



Environmental Statement
CHAPTER 12 – Landscape/Seascape
and Visual Impacts

Langstone FCERM Scheme

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Langstone FCERM Scheme Environmental Statement

Chapter 12

Landscape/Seascape and Visual Impacts

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12. Landscape/Seascape and Visual Impacts

12.1 Introduction

This section provides an impact assessment of the proposed scheme on the landscape and visual environment. The impact assessment details necessary mitigation and residual impacts to demonstrate the environmental acceptability of the scheme.

12.2 Methodology and Approach to EIA

A Landscape and Visual Impact Assessment (LVIA) was undertaken by AECOM and is included as **Appendix N**. The report includes a baseline overview, an impact assessment and impact mitigation. This chapter will provide a summary of the LVIA only, and not reproduce the data in the LVIA, therefore the reader is encouraged to view **Appendix N** for full details.

The LVIA has been undertaken in accordance with the Guidelines for Landscape and Visual Impact Assessment, Third Edition, 2013 (GLVIA 3) and by Chartered Landscape Architects with extensive experience of LVIA.

As part of the EIA scoping exercise, specific views and receptors were identified following consultation with Havant Borough Council's landscape architect, conservation and planning case officer. These have been assessed onsite as part of the LVIA. In addition, HBC's landscape architect and conservation officer have been consulted and inputted to the design development.

12.3 Baseline Conditions

Chapter 4 of the LVIA provides the landscape and visual baseline. Please refer to **Appendix N** for this information.

12.4 Potential Impacts During Construction

The LVIA presents a thorough analysis of the potential landscape and visual impacts of the scheme, which are included within **Chapters 6 and 7** of the LVIA along with a mitigation strategy. **Chapter 8** of the LVIA outlines opportunities to develop and enhance green infrastructure while, delivering a wide range of social, environmental and economic benefits.

Table 12.1 (landscape impacts) and Table 12.2 (visual impacts) below summarises these impacts. Specific view points and receptors were identified following consultation with the Havant Borough Council, a landscape architect, conservation and planning case officers. These were assessed onsite as part of the visual impact assessment and are described and photographed within **Chapters 3 and 7** of the LVIA.

The scheme is considered environmentally acceptable in terms of impacts to the landscape and visual environment, following delivery of the mitigation measures identified in **Table 12.1, Table 12.2 and Appendix N (LVIA)**.

Table 12.1: Summary of landscape impacts, mitigation measures and residual impacts

Assessment of Landscape Effects	
Construction Phase – Landscape Impact and Mitigation Measures	Operation Phase - Landscape Impact and Mitigation Measures
Receptor Sensitivity: High Magnitude of Effect: Minor/Slight Landscape changes would be generated by activities such as the operation of construction plant, introduction of contractor's compounds, storage areas, security fencing and signage; and the associated construction traffic movements which would be transient and temporary in nature. Construction activities such as vegetation clearance, building of structures and earth movements, would result in a disruptive character to the local landscape during the works. Mitigation: Construction best practice as set out in the Construction Environmental Management Plan (CEMP). Measures could include features such as secure perimeter fencing, screen bunds, and maintaining a tidy site. The impact would be moderate. This would not be significant.	Receptor Sensitivity: Very High Magnitude of Effect: Negligible Throughout the ages historic areas have adapted to changing circumstances, and will continue to do so. The presence of the development would have by year 15 softened and almost amalgamated into the surrounding area. The design has been approached with understanding and sensitivity, and by Year 15 would not affect the character or sense of place. Mitigation: The hard landscape materials and street furniture will be sympathetic to surrounding architecture, appropriate to their surroundings and historic context, including the Conservation Area and Listed Buildings. Materials, furniture, new planting and seeding will reinforce local character and create a sense of place while increasing the biodiversity of the local landscape. PRow, cycle routes and long distance walking routes will be re-opened and provide the same access. The impact would be neutral. This would not be significant.

Table 12.2: Summary of visual impacts, mitigation measures and residual impacts

Assessment of Visual Effects			
	Construction Phase – Visual Impact and Mitigation Measures	Operation Phase - Visual Impact and Mitigation Measures	Mitigation
<u>View Point 1</u> Receptor Type: PRow users Receptor Sensitivity: Very High	Magnitude of Impact: Negligible Significance of Effect: Negligible Adverse	Magnitude of Impact: None Significance of Effect: Neutral	Frontage 1A - Proposed new embankment on the existing footpath. - Reinstate New footpath on top of the new embankment. - Opportunities for native planting. - Potential seating, wayfinding and interpretation opportunities. - Proposed widening of shared cycleway/pathway from 1.9m to 3m to comply with highway standards. Frontage 2 - Proposed widening of shared cycleway/pathway from 1.9m to 3m to comply with highway standards. - Ecological measures such as bat boxes to be included along the route. - Potential to enhance landscape, green space, footpaths, and benches. - Opportunity for wayfinding, interpretation boards and benches. - Reinstatement areas along improved shared cycleway/pathway to include species rich wildflower seeding, hedgerow and coastal meadow. Frontage 3 - Proposed retaining wall and hand railings along the steps and ramp. - New retaining wall to be brick cladded. - New ramp, steps and handrails to be consistent with the overall landscape strategy. - Potential for interpretation boards, seating, wayfinding. - New planters to the car park. Frontage 4 - Proposed guardrails with chain access for kayaks and boats. - Resurface existing pathway to match proposed pathway. - Historic Langstone Wadeway - opportunity for interpretation panel on land near here to explain history. Frontage 5 - Integrate seating and pathway resurfacing. - New earth embankment and reinstatement areas grass seeded to agricultural use. - New tree planting and native hedgerow.
<u>View Point 2</u> Receptor Type: Northerly Road Receptor Sensitivity: Medium	Magnitude of Impact: Minor Significance of Effect: Negligible Adverse	Magnitude of Impact: Negligible Significance of Effect: Neutral	
<u>View Point 3</u> Receptor Type: PRow users, Recreational users of Chichester Harbour Receptor Sensitivity: Very High	Magnitude of Impact: Moderate Significance of Effect: Minor Adverse	Magnitude of Impact: Minor Significance of Effect: Negligible Adverse	
<u>View Point 4</u> Receptor Type: Recreational users of Chichester Harbour Receptor Sensitivity: Very High	Magnitude of Impact: Moderate Significance of Effect: Moderate Adverse	Magnitude of Impact: Minor Significance of Effect: Slight Adverse	
<u>View Point 5</u> Receptor Type: Shipwrights Way – Long distance walking route Receptor Sensitivity: Very High	Magnitude of Impact: Minor Significance of Effect: Negligible Adverse	Magnitude of Impact: Negligible Significance of Effect: Neutral	
<u>View Point 6</u> Receptor Type: PRow users Receptor Sensitivity: High	Magnitude of Impact: Moderate Significance of Effect: Moderate Adverse	Magnitude of Impact: Negligible Significance of Effect: Slight Adverse	
<u>View Point 7</u> Receptor Type: Recreational users of Chichester Harbour Receptor Sensitivity: Very High	Magnitude of Impact: Moderate Significance of Effect: Moderate Adverse	Magnitude of Impact: Minor Significance of Effect: Slight Adverse	

Assessment of Visual Effects			
	Construction Phase – Visual Impact and Mitigation Measures	Operation Phase - Visual Impact and Mitigation Measures	Mitigation
<u>View Point 8</u> Receptor Type: PRoW users Receptor Sensitivity: High	Magnitude of Impact: Moderate Significance of Effect: Moderate Adverse	Magnitude of Impact: Minor Significance of Effect: Slight Adverse	
<u>View Point 9</u> Receptor Type: Recreational users of Chichester Harbour Receptor Sensitivity: Very High	Magnitude of Impact: Moderate Significance of Effect: Moderate Adverse	Magnitude of Impact: Minor Significance of Effect: Slight Adverse	
<u>View Point 10</u> Receptor Type: Residential – Langstone High Street Receptor Sensitivity: Very High	Magnitude of Impact: Moderate Significance of Effect: Negligible Adverse	Magnitude of Impact: Negligible Significance of Effect: Neutral	
<u>View Point 11</u> Receptor Type: Wayfarer's Way Receptor Sensitivity: Very High	Magnitude of Impact: Moderate Significance of Effect: Moderate Adverse	Magnitude of Impact: Minor Significance of Effect: Slight Adverse	
<u>View Point 12</u> Receptor Type: PRoW users Receptor Sensitivity: Very High	Magnitude of Impact: Moderate Significance of Effect: Minor Adverse	Magnitude of Impact: Minor Significance of Effect: Neutral	
<u>View Point 13</u> Receptor Type: PRoW users, users of Warblington Cemetery and St Thomas á Beckett Church Receptor Sensitivity: Very High	Magnitude of Impact: None Significance of Effect: Neutral	Magnitude of Impact: None Significance of Effect: Neutral	
<u>View Point 14</u> Receptor Type: Hayling Billy Line/Shipwrights Way Receptor Sensitivity: High	Magnitude of Impact: Moderate Significance of Effect: Moderate Adverse	Magnitude of Impact: Minor Significance of Effect: Neutral	

12.5 Cumulative Effects

The Cumulative Impact Assessment (CIA) considers the wider projects and activities, that in combination, could result in additional landscape and visual impacts. The guidance and methodology described in **Chapter 16 (Cumulative Impacts)** has been used to assess potential cumulative effects from the proposed Scheme.

Table 16.1 in Chapter 16 (Cumulative Impacts) lists the plans and projects scoped into the cumulative impacts assessment for the proposed Scheme. The 1km study area is considered proportionate to the Proposed Development given the scale/nature of the works and the Proposed Development. Whilst the Proposed Development may be perceived beyond the study area, it is considered that due to the combination of distance and intervening landform and vegetation, there will be no significant landscape or visual effects beyond the study area. The study area has been determined through a combination of desk-based review, the generation of Zone's of Theoretical Visibility (ZTV) and fieldwork, to establish representative views towards the Site.

The following projects have been scoped out of the cumulative assessment as they are outside the study area:

- South Hayling Beach Management Plan (BMP) – located approximately 5.5km away.
- North Portsea Island FCERM Scheme – located approximately 4.5km away.
- Land Adjacent to Bosmere Medical Centre. Proposal for new headquarters building for Portsmouth Water and new commercial buildings – located approximately 1.5km away.
- Land at Kingscroft Farm. Proposed development of land at Kingscroft farm for up to 120 dwellings – located approximately 2km away.
- Rook farm – development of up to 300 dwellings – located approximately 5km away.
- Farlington Marshes FCERM Project – located approximately 3km away.
- Land to the rear of 49 - 71, Fathoms Reach, Hayling Island. Development of 51 dwellings. APP/22/00001 – located approximately 5km away.
- Land north of Oysters, Station Road, Hayling Island. Development of 29 dwellings and associated highway works. APP/21/01350 – located approximately 5km away.
- Land south of Saltmarsh Lane, Hayling Island. Development of up to 60 dwellings and associated landscape and highway works. APP/21/01351 – located approximately 4km away.
- Redevelopment of a brownfield site to include the provision of 4No. Apartment blocks comprising of 90No. residential dwellings, parking, public open space, landscaping and other associated works, including demolition of existing buildings on site, with access from Palk Road. APP/22/01231 – located approximately 2km away.

Table 12.3 below provides an assessment of potential cumulative effects on landscape and visual impacts of the scoped in plans and projects listed in **Table 16.1**.

The assessments in **Table 12.3** demonstrate that it is unlikely that any of the plans and projects will have significant cumulative adverse landscape and visual impacts with the proposed Scheme.

Table 12.3: Assessment of potential cumulative landscape and visual impacts

Plan or Project	Potential for cumulative landscape and visual impacts?
The North Solent Shoreline Management Plan (North Solent SMP)	Any potential landscape and visual impacts from the implementation of the SMP and the PEMS strategy policies is assessed at the individual scheme level as schemes come forward.
Portchester to Emsworth FCERM Strategy (PEMS)	
Hayling Island Coastal Management Strategy (HICMS)	Any potential landscape and visual impacts from the implementation of the HICMS policies will be assessed at individual scheme level as schemes come forward. The HICMS is currently in draft and has not yet been adopted by Havant Borough Council or approved by the Environment Agency.
Havant Borough Local Plan – The Core Strategy (2011) and The Allocations Plan (2014)	Any potential landscape and visual impacts from the implementation of the Local Plan policies and the Allocations Plan will be assessed at individual scheme level as schemes come forward.
Havant Borough Regeneration Strategy	Any potential landscape and visual impacts from the implementation of the Regeneration Strategy will be assessed at individual scheme level as schemes come forward.
Langstone Technology Park. Application for part demolition and reconfiguration of building 1000, reconfiguration of car park layout and new industrial units – located approximately 850 metres away	Insufficient information available on the proposed works and timing, so an assessment of cumulative effects is not possible. This site is not visible from the proposed scheme area and therefore no potential for cumulative impacts.
Northney Marina maintenance dredging – located approximately 850 metres away	No. This maintenance dredging licence is for dredging of subtidal sediments within the marina and will not result in any landscape or visual impacts.
King Charles III England Coast Path: Portsmouth to South Hayling Stretch	No. This part of the ECP route was approved by Secretary of State on 6 th March 2024. The next steps include liaison with landowners to discuss the location and design of any new infrastructure. Insufficient information available on the proposed works and timing, so an assessment of cumulative effects is not possible.
King Charles III England Coast Path: South Hayling to East Head Stretch	No. This part of the ECP is awaiting approval by the Secretary of State as part of the determination stage. Insufficient information available on the proposed works and timing, so an assessment of cumulative effects is not possible.
Southern Water 10-year marine licence application for minor maintenance works on their coastal outfalls (MMO reference MLA/2019/00027)	No. This marine licence was granted by the MMO in 2021 to Southern Water for minor maintenance work to their coastal outfalls covering a 10-year period. The licence covers 605 coastal outfalls which fall below Mean High Water Springs (MHWS) in the Southern Water region, two of which are located within the proposed Scheme area. Due to the small scale of the minor maintenance activities (time and scale) and the mitigation measures included in both the maintenance and Langstone FCERM proposals, it is unlikely that there will be any significant cumulative visual and landscape impacts.

Plan or Project	Potential for cumulative landscape and visual impacts?
Land south of the Mallards and west of Langstone Road, Havant. Development of 65 dwellings. APP/21/00647	No. This application has not yet received planning approval. Insufficient information available on the proposed works and timing, so an assessment of cumulative effects is not possible. This site is not visible from the proposed scheme area and therefore no potential for cumulative impacts.
Partial Reinstatement and Repair of existing sea wall to a height of 1.4m and Creation of an inner bund with a maximum height of 2.25m to protect habitat for wintering bird populations. Northney Farm, St Peters Road, Hayling Island. APP/23/00507	No. This application has not yet received planning approval. Insufficient information available on the proposed works and timing, so an assessment of cumulative effects is not possible. However, the landscape sensitivity of the site is recorded as Medium-High and wider landscape sensitivity stated as high. However, with the mitigation measures included in the Langstone FCERM proposals, it is unlikely that there will be any significant cumulative visual and landscape impacts.

12.6 Conclusions

Where impacts have been identified within **Table 12.1 and Table 12.2**, appropriate mitigation has been incorporated to remove or reduce this impact. Any residual impact resulting from the delivery of the scheme, after mitigation measures have been adopted, has been presented to demonstrate environmental acceptability.