city skyline of Portsmouth to the hills of Portsdown, South Downs chalk ridge and profile of the Isle of Wight. Hampshire County
- A coastline which been subject to much change and realignment due to reclamation, natural processes and hardening.

Experiential/Perceptual Characteristics

Views from within the harbours are varied depending on the state of the tide, but generally expansive. The eye is draw to the landward horizons which are extremely varied from the city skyline of Portsmouth, to the Portsdown Hill and the forts to the wooded shore of Hayling and land between Langstone and Emsworth, with the South Downs in the distance. Views out to the Solent are restricted by the narrow harbour mouths, but the sweeping high landform of the Isle of Wight is an enduring backdrop in views to the southwest.

Threats:

The creation of unsightly sea defences and realignment and change in natural shoreline appearance through maintenance with unsuitable materials.

Possible loss of coast path from rights of way from sea level rise or only access at low tide.

Eastern Solent 11c

Key Characteristics

- increasingly sandy and shingley further east.
- Sheltered from predominant southwesterly winds, with very busy shipping, including commercial huge container vessels, tankers, ferries, highspeed vessels, hovercraft and recreational sailing.
- Unusual tidal conditions due to the influence of the Isle of Wight, including unique double high tide.
- Internationally important for marine and coastal biodiversity with SPA and SAC designations.
- Varied views of low coastline to the north in contrast to the hilly backdrop of the Isle of Wight to the south – even with the coastal settlements it still retains more natural undeveloped stretches and is heavily wooded on the Island side.

Experiential/Perceptual Characteristics

The number of craft on the stretch of water make it a busy seascape all year round, but especially in summer. At less busy times the experience can be much less frenetic. The open sea can offer wildness and remoteness in close proximity to a huge number of people.

Opportunities:

Shoreline defences: Continuation of the work of the Channel Coastal observatory and Solent Forum are essential in furthering understanding of sediment movement in the Solent.

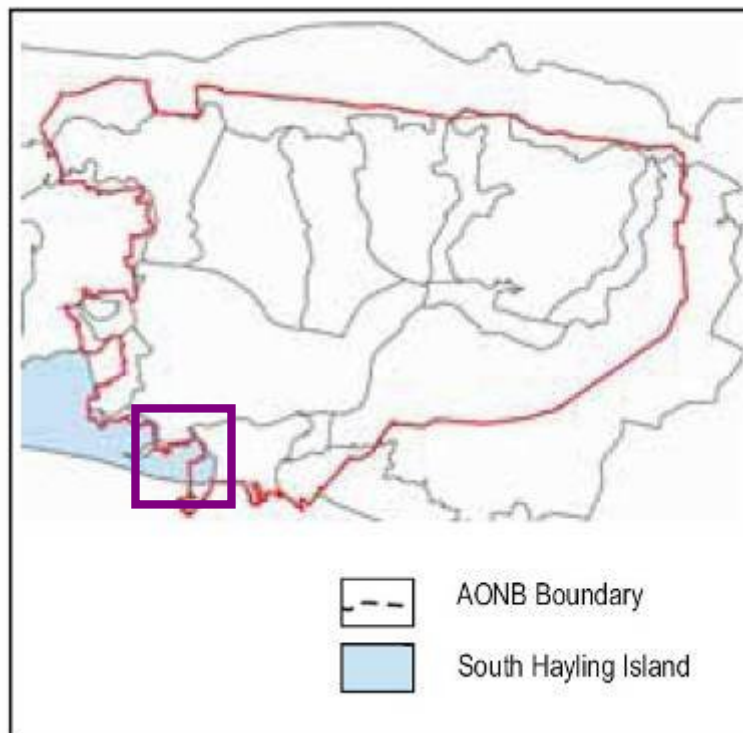
Support SMP and coastal defence strategies and aim to influence design, material choice and alignment of defences.

<http://www3.hants.gov.uk/landscape-and-heritage/planning-the-landscape/landscape-character/hampshire-integrated-character-assessment/landscape-character-areas.htm>

http://www3.hants.gov.uk/9h_hayling_island_coastal_plain.pdf

http://www3.hants.gov.uk/10a_langstone_and_chichester_harbours_.pdf

http://www3.hants.gov.uk/11c_eastern_solent.pdf



Chichester Harbour Conservancy -Landscape Character Assessment - 2005

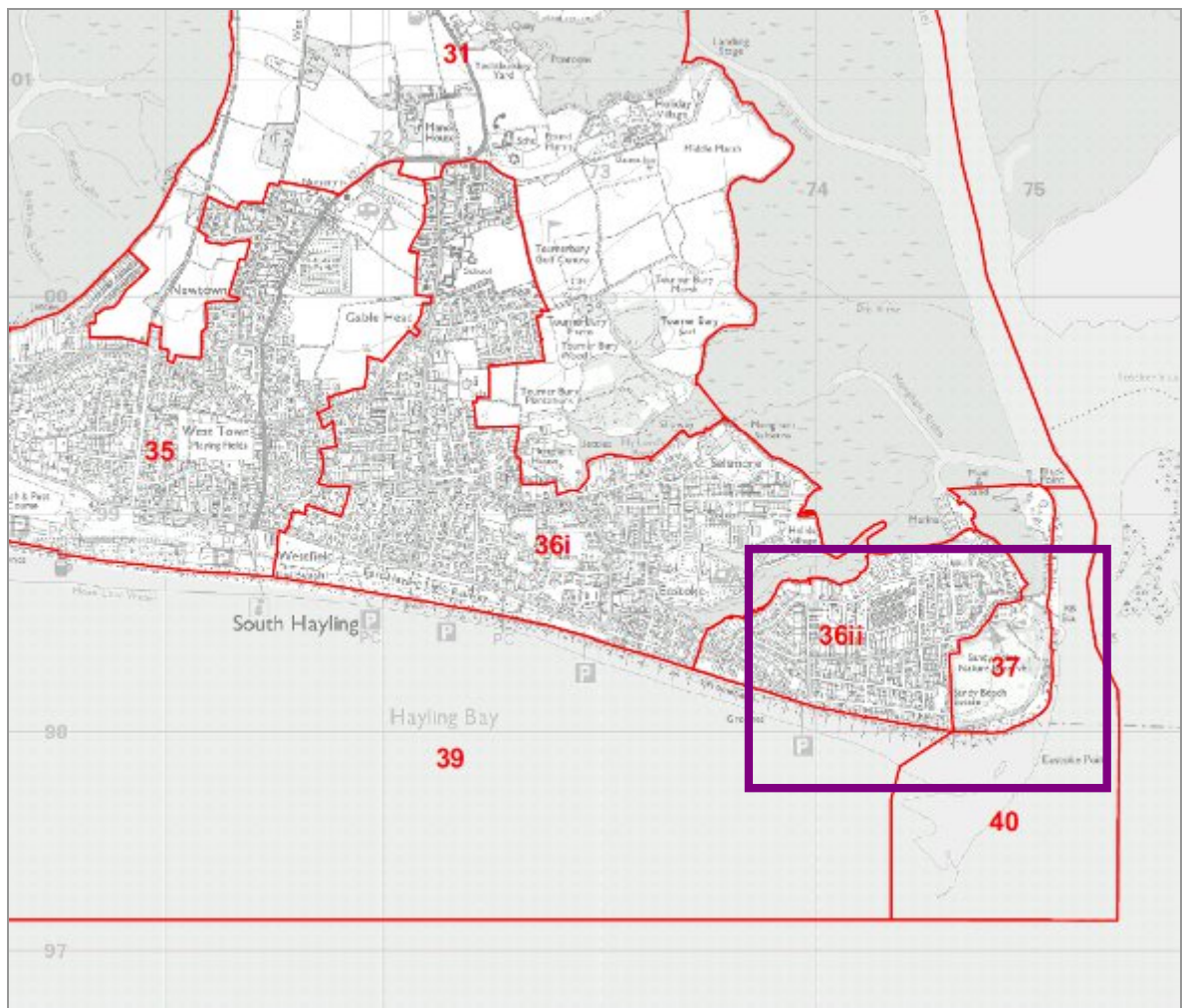
A1 Harbour Mouth

Narrow opening between the sea and a marine harbour basin.
Typically enclosed by sand and shingle spits with associated dunes.
Subject to strong tidal currents and prevailing winds.
Sand banks exposed at low tide.
Views out to sea and along the coast.

F1 South Hayling Island

Extensive coastal urban development, including holiday villages.
Exposed southern sea coast.
Pockets of urban fringe farmland and playing fields.
Small pockets of rough grazing marsh, scrub, copses and dune heath.

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Study Area shown in purple with **The Havant Borough Townscape, Landscape and Seascape Character Assessment (HBTLSA)** boundaries shown also.

The four LCA's within this scheme are **LCA 36ii, LCA 37, LCA 39 and LCA 40.**

- **LCA36ii Eastoke**
- **LCA37 Black, Sandy and Eastoke Points**
- **LCA39 South Coast Hayling Island**
- **LCA40 Chichester Harbour mouth**

Local Landscape Character Assessment

<http://www.havant.gov.uk/PDF/LCASection5Hayling35to40.pdf>

LCA36ii Eastoke

Introduction

The area contains two landscape character types: Lowland coastal settlement LCT N; and Minor Inlets LCT M. A full description of the characteristics common to these types is set out in Section 4. The area is composed of seven historic landscape character types: Shingle and Dunes (8.6); Pre-War Residential (9.6.4); Post-War Residential (9.6.5); 60's and 70's Residential (9.6.6); Late 20th Century Residential (9.6.7); Caravan Sites (9.11); and Open Ground (11.5) (Figure 1).

Location

Located on the southern coast of Hayling Island. This LCA forms the eastern part of South Hayling town and includes a slither of beach down to the mean high tide mark.

Relationship to adjacent character areas

LCA33 Chichester Harbour: Harbour edge dominated by caravans, creating loss of open coastal grazing marsh. Some areas of tree and shrub planting but mainly harsh edge of development on harbour edge, creating limited intervisibility. The cluster of boat masts at Sparks Marina is a prominent visual feature as seen from LCA33.

LCA36i South Hayling: A narrow causeway with the Southwood Road connects these two LCAs, with limited intervisibility. Development on the coastal plain contrasts with the development free open coastal plain of LCA36i.

LCA39 South coast Hayling Island: Open views from the storm beach ridge out to sea. However this ridge limits views from the northern part of the beach out to sea. Broad coastal plain provides a good connection to LCA39.

LCA37 Black, Sandy and Eastoke Points: Generally rear gardens abut this adjacent LCA, with rear garden vegetation along Wittering Road within LCA36ii providing a soft vegetated buffer to the open coastal plain character of LCA37. In contrast there are more open views to the rear of the properties within Sandy Beach Estate from Sandy Point Nature Reserve.

Beyond the Borough boundary: Long views to the Isle of Wight and Thorney Island. Views of the undeveloped rural character of Thorney Island enhance the rural character of Hayling Island.

Historic development

First mentioned in 956AD, the Manor of Eastoke is also mentioned in Domesday, at which time it was owned by the monks of Troarn Abbey in Normandy, and supported five families. The detailed map of 1834 shows that the Eastoke peninsula was still almost an island at this date, with the shingle of the south beach extending to meet the creek to the north, with the only habitation being Eastoke Farm, and an adjacent cottage. With no road shown between the farm and South Hayling until the early 20th century, access to the farm appears to have been via the sea at the harbour mouth to the east. The farmland was primarily used for sheep until WW2, though the Eastoke salterns at the north-east corner of the LCA were operational from at least the mid 18th century until the 1870's. It was not until the 1920's and 30's that development began on the peninsula, and it was joined by road to the rest of the island. The entire south sea front was quickly developed, with the southern half of the peninsula largely developed by 1938, including the modernist 'Sandy Beach Estate'. After WW2, development sites could be bought for as little as £1, and this led to the development of a shanty town of old caravans and converted railway carriages for weekend and holiday use. Further built development of the area took place during the 1960's, and by 1975 it was almost totally built up. Some of the early residential development is of a special character and interest, eg the Sandy Beach Estate.

Characteristics of Eastoke

Physical: landform, soils and land cover

- o Part of the flat coastal plain, with a raised storm shingle beach along the southern edge
- o The coastal plain provides an expanse of shingle sloping down to the sea, with a line of timber groynes. The timber groynes create small coves. The beach form is a result of ongoing beach nourishment
- o Underlying geology from the north London Clay with Portsmouth Sand the Whitecliff Sand and the Wittering Formation to the south. Originally an island with the central part covered with river terrace deposits while surrounded by storm beach deposits
- o The soil is loamy with naturally high ground water
- o No surface drainage within the built environment, with the minor inlet (Cockle Creek) draining into the Mengham Rithe within the Chichester Harbour
- o To the south there is a lack of trees within the built environment especially as seen adjacent to Southwood Road
- o This contrasts with areas to the north where, although there is also a lack of street trees, a number of mature trees do exist. These are within the gardens of older properties and within the rear gardens of properties which run down to the northern harbour shoreline, for example along Wittering Road.

Bio-diversity

- o This is a largely urban character area with biodiversity interest through gardens and street trees
- o In the south of the area there are three patches of amenity grassland which are isolated from each other
- o In the north there is a very small mosaic of dense scrub, improved grassland and amenity grassland which is adjacent to a marina that extends into the adjacent character area (LCA 33)
- o Further to the south east of this there is a very small strip of scattered saltmarsh which extends into LCA 37.

Historic and built environment

- o Characterised by multiple phases of residential developments, holiday parks and marinas. The gridlike road system to the north and south of Sandy Point Road reflects the former historic landscape enclosure pattern of medium to large geometric fields with straight boundaries
- o A grid of roads with mainly detached dwellings towards the north and caravan sites and bungalows towards the south
- o Sheer Water which consists of two blocks of flats (three storeys) is set back from the front
- o Recent redevelopment has increased the density of some of the smaller plots
- o The north and north east edges of the peninsula are characterised by detached and semi-detached houses with rear gardens extending to the edge of the adjacent creeks
- o The core of the residential area comprises a mix of pre-war and early postwar bungalows and houses, generally set back within their plots, giving an open and ordered feel
- o The distinctive, but varied, modernist architecture of the Sandy Beach Estate at the south east corner of the LCA, is of a particular character and special interest

- o The properties along the rear edge of the south beach are starting to be redeveloped to provide higher density, three-storey apartment blocks in overtly modern style.

Experiential: tranquillity, visual perceptions and access

- o A quiet landscape away from the main roads on Hayling Island
- o Properties adjacent to the seafront provide a barrier to traffic noise for the beach
- o White rendered modernist buildings
- o Public access to the sea front is from the car parks to the west, where pedestrian access leads along the promenade. From here there are open views out to sea and northwards to the adjacent line of built dwellings.
- o There is one car park on Southwood Road and some points of pedestrian access through narrow alleys between the dwellings to the promenade
- o The southern side of Cockle Creek is inaccessible preventing public access to the shoreline, with the shoreline aligned with private rear gardens and private jetties.

Visual: openness/enclosure, prominence and visibility

- o An open and exposed landscape adjacent the sea front. This continues inland within the built environment where there are areas of single storey bungalows and caravans and the lack of street trees and boundary features. Further to the north the landscape has a more enclosed character adjacent Cockle Creek
- o Limited views within the built environment
- o Open views out along the seafront to Spinnaker Tower and the Isle of Wight.

Specific local key issues

- o Poor quality environment to the rear of dwellings adjacent the sea front
- o Poor access to the shore
- o Poor quality car park environment
- o Overdevelopment on plots adjacent beach eroding character of open coastal plain
- o Caravans and chalets appear to be encroaching in piecemeal fashion into any vacant space, including the rear gardens of adjacent houses, impacting on the house:plot size ratio.

Designations

Chichester Harbour Area of Outstanding Natural Beauty Chichester and Langstone Harbours RAMSAR site

Chichester and Langstone Harbours SPA Solent Maritime SAC Chichester Harbour SSSI Boatyard Patch SINC

Landscape and built form strategy and guidelines

The landscape strategy is to **enhance** and **restore** the local character. The following guidelines apply:

Land management

- o Create a theme of coastal planting with a range of native grasses and small shrubs which are complimentary to this location

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- o Maintain, restore and encourage as far as possible the originally undeveloped coastal grazing plain which would have once existed adjacent to the harbour edge.

Built form and development

- o Control development along Southwood Road adjacent to the seafront with a restriction on the height of new development so to preserve the open character of the promenade and the scale of development adjacent to the beach
- o Prohibit any future development into the harbour edge, where originally the open coastal grazing marsh would have existed
- o Improve access to seafront and improve the landscape character along the narrow alleys to the sea front
- o Control further expansion of caravan/holiday centre into rear plots of residential area which is breaking down the uniform grain of the settlement
- o Consider some form of conservation designation of the Sandy Beach Estate to control further piecemeal alteration of this interesting group of modernist houses.

LCA37 Black, Sandy and Eastoke Points

Introduction

The area contains two landscape character types: Lowland Open Coastal Plain LCT O; and Minor Inlets LCT M. A full description of the characteristics common to these types is set out in Section 4. The area is composed of five historic landscape character types: Unenclosed Heathland and Scrub (5.1); Shingle and Dunes (8.6); and Mudflats (8.7); Boatyard (8.11); and Late 20th Century Residential (9.6.7) (Figure 1).

Location

Located in the east of Hayling Island, adjacent to Chichester Harbour mouth.

Relationship to adjacent character areas

LCA33 Chichester Harbour: Open views northwards across the harbour basin. The minor inlet provides a landscape connection to the harbour. *LCA36ii Eastoke:* To the north the visual prominence of the eastern edge of Eastoke has been softened by rear gardens and some general scrub vegetation. Further to the south, due to their height, the 2/3 storey residential properties to the west of Sandy Point Nature Reserve are more visually prominent. Lacks strong landscape connections. *LCA40 Chichester Harbour mouth:* LCA37 is an elevated area above the harbour mouth with open views from the ridge and the storm beach. Limited views from within Sandy Point Nature Reserve due to surrounding scrub and small tree character. Strong landscape connections with the form of the beach relating to the function of the harbour mouth. *Beyond the Borough boundary:* Strong visual and landscape connections to the semi-undeveloped open character at West Wittering.

Historic development

There has been considerable movement during the 19th and early 20th centuries, both in the location and shape of spits, and in the high water mark of the south eastern coastline of Hayling Island, which has shifted some 80m northwards. A study by Wessex Archaeology (Beatie-Edwards & Webster, 2002) indicated that Black Point Spit has undergone movement of both the high and low water marks, representing a lateral shift of some 40m in a westerly direction between the 1st and 4th editions of the OS (1879-1938). The head of the spit also underwent growth in this period, though this action is thought to be attributable to the development of the area, rather than natural deposition. It is also understood that small areas of widening, have also taken place between 1870 and 1965, including Sandy Point within this LCA.

The majority of this LCA is shown on 1810 mapping to be occupied by a large body of water, fed by creeks through the marine mud. Interestingly, this south eastern tip of Hayling Island appears to have been subject to considerable salt marsh accretion during the early 20th century, as elsewhere around Chichester Harbour, as by the 4th edition OS the area is shown as saltmarsh rather than mud, such that the inter-tidal zone has decreased in area by about 50% in some areas.

The first development within this LCA appears to have taken place around the turn of the 19th and 20th centuries, with the construction of Sandy Point House at the southern end of Black Point Spit, and of Sandy Point Cottages at the western edge of the LCA by 1910. The Treloar Cripples Hospital was constructed in the 1920s to the south of Sandy Point House as an extension to Lord Mayor Treloar's Home at Alton.

By the time of the 4th edition OS (1938-42) the Sandy Beach Estate of residential properties had been constructed to the west, marking the boundary of the LCA.

The hospital, house and cottages continue to be shown on the 1959 OS edition, with the addition of the Yacht Club at the head of Black Point. The house and hospital have now been lost, and their location developed as a lifeboat station. The yacht club has been very recently rebuilt, with large areas of carparking and winter standing for boats, protected by additional sea defences.

Characteristics of *Black, Sandy and Eastoke Points*

Physical: landform, soils and land cover

- o Part of the flat coastal plain with a storm beach of shingle creating a low ridge around the east and south periphery
- o Black Point set at the end of a harbour spit aligned northwards into Chichester Harbour basin. Enclosing a small inlet of mud with sandy beaches
- o Underlying geology: from the north, London Clay, then the Portsmouth Sand, the Whitecliff Sand and to the south the Wittering Formation. Overlain by beach and tidal flat deposits around the periphery
- o Loamy soils with a naturally high water content
- o Dune systems dominated by the distinctive marram grass and areas of scrub within Sandy Point Nature Reserve.

Biodiversity

- o This landscape character area is largely covered by the Chichester Harbour SSSI, and is also a SPA, a SAC and a Ramsar site.
- o The current physical and tidal influences on this landscape creates a rich mosaic of intertidal and shore edge habitats, which include dune scrub, unimproved acid grassland and dry heath. The dry heath is most dominant existing alongside similar sized areas of dune scrub and a smaller patch of unimproved acid grassland to the west
- o The north of the area consists of intertidal shingle north of Black Point, the south of the development is bordered by sand dune habitats other than scrub, which gives way, in the west to shingle above high water and the open sea
- o To the east there is a large patch of intertidal mud and sand including algal beds which separates Black Point from the main land of Hayling Island
- o There is a second habitat mosaic to the south of this one. This consists of large areas of dune scrub that are surrounded on the east by dry heath acid grassland and on the south western side by unimproved acidic grassland
- o There is a strip of shingle above high water that surrounds this habitat. This is adjacent to a strip of intertidal shingle which runs both north and west of this character area and contains the habitat mosaic from the open sea
- o This habitat mosaic is a fragile system at risk from the impacts of natural erosion, visitor pressure and sea level rise
- o A small area of sand dune habitat, which is not scrub, abuts an area of residential development. There is also a small area of coastal grazing marsh towards the south of the area which is surrounded by the dry heath and dune scrub
- o These habitats give way to shoreline habitats of intertidal mud, shingle and saltmarsh
- o The shingle above high water consists of a small band of habitat around the coastline whilst the intertidal shingle covers a much greater area out towards the open sea.

Historic and built environment

- o The main historic landscape character is defined by the unenclosed heath and scrub of Eastoke Common, which once extended westwards along the seafront of Hayling Island
- o The character of this LCA derives little of its essential character from its buildings, though they are both highly indicative of the present use of the area as a leisure facility associated with sailing
- o The lifeboat station is of traditional construction, though relatively modern design, while the new yacht club is of overtly modern design and materials, with a strong marine language created by the 'lookout' extending from its eastern side
- o The sight and sound of the wind through the mast riggings of the boats stored out of the water is highly evocative
- o A mixture of manmade vertical elements including information boards, bollards, railings and signs has a degrading influence on the simple elements of this LCA.

Experiential: tranquillity, visual perceptions and access

- o A quiet landscape with little noise, although at busy times the traffic on the driveway to the car park at Black Point would impinge on this
- o The shingle produces a range of bleached browns, oranges and yellows. Bright green algae strikingly contrast with the dark grey mud at low tide within the small inlet
- o No car parks except the private car park at Black Point Sailing Club
- o Open beach access for walkers, while Sandy Point Nature Reserve is closed for visitors.

Visual: openness/enclosure, prominence and visibility

- o An open and exposed landscape adjacent the shoreline, with some enclosure found behind the storm beach within Sandy Point Nature Reserve and within the sheltered small inlet west of Black Point Spit
- o Club house of Black Point Sailing Club provides a landmark on the spit
- o Long views out to sea, including the Isle of Wight
- o Long views inland across Chichester Harbour Basin to Thorney Island and the South Downs
- o Views across the harbour mouth to the low lying coastline of West Wittering with the beach and beach huts visible in the foreground.

Specific local key issues

- o Increased recreation demand would need to avoid over provision or massing within this area
- o Although there is a significant quantity of residential property in the adjacent LCA, current levels of new development indicate that there is still further demand, particularly for high quality or higher density development apartments in the area, probably as second homes for owners of boats moored at the nearby sailing club, which could impinge on the open coastal character of the area
- o The south end of the peninsula/spit, currently has a wild and windswept character, which would be damaged by the encroachment of high density development in the area of the IRB station
- o Intrusive character of sea defences on natural alignment of beach
- o Visual clutter of walls, fences and sheds within rear gardens at the waters edge

- o Public access creating pressures on the biodiversity resource
- o Impacts of climate change on the mosaic of habitats
- o Impacts of pollution from the sea, such as spillages
- o Saltmarshes, a priority habitat, are at risk from erosion due to sea level rise and flood defence management.

Designations

Chichester Harbour Area of Outstanding Natural Beauty Chichester and Langstone Harbours RAMSAR site Chichester and Langstone Harbours SPA Solent Maritime SAC Chichester Harbour SSSI Lifeboat Station Saltmarsh SINC Land east of Sandy Point SINC Lifeboat Station Heath SINC Sandy Point Local Nature Reserve

Landscape and built form strategy and guidelines

The landscape strategy is to **conserve** the landscape character. The following guidelines apply:

Land management

- o Where possible manage vegetation to screen adjacent built form of Eaststoke
- o Maintain and enhance the dry heath
- o Protect fragile system of habitat mosaic which is at risk from the impacts of natural erosion, visitor pressure and sea level rise
- o Conserve and enhance the complex mosaic of coastal habitats
- o Be aware of changing wave patterns and how these may affect the sand dune systems.

Built form and development

- o The visual impact of any new development along the western urban edge of South Hayling and its potential intrusion on views within this area should be carefully considered
- o The modern movement style housing on Wittering Road, which overlooks this LCA provides an appropriate coastal aesthetic, and proposals to alter these houses, particularly with the addition of pitched roofs, should be strongly resisted
- o Large scale development on West Wittering could be visually intrusive to this area
- o Limit facilities for visitors to retain a more isolated area of shoreline
- o Consider the appearance of sea defences and the collective impact they will have on the character of the area
- o Continue to limit expansion of the sailing club and its potential impact on tranquillity within the area.

LCA39 South Coast Hayling Island

Introduction

The area contains one landscape character type: Open Coast LCT P. A full description of the characteristics common to this type is set out in Section 4. The area is composed of two historic landscape character types: Shingle and Dunes (8.6); and Coastal Waters (8.12) (Figure 1).

Location

Located to the south of Hayling Island, from the high tide mean water mark seawards for 1 km.

Relationship to adjacent character areas

LCA35 West Town, Hayling Island: Recreation and fun fairs are visible from the beach area. However the remaining development free areas of the broad coastal plain provide a strong connection to LCA39. *LCA36i South Hayling:* The building line is set back from the shoreline, and therefore does not intrude on open coast character. Important broad undeveloped coastal plain connects to LCA39. *LCA36ii Eastoke:* Open views from the storm beach ridge out to sea. Where there is a closer line of development the urban edge dominates the seascape. *LCA38 Langstone Harbour mouth:* The East Winner sand bank is a product of the coastal deposition at the harbour mouth; at low tide this contrasts with the shallow sea of LCA39. Good intervisibility, although further to the east the gap of the harbour mouth becomes obscured as it visually blends in with the adjacent land masses. *LCA40 Chichester Harbour mouth:* The sand bank at the harbour mouth, contrasts with the shallow sea of LCA39. Good intervisibility, although further to the west the gap of the harbour mouth becomes obscured as it visually blends in with the adjacent land masses. *Beyond the Borough boundary:* Long views out to the Isle of Wight and the horizon.

Historic development

It is said that a considerable part of the south coast of the island has been lost into the sea, including the ruins of All Saint's Church which was inundated during a storm in 1324. Researchers differ in their opinion of this theory, though qualified divers have reported submerged ruins at Church Rocks, given their name by virtue of the theory.

Characteristics of South Coast Hayling Island

Physical: landform, soils and land cover

- o Shelving shingle beach, with some sand exposed at low tide
- o Complex tidal currents due to Langstone Harbour and Chichester Harbour entrance channels, with sediment transport eastwards and westwards from a divergence zone along the Eastoke frontage
- o Beach nourishment being undertaken at Eastoke Point has produced a changing landform
- o Underlying geology formed by the Wittering Formation with drift beach deposits of shingle and sand
- o Wooden groynes create minor bays along this smooth shoreline
- o Open expanse of sea water which forms part of the Solent.

Biodiversity

- o This is a coastal landscape with open water and a thin stretch of intertidal shingle which runs from east to west across the landscape.

Historic and built environment

- o The sea frontage of open sand and shingle defines the historic character
- o A cluster of groynes (about 12) project at the western end, continuing with a long section of groynes around into the harbour mouth at the eastern end. These groynes are made from wood and are bleached in colour due to weathering
- o Some sixty wrecks have been identified between Hayling Island and the Isle of Wight, including a flying bomb and the 26-gun frigate Euridice, which sank off the island in 1878, in a sudden squall and snowstorm. These wrecks form an important archaeological resource.

Experiential: tranquillity, visual perception and access

- o A quiet landscape, except when beach nourishment is being undertaken
- o A colourful area of graded oranges, browns and off whites complemented by the wooden groynes with their bleached weathered character. The sea can be all colours of greys and blues depending on weather conditions
- o An accessible landscape with access from car parks located within LCA35, LCA36i and LCA36ii provided.

Visual: openness/enclosure, prominence and visibility

- o Open exposed character
- o The groynes provide local sheltered areas
- o At locations adjacent the waters edge, areas of development within South Hayling are not visible due to the intervening shingle ridge which forms part of the storm beach
- o Long views along coast to Portsea Island and Spinnaker Tower
- o Long views across to the Isle of Wight.

Specific local key issues

- o Visual impact of sea defences
- o Visual impact of built edge within LCA35, LCA36 and LCA36ii on open simple character
- o Oil spill as a threat to water quality
- o Climate change may lead to sea level rises which could impact upon the coastal habitats
- o Coastal movement and erosion could have a damaging impact on submerged wrecks.

Designations

Solent Maritime SAC
Sinah Common
SSSI Beachlands East SINC

Landscape and built form strategy and guidelines

The landscape strategy is to **conserve** and **enhance** the local character. The following guidelines apply:

Land management

- o Avoid structures on the storm beach which would be visible from the sea
- o Be aware of changing wave patterns and how these may affect the sand dune systems.

Built form and development

- o Restrict and control the visual impact of development and street furniture (such as bright blue rubbish bins) adjacent the sea front within LCA35, LCA36i and LCA36ii
- o Maintain simple wooden groyne structure which become attractively weathered. Avoid where possible the use of stone groynes
- o Further investigation of the site of Church Rocks by qualified marine archaeologists should be encouraged.

LCA40 Chichester Harbour mouth

Introduction

The area contains two landscape character types: Harbour Mouth LCT K; and Open Coast P. A full description of the characteristics common to this type is set out in Section 4. The area is composed of three historic landscape character types: Shingle and Dunes (8.6); Navigation Channels (8.9); and Coastal Waters (8.12) (Figure 1).

Location

Located to the south east of Hayling Island, this LCA forms the entrance to Chichester Harbour.

Relationship to adjacent character areas

LCA33 Chichester Harbour: LCA40 is a narrow opening, not always seen as an open entrance/exit to the Solent. Local landmark with the new building at the sailing club adding emphasis to the opening. Contrasting landscape characters at low tide, while at high tide LCA40 connects to the rest of the harbour basin. *LCA37 Black, Sandy and Eastoke Points:* From the harbour mouth the rising beach profile limits views across the predominantly open coastal plain. Sand dune and shelving beach landscape character of LCA37 connects to the coastal forces and landscape character of LCA40. *LCA39 South coast Hayling Island:* The sand bank at the harbour mouth, contrasts with the shallow sea of LCA39. Good intervisibility, although in views from further to the west. The gap of the harbour mouth becomes obscured as it visually blends in with the adjacent land masses. *Beyond Borough boundary:* Long views across open sea to the Isle of Wight, Thorney Island and the shoreline of West Wittering. LCA40 is the main part of the tidal harbour mouth which is characterised by a deep channel, which contrasts to the rest of the harbour mouth to the east, outside of the Borough, which is characterised by a system of sand banks, as seen at low tide.

Historic development

The harbour mouth has changed in form over time as discussed in LCA 37. The establishment of a naval base in the harbour was rejected by the Navy Board in 1698 because the harbour was considered 'too dangerous to enter', as it was, at this time, barely a quarter of a mile wide. Historic charts and mapping show that East Head has migrated eastwards a considerable distance since 1786. An Admiralty chart of 1845 shows a sounding of just two feet in places at Mean Low Winter Springs, with entry to the harbour only possible from half-tide onwards.

Characteristics of Chichester Harbour Mouth

Physical: landform, soils and land cover

- o Narrow opening to the sea from Chichester Harbour, enclosed by the projecting shingle and sand spits of East Head, Black Point and Eastoke Point
- o Shelving shingle and sand beaches align harbour mouth, with strong tidal currents and prevailing winds
- o Narrow inter-tidal range

- o The large sand bank of Eastoke Point which aligns south west is exposed at low tide

Eastoke Point Coastal Defence Proposals

Landscape and Visual Impact Assessment

- o The LCA however forms a small part of a composition of closely interrelated seascapes, which stretch well beyond the Borough boundaries into Chichester Harbour and into the seaboard off the Hampshire coast
- o Tidal movements, weather conditions, and the changing levels of human activity throughout the year also heavily influence its subtly changing character.

Biodiversity

- o This landscape character area is covered by the Chichester Harbour SSSI, it is also designated as a SPA, SAC and Ramsar site
- o This is a coastal landscape with open water and a patch of intertidal shingle in the north west of the area that is associated with a strip of intertidal shingle that runs from the landscape character area to the west (LCA 39).

Historic and built environment

- o The navigational channel for Chichester Harbour defines the eastern edge of the LCA
- o Stone groynes provide strong physical features on the headland at Eastoke Point.

Experiential: tranquillity, visual perceptions and access

- o Good levels of tranquillity, with the only noise from the roar of the wind and crashing waves
- o Whilst development at Eastoke is visible, overall this LCA retains an undeveloped character
- o Weather conditions can influence the colour of the sea. For example on bright sunny days the deep water channel appears a deep blue which compliments the range of colours and tones from browns and pale oranges which form the beach within the inter tidal range
- o Pedestrian access from the promenade from Eastoke down to the beach
- o Busy route into Chichester Harbour and out to sea.

Visual: openness/enclosure, prominence and visibility

- o An open and exposed landscape
- o Sailing club building and masts forms distinctive vertical feature at the end of the Black Point spit
- o Views across the harbour mouth to the low lying coastline of West Wittering with the beach and beach huts visible in the foreground
- o Long views inland across Chichester Harbour Basin to Thorney Island and the South Downs
- o Long views out to sea, including to the Isle of Wight.

Specific local key issues

- o Visual impact of development within adjacent LCAs
- o Poor quality treatment of recreation facilities within LCA37 will influence how the visitor views the character of the harbour mouth
- o Visual impact of groynes
- o Climate change may lead to sea level rises which could impact upon the coastal habitats, this needs to be considered.

Designations

Chichester Harbour Area of Outstanding Natural Beauty (narrow eastern area)
Chichester and Langstone Harbours RAMSAR site Chichester and Langstone
Harbours SPA Solent Maritime SAC Chichester Harbour SSSI

Landscape and built form strategy and guidelines

The landscape strategy is to **enhance** the local character. The following guidelines apply:

Land management

Not applicable

Built form and development

- o The form and scale of the sea defences should as far as possible not over dominate the natural character of the harbour mouth
- o Important to manage adjacent recreation facilities to allow the visitor a pleasant and appropriate environment when visiting the harbour mouth.

Appendix 4) POLICY

Havant Borough Core Strategy - Adopted 1 March 2011 is the principal document in the council's Local Development Framework (LDF) The Core Strategy describes the council's long term vision and objectives for what the borough will be like as a place in 2026.

It states that...

A significant proportion of Hayling Island is considered to be at risk from coastal flooding, particularly when the expected implications of climate change are taken into account. This presents a challenge in balancing the risks from flooding whilst seeking to maintain and improve the tourism economy and safeguard the protected habitats.

The vision....

Core Strategy Theme 6 Caring for Our Borough

- *Ensure all new development is built to a high quality sustainable design that is inspired by the character and setting of the local area*
- *Deliver the effective stewardship of the unique qualities of the borough's built and historic heritage and natural environment*
- *Adapt to, and where appropriate mitigate against, the impacts of climate change*
..... *Growth must adapt to climate change and be located and constructed in a sustainable way, with regard to high quality design, energy, pollution, flood risk, waste and the consumption of natural resources.*

Policy CS1 Health and Wellbeing

Planning permission will be granted for development which:

1. *Retains open spaces, including children's play space, which are valued by local communities unless a superior alternative can be provided. In particular it is important to safeguard the following strategic open spaces:*

d. Hayling Beach

2. *Improves existing open spaces by incorporating high quality features, accessibility and appearance*

7. *Contributes effectively to the opportunities for increasing cycling for all types of trips.*

Policy CS5 Tourism

Planning permission will be granted for appropriate development proposals around the borough that:

1. *Provide sustainable and small scale recreational opportunities.*
3. *Safeguard existing tourist facilities, hotels, holiday centres and caravan parks. Improve existing tourist facilities, hotels, holiday centres and caravan parks.*

Policy CS6 Regeneration of the Borough

4. *South Hayling Island, with particular focus on:*

- a. *Seafront boardwalk.*
- b. *Flood and erosion management measures.*

- c. Water related sports facilities.
- d. Beach Hut and beach user facilities and educational information.
- e. Small scale tourist facilities.

4.12

On Hayling Island some areas along the south coast are identified in the lower 20% of the Indices of Multiple Deprivation (2007). The council has been working with Tourism South East, developers and the local community on master planning ideas to focus change at the seafront. They aim to achieve regeneration of tourism and recreation facilities and consider their relationship with existing and future flood issues and the protected beach and coastal habitats. The council is confident that a mix of regeneration proposals will act as a catalyst for further positive physical change to some of the nearby rundown privately owned buildings. It would also provide sustainable and less seasonal-based employment opportunities which will reduce the need for locals to travel off the island and support the wider tourism function of Hayling Island.

Policy CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough

Planning permission will be granted for development that:

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].

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 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.

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

7.05 The internationally designated habitats in the borough, the Special Protection Areas (SPAs); Special Areas of Conservation (SACs) (collectively called 'Natura 2000' sites) and Ramsar sites have high levels of protection.

Development will not be permitted that would cause harm to their designated interests. Nationally designated Sites of Special Scientific Interest (SSSIs) and the

National Area of Outstanding Natural Beauty (AONB) designations enjoy protection as set out in government guidance.

The Core Strategy provides the next level of detail, identifying what is special about the borough and how the council will protect and enhance the environmental assets of the borough.

7.11 The council is committed to working with neighbouring authorities and relevant partners to enable protected coastal habitats to adapt to climatic and sea level changes.

7.12 The policies of the Core Strategy are backed up by a range of studies that set out the key features of the borough. One of the most significant is the Havant Borough Townscape, Landscape and Seascape Character Assessment 2007, which assesses the distinctive character of the borough. The study brings together landscape, ecological, historical and cultural assessments to define 41 landscape character areas. The key characteristics of each area are defined in the study and landscape and built form guidelines are set out to assist in the conservation, enhancement and restoration of each area.

Policy CS12 Chichester Harbour Area of Outstanding Natural Beauty (AONB)

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

Flood and Erosion Risk

Policy CS15 Flood and Coastal Erosion Risk

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.*

The council will work with partners to implement the Coastal Policy Zones in the North Solent Shoreline Management Plan to ensure that development avoids areas at risk from coastal erosion and coastal flooding and that areas required to offset coastal squeeze and prevent habitat fragmentation, to allow species to adapt to climate change, are identified and protected from development.

7.32 The borough has a coastline with a total length of 48km. The entire coastline is subject to international and national nature conservation designations. The impacts of climate change mean sea levels will rise and combining this with the natural forces

of the sea, the borough's coastline will change over the life of the developments that the Core Strategy promotes. The borough is faced with the challenge of planning where and when the change could occur. As well as coastal flooding there are some areas that are subject to flooding from the borough's streams, surface water run off and rising ground water that could also be affected by climate change and these must be addressed. The likely impacts of flooding in 2115 are shown on the Flooding Map at Appendix 4.

7.33 There are few locations where construction of significant new flood defences will be economically justifiable or ecologically acceptable due to the international designations all around the coast. Managing the risks of flooding and adapting to the likely impacts of climate change is therefore a priority...

The acceptance of coastal change will mean that the coastal line will be moved landward (coastal realignment) in some areas; in others investments will be made in flood defences.

7.36 The North Solent Shoreline Management Plan (NSSMP) currently under preparation covers the coast from Hurst Spit in the west to Selsey Bill in the east and is due for completion in 2010.

The NSSMP will develop the policies outlined in the first plan completed in 1997. The NSSMP is not a statutory plan, but sets the strategic framework for future coastal investment decisions.

One of its outcomes will be the identification of policies for future coastal defence investment in individual policy units. There are four national types of policy zone: Advancement – land reclamation and most unlikely in the NSSMP; Hold the Line – investment in defences and most likely where there are significant economic assets to protect; No Active Intervention – where there is unlikely to be public investment in defences; and Managed Realignment – where the current coastal line will be moved inland to provide new areas to absorb the rising sea levels.

There are many existing homes, businesses, recreation areas and shops in the borough that could be flooded during the HBLDF plan period. The NSSMP will be the basis for investment decisions as to where any protection is provided. Costs involved in managing the coastline are usually met by a variety of public bodies and private interests. Where capital investment can be justified the council will seek funding/grant through central government rather than from the council's budget

7.37 The NSSMP, together with the South East Hampshire Catchment Flood Management Plan (CFMP), the more detailed coastal strategies like the emerging Portchester Castle to Emsworth coastal flood and erosion risk management strategy and the PUSH Integrated Water Management Strategy, will bring together a whole range of water-based strategies. These documents provide a comprehensive and evolving evidence base..

7.38 A significant issue for the borough will be coastal squeeze, this is the loss of inter-tidal habitats (such as saltmarsh and mudflats) as sea levels rise, in areas where the natural landward migration of such habitats under sea level rise is prevented by man-made defences or other coastal structures. Areas of managed realignment will be used to offset coastal squeeze and these, where suitable, will be identified in the NSSMP.

In section 9 Infrastructure, Implementation and Monitoring

9. Flood Defences: Flood and erosion protection, resistance and resilience
Delivered by

*Department for Environment, Food and Rural Affairs, Environment Agency,
Hampshire County Council, Havant Borough Council, private sector and individuals*

Development Management Policies

Caring For Our Borough - The Coast and Natural Environment

10.28 The borough has a rich and diverse natural environment with an extensive coastline including two harbours, rivers, streams, open spaces and woodlands. The council recognises the importance of this unique environment and the need to protect and enhance it for both its nature conservation value and its recreation and public access opportunities. At the same time, the current standard of flood protection and water quality needs to be maintained.

DM8 Conservation, Protection and Enhancement of Existing Natural Features

Development will only be permitted where it protects and enhances local habitats and landscape distinctiveness and which addresses all of the relevant criteria as set out below:

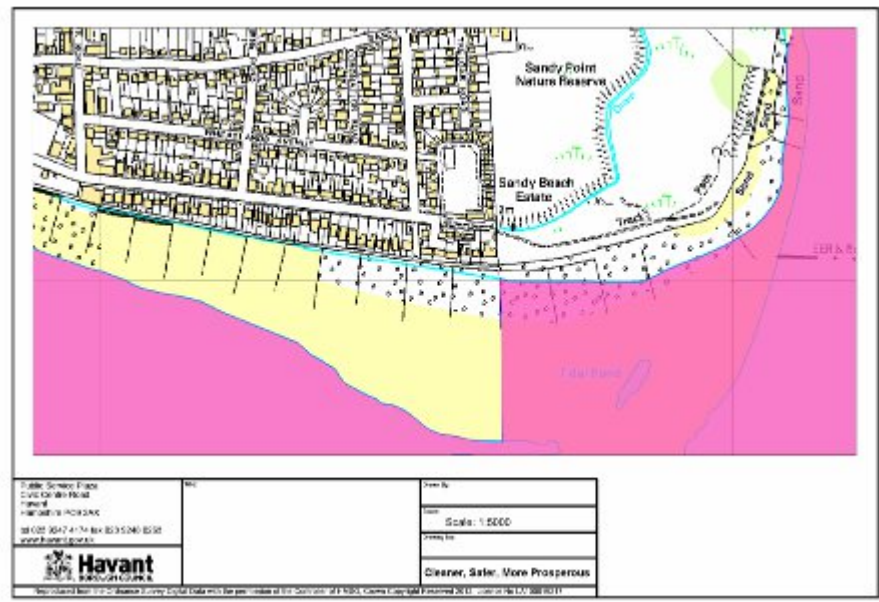
- 1. Protects natural features of nature conservation and/or amenity importance on the site, for example trees, woodlands, hedgerows, soils, streams, stream corridors, springs, ditches or ponds from damage, destruction and a deterioration in quality.*
- 2. Sympathetically incorporates existing features into the overall design of the scheme including measures taken to ensure their continued survival.*
- 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.*
- 4. Ensures sequences of greenspaces are maintained and protects the attractiveness and visual amenity of all green open spaces that contribute to the identity of the borough.*

DM9 Development in the Coastal Zone

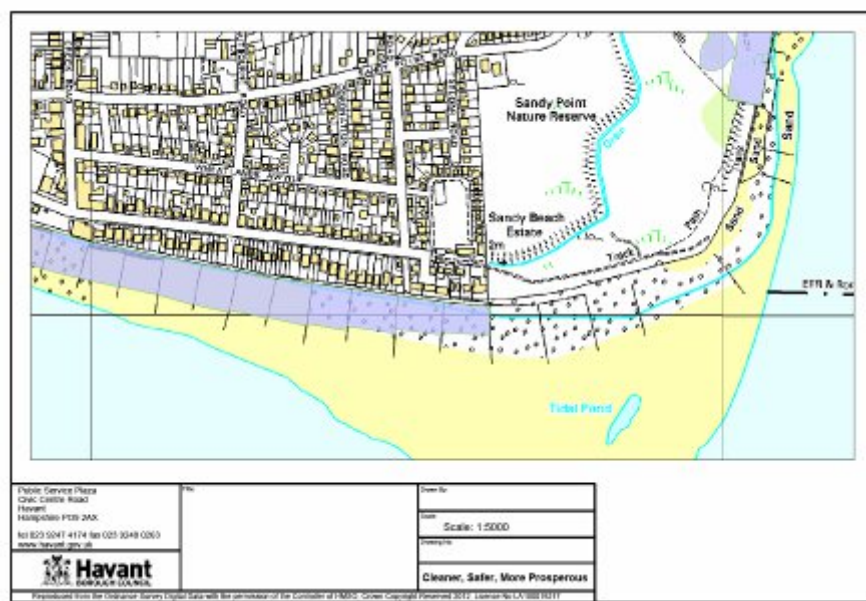
Planning Permission will only be granted for development in the coastal zone which addresses all of the relevant criteria as set out below as shown on the Proposals Map:

- 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.*

Appendix 5)
Environmental designations – Map excerpts

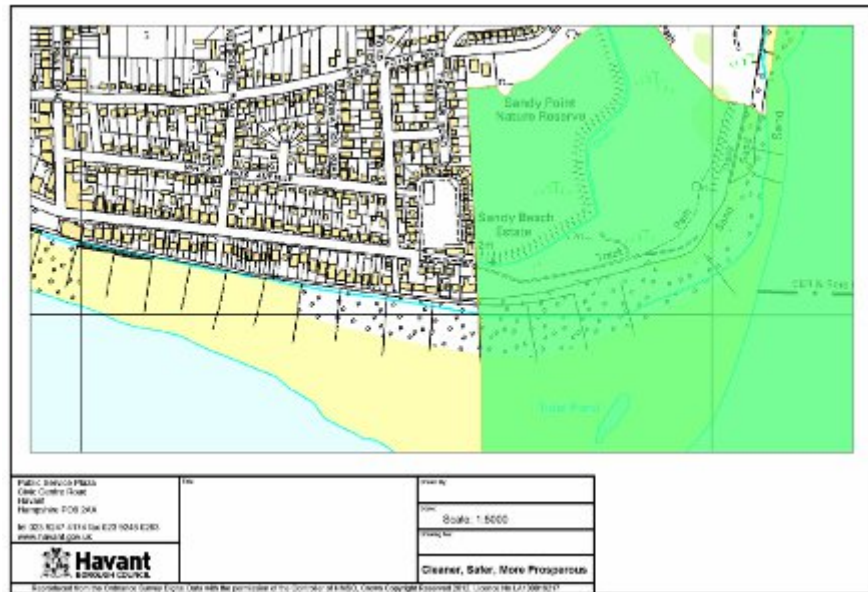


SAC

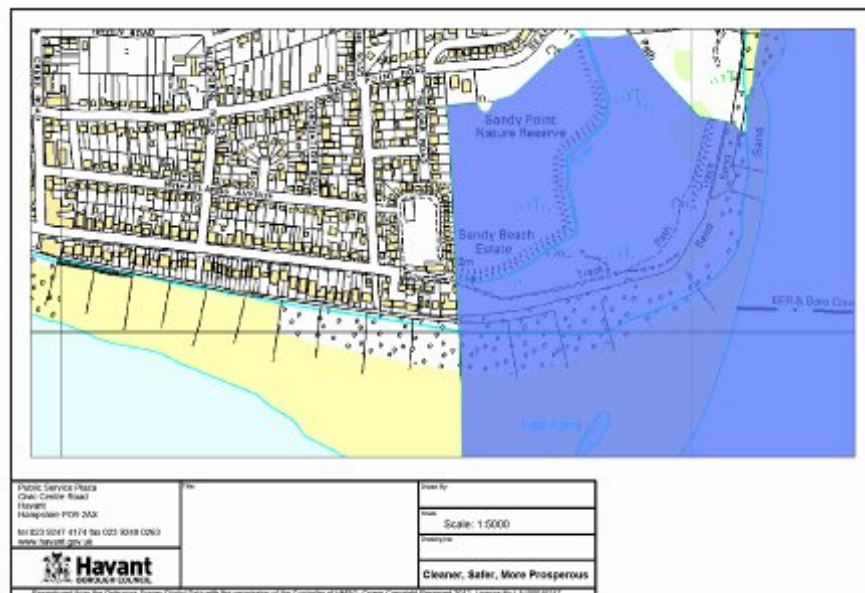


SINC

Eastoke Point Coastal Defence Proposals Landscape and Visual Impact Assessment

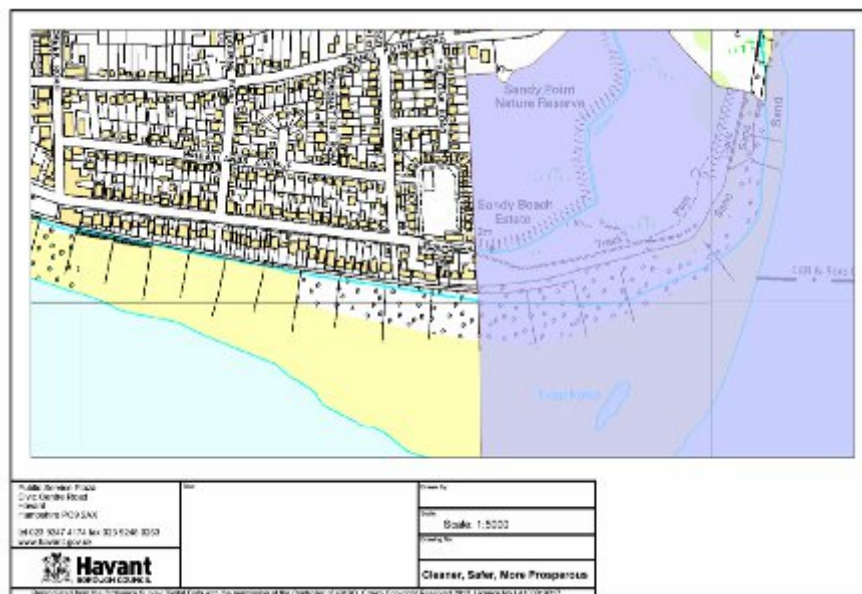


RAMSAR

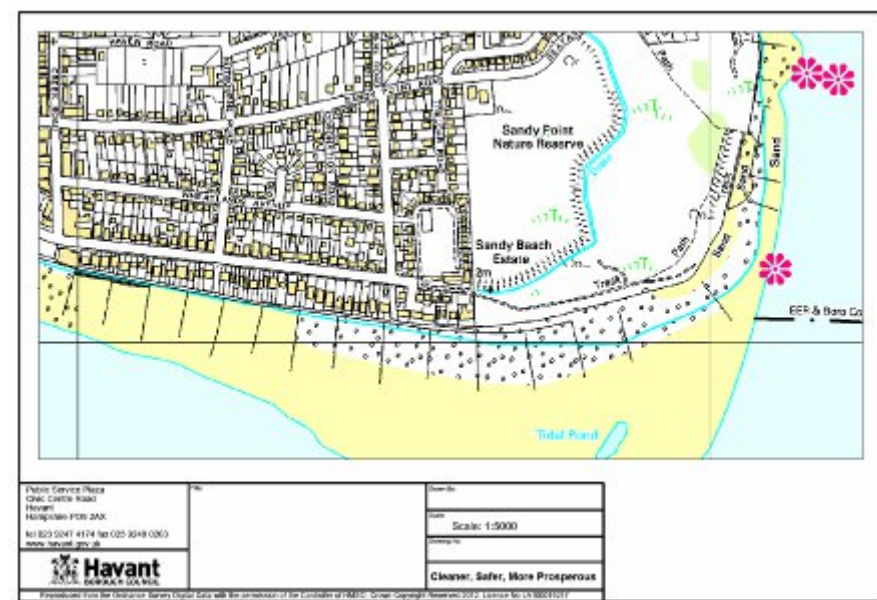


SPA

Eastoke Point Coastal Defence Proposals Landscape and Visual Impact Assessment

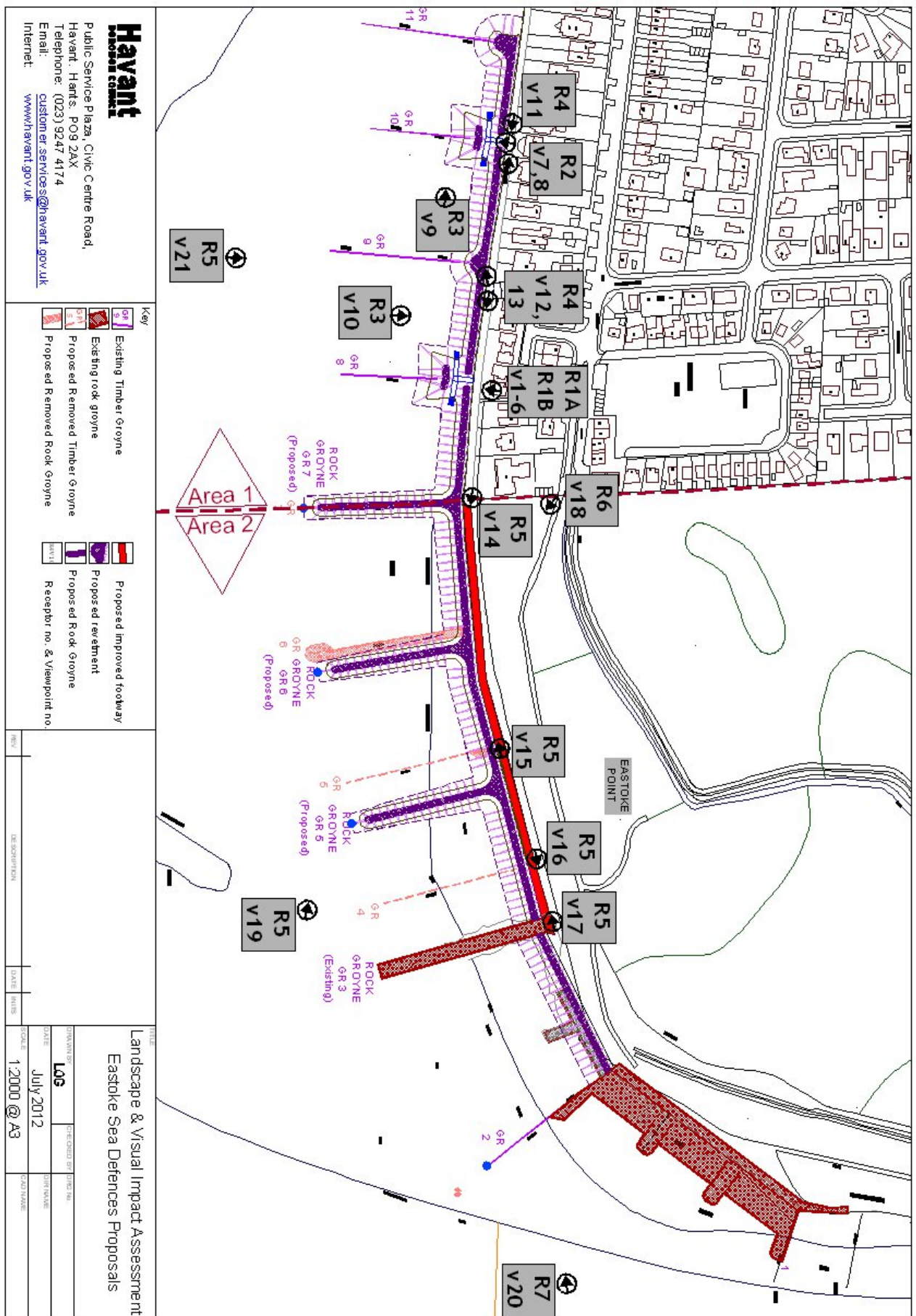


SSSI



Notable species

Appendix 6) Visual receptor sites & Viewpoints map.



REFERENCE: DOCUMENTS:

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Havant Borough Core Strategy: <http://www.havant.gov.uk/havant-7154>

http://www.conservancy.co.uk/assets/assets/landscape_2006.pdf

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