

7. LANDSCAPE AND VISUAL EFFECTS

Introduction

- 7.1 This chapter of the ES assesses the likely significant effects of the Development on the environment in respect of landscape and visual effects.
- 7.2 This assessment defines the existing landscape and visual baseline environment, assesses their sensitivity to change; describes the key landscape and visual related aspects of the Development; describes the nature of the anticipated change upon both the landscape and visual environments; and, assesses the likely significant effects during construction and operation; and the likely cumulative effects with other schemes.

Policy Context

National Planning Policy Frameworkⁱ

- 7.3 The NPPF (February 2019) promotes a presumption in favour of sustainable development, with paragraphs 56 to 58 stressing the need for development to respond to local character and be visually attractive, as well as emphasising the integration of the development into the environment. Relevant national planning policy is set out in Appendix 7.1.

Planning Practice Guidanceⁱⁱ

- 7.4 PPG supports the use of landscape character assessment as a tool for understanding local distinctiveness and Natural England's guidance on landscape character assessment. PPG also refers to the risk of artificial lighting undermining the enjoyment of the countryside and night sky and provides guidance for mitigation-by-design of artificial lighting.

Local Planning Policy

- 7.5 The Site lies within the Parish of Ford within the District of Arun. Current local planning policy is described in the Arun Local Plan 2011-2031 Adopted July 2018. The Site is also within the emerging Ford Parish Council Neighbourhood Development Plan submitted in May 2017. Refer to Figure 7.2 for landscape policy context.

Arun Local Plan 2011-2031, Adopted July 2018ⁱⁱⁱ

Policies of relevance to this LVIA are outlined within Appendix 7.2:

Ford Parish Council Neighbourhood Development Plan, submission May 2017^{iv}

Policies of relevance to this LVIA are outlined within Appendix 7.2:

Assessment Methodology**Overview**

- 7.6 *"Landscape and Visual Impact Assessment is a tool used to identify and assess the significance of and the effects of change resulting from development on both the landscape as an environmental resource in its own right and people's views and visual amenity."* GLVIA 3, para. 1.1).
- 7.7 Paras. 2.20-2.22 of the same guidance indicate that the two components (assessment of landscape effects, and assessment of visual effects) are *"related but very different considerations"*.
- 7.8 The assessment method for this LVIA draws upon the established Guidelines for Landscape and Visual Impact Assessment, version 3 (Landscape Institute, 2013 (GLVIA3))^v; 'An Approach to Landscape Character Assessment' (Natural England, 2014)^{vi}, Landscape Information Technical Information Note (LI TIN) 05/2017 regarding townscape character^{vii}; LI TIN 02/17, Visual Representation^{viii}, and other recognised guidelines.
- 7.9 The methodology has the following key stages, which are described in more detail in subsequent sections, as follows:
- Baseline: includes the gathering of documented information; agreement of the scope of the assessment with the Applicants and ADC; Site visits and initial reports to the Applicants of issues that may need to be addressed within the design of the Development;
 - Design: input into the design / review of initial design / layout / options and mitigation options;
 - Assessment: includes an assessment of the landscape and visual effects of the Development, requiring Site based work and the completion of a full chapter and supporting graphics; and

- Cumulative Assessment: assesses the effects of the Development in combination with other developments, where required.

7.10 The methodology is described in more detail in Appendices 7.4 and 7.5.

Assessment Terminology and Judgements

7.11 A full glossary is provided in Appendix 7.6. The key terms used within this assessment are:

- Susceptibility and Value: which contribute to Sensitivity of the receptor;
- Scale, Duration and Extent: which contribute to the Magnitude of effect; and
- Significance.

7.12 These terms are described in more detail below:

Sensitivity of the Receptor

Table 7.1 Susceptibility

Susceptibility indicates the ability of a landscape or visual receptor to accommodate the proposed development “without undue consequences for the maintenance of the baseline situation and/or the achievement of landscape planning policies and strategies.” (GLVIA3, para. 5.40).	
High	Undue consequences are likely to arise from the Development.
Medium	Undue consequences may arise from the Development.
Low	Undue consequences are unlikely to arise from the Development.

7.13 Susceptibility of landscape character areas is influenced by their characteristics and is frequently considered (though often recorded as ‘sensitivity’ rather than susceptibility) within documented landscape character assessments and capacity studies.

7.14 Susceptibility of designated landscapes is influenced by the nature of the special qualities and purposes of designation and/or the valued elements, qualities or characteristics, indicating the degree to which these may be unduly affected by the development proposed.

7.15 Susceptibility of accessible or recreational landscapes is influenced by the nature of the landscape involved; the likely activities and expectations of people within that landscape and the degree to which those activities and expectations may be unduly affected by the development proposed.

7.16 Susceptibility of visual receptors is primarily a function of the expectations and occupation or activity of the receptors (GLVIA 3rd version, para 6.32).

Table 7.2 Landscape Value

Landscape Value is “the relative value that is attached to different landscapes by society” (GLVIA3, page 157).	
National/ International	Designated landscapes which are nationally or internationally designated for their landscape value.
Local / District	Locally or regionally designated landscapes; also areas which documentary evidence and/or site observation indicates as being more valued than the surrounding area.
Community	‘Everyday’ landscape which is appreciated by the local community but has little or no wider recognition of its value.
Limited	Despoiled or degraded landscape with little or no evidence of being valued by the community.

- 7.17 Areas of landscape of greater than Community value may be considered to be ‘valued landscapes’ in the context of NPPF paragraph 170.

Table 7.3 Sensitivity

Sensitivity is assessed by combining the considerations of susceptibility and value described above. The differences in the tables below reflect a slightly greater emphasis on value in considering landscape receptors, and a greater emphasis on susceptibility in considering visual receptors.				
Landscape Sensitivity				
		Susceptibility		
		High	Medium	Low
Value	National/International	High	High-Medium	Medium
	Local/District	High-Medium	Medium	Medium-Low
	Community	Medium	Medium-Low	Low
	Limited	Low	Low-Negligible	Negligible
Visual Receptor Sensitivity				
		Susceptibility		
		High	Medium	Low
Value	National/International	High	High-Medium	Medium
	Local/District	High-Medium	High-Medium	Medium
	Community	High-Medium	Medium	Medium-Low
	Limited	Medium	Medium-Low	Low

- 7.18 For visual receptors; susceptibility and value are closely linked - the most valued views are also likely to be those where viewer’s expectations will be highest. The value attributed relates to the value of the view, e.g. a National Trail is nationally valued for access, not necessarily for the available views. Typical examples of visual receptor sensitivity are plotted in a diagram in Appendix 7.4.

Magnitude of Effect

Table 7.4 Scale

Scale of effect is assessed for all landscape and visual receptors and identifies the degree of change which would arise from the Development.	
Large	Total or major alteration to key elements, features, qualities or characteristics, such that post Development the baseline will be fundamentally changed.
Medium	Partial alteration to key elements, features, qualities or characteristics, such that post Development the baseline will be noticeably changed.
Small	Minor alteration to key elements, features, qualities or characteristics, such that post Development the baseline will be largely unchanged despite discernible differences.
Negligible	Very minor alteration to key elements, features, qualities or characteristics, such that post Development the baseline will be fundamentally unchanged with barely perceptible differences.

Table 7.5 Duration

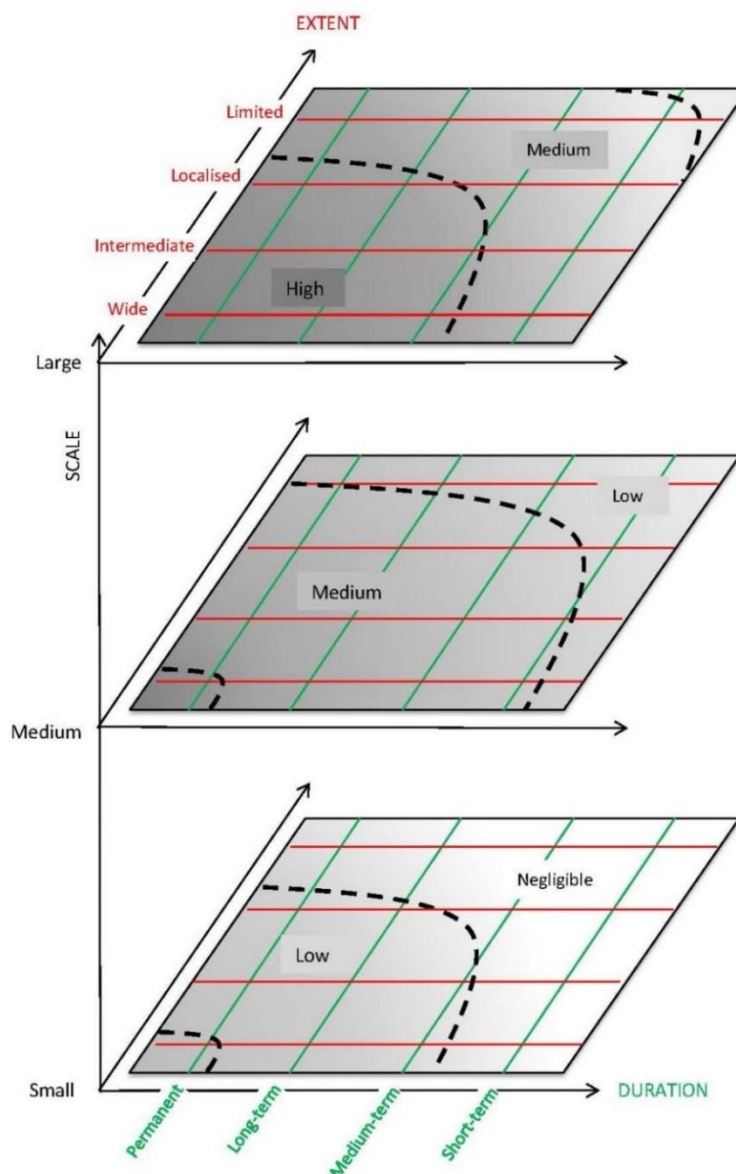
Duration of effect is assessed for all landscape and visual receptors and identifies the time period over which the change to the receptor as a result of the Development would arise.	
Permanent	The change is expected to be permanent and there is no intention for it to be reversed.
Long-term	The change is expected to be in place for 10-25 years and will be reversed, fully mitigated or no longer occurring beyond that timeframe.
Medium-term	The change is expected to be in place for 2-10 years and will be reversed, fully mitigated or no longer occurring beyond that timeframe.
Short-term	The change is expected to be in place for 0-2 years and will be reversed, fully mitigated or no longer occurring beyond that timeframe.

- 7.19 Most effects will be Long term or Permanent; however, Medium or Short term effects may be identified where mitigation planting is proposed or local factors will result in a reduced duration of effect (for example where maturing woodland will screen views in future). The effects arising from the construction of the Development will usually be Short term.

Table 7.6 Extent

Extent of effects is assessed for all receptors and indicates the geographic area over which the effects will be felt.	
Wide	Beyond 4km, or more than half of receptor.
Intermediate	Up to approx. 2-4km, or around half of receptor area.
Localised	Site and surroundings up to 2km, or part of receptor area (up to approx. 25%).
Limited	Site, or part of Site, or small part of a receptor area (< approx. 10%).

- 7.20 The Magnitude of effect is informed by combining the scale, duration and extent of effect. Diagram 1 below illustrates the judgement process:

Diagram 1: Magnitude of Effect

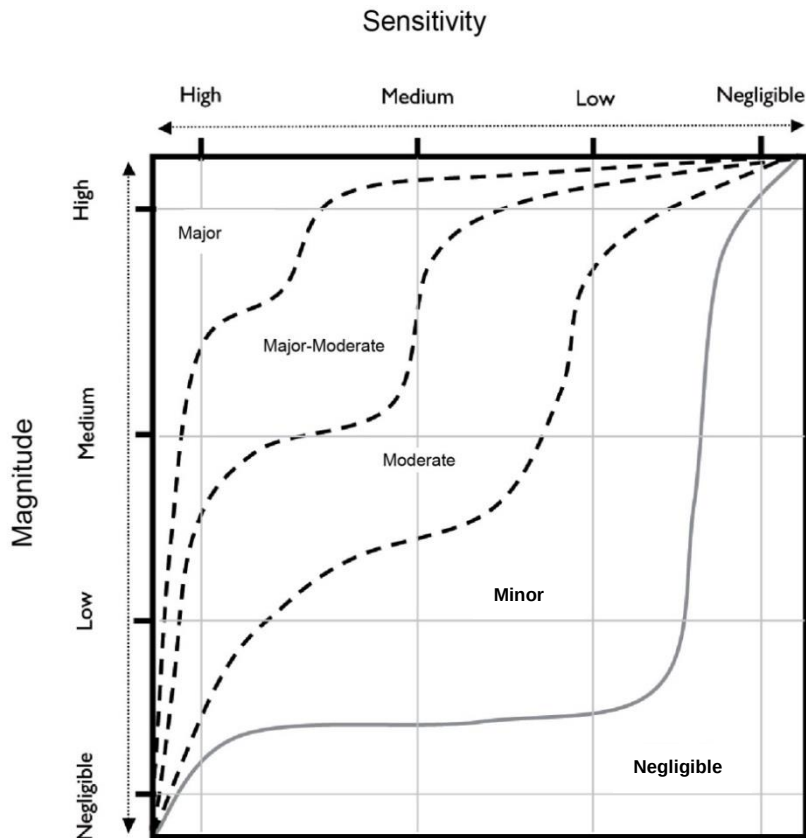
- 7.21 As can be seen from the illustration above, scale (shown as the layers of the diagram) is the primary factor in determining magnitude; most of each layer indicates that magnitude will typically be judged to be the same as scale, but may be higher if the effect is particularly widespread and long lasting, or lower if it is constrained in geographic extent or timescale. Where the Scale of effect is judged to be Negligible the Magnitude is also assumed to be Negligible and no further judgement is required.

Significance of Effect

- 7.22 Significance indicates the importance or gravity of the effect. The process of forming a judgement as to the degree of significance of the effect is based upon the assessments of

magnitude of effects and sensitivity of the receptor to come to a professional judgement of how important this effect is. This judgement is illustrated by the diagram below:

Diagram 2: Significance



- 7.23 The significance ratings indicate a 'sliding scale' of the relative importance of the effect, with Major being the most important and Negligible being the least. Effects that are Major-Moderate or Major are considered to be significant. Effects of Moderate significance or less are "of lesser concern" (GLVIA, 3rd edition, para 3.35). It should also be noted that whilst an effect may be significant, that does not necessarily mean that such an impact would be unacceptable, or should necessarily be regarded as an "undue consequence" (GLVIA, 3rd edition, para 5.40)."
- 7.24 Where intermediate ratings are given, e.g. "Moderate-Minor", this indicates an effect that is both less than Moderate and more than Minor, rather than one which varies across the range. In such cases, the higher rating will always be given first; this does not mean that the impact is closer to that higher rating, but is done to facilitate the identification of the more significant effects within tables. Intermediate judgements may also be used for judgements of Magnitude.

Beneficial/Adverse/Neutral

- 7.25 Effects are defined as adverse, neutral or beneficial. Neutral effects are those which overall are neither adverse nor beneficial but may incorporate a combination of both.
- 7.26 The decision regarding the significance of effect and the decision regarding whether an effect is beneficial or adverse are entirely separate. For example, a rating of Major and Beneficial would indicate an effect that was of great significance and on balance positive, but not necessarily that the proposals would be extremely beneficial.
- 7.27 Whether an effect is Beneficial, Neutral or Adverse is identified based on professional judgement. GLVIA 3rd edition indicates at paragraph 2.15 that this is a “particularly challenging” aspect of assessment, particularly in the context of a changing landscape.

The Study Area

- 7.28 It is accepted practice within landscape and visual assessment work that the extent of the study area for a development proposal is broadly defined by the visual envelope of the proposed development site and the anticipated extent of the Zone of Theoretical Visibility (ZTV) arising from the development itself. In this case a study area of 5km has been judged as being appropriate to cover all potentially material landscape and visual impacts, based on the ZTV study (Figure 7.3) and site visits.

Cumulative Assessment

- 7.29 Cumulative assessment relates to the assessment of the effects of more than one development. For each of the identified cumulative schemes within the study area, agreement is reached with the Planning Authority as to whether and how they should be included in the assessment.
- 7.30 Only operational and consented developments are considered, unless specific circumstances indicate that a development in planning should be included, with progressively decreasing emphasis placed on those which are less certain to proceed.
- 7.31 Typically, operational and consented developments are treated as being part of the landscape and visual baseline. i.e. it is assumed that consented schemes will be built except for occasional exceptions where there is good reason to assume that they will not be constructed.

- 7.32 The cumulative assessment, which focusses on combined effects with schemes at Yapton, Ford and Climping is presented from Paragraph 7.177.

Residential Amenity

- 7.33 This LVIA does not include a separate residential amenity assessment. It is considered that the effects resulting from the Development would fall below the threshold of being *"so unpleasant, overwhelming and oppressive that this would become an unattractive place to live"* (known as the Lavender Test) and *"would not feature in the planning balance, irrespective of how many dwellings were so affected"*.

Gaps Between Settlements (GBS)

- 7.34 Arun Local Plan Policy SD8 i) related to visual separation along with Ford Neighbourhood Plan Policy EH7 relating to a Local Gap are land use designations rather than ones which indicate a valued landscape. Effects on GBS do not fall under the remit of this LVIA. However, landscape and visual matters such as effects on openness inform GBS considerations. As the Site has the potential to influence the perception of the gap between nearby settlements, the authors of this chapter have contributed to the consideration of effects on GBS and the relevant findings are reported from Paragraph 7.135.

Distances

- 7.35 Where distances are given in the assessment, these are approximate distances between the nearest part of the Site and the nearest part of the receptor in question, unless explicitly stated otherwise.

Baseline Conditions

Introduction

- 7.36 An overview of the baseline study results is provided in this section with the full baseline description of the individual landscape and visual receptors being provided alongside the assessment from Paragraph 7.108 for ease of reference.
- 7.37 This section provides a review of the key local guidance documents and identifies those landscape and visual receptors which merit detailed consideration in the assessment of effects, and those which are not taken forward for further assessment as effects *"have been judged unlikely to occur or so insignificant that it is not essential to consider them further"*

(GLVIA3, para. 3.19). Both this baseline section and the effects section describe townscape/landscape character and visual receptors before considering designated landscape.

- 7.38 It is common for designations to encompass both character and visual considerations within their special qualities or purposes of designation. It therefore makes a more natural reading sequence to draw together those aspects of character and views which relate to the designation if they have been described earlier in the chapter.

Key Local Guidance Documents

- 7.39 The following guidance documents provide advice relevant to this assessment, as follows:

Arun District Council – Strategic Housing Land Availability Assessment (SHLAA) (Update 2012)^{ix}

- 7.40 This document provided input into the emerging Local Plan and provides consideration of the Site and a wider area associated with the former proposal for Ford Eco Town (Site ref: 71), a considerably larger scheme than the current Development. Relevant extracts are included within Appendix 7.7 to this chapter. The report makes the following observations with regard to landscape impact:

"Potential Impacts

The development of the site would contribute to the coalescence of Yapton, Clymping and Ford. Impact on the strategic gap and impact on the setting of the local area. In previous Landscape Study conducted in 2006, this area was judged as having a 'Low/Medium' Landscape Capacity for development. This was based on an assessment of the areas Landscape Value and Landscape Sensitivity".

- 7.41 The report summarised with regard to suitability that "*the site could be considered for future housing potential...There are, however, constraints that will need to be addressed such as impact on the landscape, on the historic environment, on the transport network and flooding constraints*".
- 7.42 The above indicates that coalescence is the main concern with regard to development at the Site. Matters relating to visibility and mitigation of potential impacts are considered at Paragraph 7.101 of this assessment; matters relating to potential coalescence are considered at Paragraphs 7.136.

Arun District Council – Landscape Capacity of Strategic Sites in Arun District (February 2017)^x

- 7.43 This document provided input into the current adopted Local Plan and provides consideration of the Site and a field to the south of Horsemere Green. Relevant extracts are included within Appendix 7.8 to this chapter. The report divides the Site into three character areas; 9a in the south-west, 9b in the north-west and 9c in the east. Detailed assessments for each area are given to identify the sensitivity of the landscape and its value based on a set of seven different criteria. The report concludes, *"Areas 9a and 9b have substantial sensitivity, including their function as separating and preventing coalescence between Ford/Climping and Yapton, and are judged to have low or low/medium landscape capacity, making them unsuitable for significant development in landscape terms. Area 9c is less sensitive, making it better suited for housing development in landscape terms than Areas 9a and 9b."*
- 7.44 This report indicates that coalescence remains the main concern with regard to development at the Site. Matters relating to visibility and mitigation of potential impacts are considered at Paragraph 7.101 of this assessment; matters relating to potential coalescence are considered at Paragraphs 7.136.

South Downs Local Plan Pre-Submission (September 2017)^{xi}

- 7.45 The Local Plan sets out the special qualities of the South Downs, which distinguish this National Park as a landscape of national and international importance. The plan sets out long-term policy objectives for conserving and enhancing the special qualities of the South Downs. These special qualities and policies provide the basis against which effects on the South Downs can be judged, which is considered at Paragraph 7.176.

Other Studies

- 7.46 There are also a number of baseline landscape character studies that are considered from Paragraph 7.54 below.

Zone of Theoretical Visibility (ZTV) Study and Zone of Visual Influence (ZVI)

- 7.47 A Zone of Theoretical Visibility (ZTV) study was generated, based on the proposed building heights for the Development (refer to chapter 3) of the Development. This is shown on Figure 7.3 and indicates areas of potential visibility. The analysis was carried out using a topographic model including settlements and woodlands (with heights derived from NEXTMAP 25 surface mapping data) as visual barriers in order to provide a more realistic indication of potential visibility.

ZTV

- 7.48 The ZTV study was used to aid the identification of those receptors that are likely to be most affected by the Development and those which are unlikely to have visibility. However, areas shown as having potential visibility of the Development may have this visibility screened by local features such as trees, hedgerows, embankments or buildings that are not included within the model.
- 7.49 The ZTV for the Development shows potential visibility extending in all directions up to 2km from the Site boundary, although limited to the south from Horsemere Green to the coast and west of Yapton due to intervening vegetation and built form. Beyond this distance, visibility extends up to 5km along the Arun valley floor to the northeast and across the flat coastal plain to the west of the Site. Potential visibility to the southwest and southeast of the Site is screened by the settlements of Middleton-on-Sea and Littlehampton respectively. Theoretical visibility beyond 2km to the north of the Site is limited to open, elevated locations due to rising, undulating topography and woodlands associated with the South Downs.

ZVI

- 7.50 As stated above, areas shown as having potential visibility of the Development may have this visibility screened by local features such as trees, hedgerows, embankments or buildings that are not included within the model of the ZTV. Site observations confirm that vegetation associated with field boundaries and infrastructure routes (e.g. railway lines, roads) within the wider landscape would significantly reduce the extent of visibility of the Development from that illustrated by the ZTV.
- 7.51 Vegetation within the Site itself, along with vegetation associated with adjacent settlements at Ford, Burndell, Horsemere Green and Climping (including the prison) with the layering effect of field boundary vegetation in the wider landscape means that the main area of actual visibility towards the Development are within 1km of the Site. The exceptions to this are found:
- To the east of the Site across the River Arun towards the western edge of Littlehampton 1.5km from the Site boundary;
 - To the north-east of the Site from Arundel Castle and to the north within an open, elevated area of the South Downs National Park, both approximately 4km from the Site; and
 - An area to the north-west of the Site, east of Walberton upon rising ground approximately 2.5km from the Site.

- 7.52 These anticipated main areas of visibility, based on Site observations, are annotated on the ZTV study (Figure 7.3) as the 'Zone of Visual Influence' (ZVI).
- 7.53 Effects on landscape or visual receptors outside the ZVI would be Negligible scale of effect and are not assessed further.

Landscape Character

- 7.54 Paragraphs 5.13-5.15 of GLVIA, 3rd edition indicates that landscape character studies at the national or regional level are best used to "set the scene" and understand the landscape context. It indicates that Local Authority Assessments provide more detail and that these should be used to form the basis of the assessment of effects on landscape character – with (appropriately justified) adaptation, refinement and interpretation where required.
- 7.55 Relevant assessments are as follows:

National Character Area Profile No. 126 South Coast Plain^{xii}

- 7.56 The Site is situated within the South Coast Plain (NCA 126) national character area, which is described as:

"a flat, coastal landscape with an intricately indented shoreline lying between the dip slope of the South Downs and South Hampshire Lowlands and the waters of the English Channel... Chichester Harbour Area of Outstanding Natural Beauty lies within the NCA and the foothills of the South Downs, along the northern boundary, fall within the South Downs National Park".

- 7.57 Given the scale of the national character and the presence of more detailed character areas at a local level, this information provides context for the assessment and effects on national character areas are not assessed in detail.

West Sussex Landscape Character Assessment: Land Management Guidelines (November 2003)^{xiii}

- 7.58 West Sussex Landscape Character Assessment subdivides the National Character Areas within West Sussex into 42 county landscape character areas, producing Land Management Guidelines for each character area.
- 7.59 The Assessment is updated by the more recent and detailed Arun Landscape Study (August 2006) and therefore is not used as a basis for assessment of landscape character, but is used

supplement the baseline where relevant.

Arun Landscape Study: Landscape and Visual Amenity Aspects of Development Choices in Arun District 2006-2026 (August 2006)^{xiv}

- 7.60 The Arun Landscape Study covers the whole of Arun District identifying forty-five landscape character areas. The assessment is relatively up to date with the exception of Littlehampton Arun Valley Sides (LCA38) now developed as a residential area. Nonetheless, it contains sufficient detail in relation to the characteristics of the landscape to form the basis of the assessment of effects on landscape character from Paragraph 7.108.

South Downs Integrated Landscape Character Assessment (December 2005)^{xv}

- 7.61 This assessment identifies forty-nine landscape character areas within the South Downs National Park. The assessment is up to date and contains sufficient detail in relation to the characteristics of the landscape to form the basis of the assessment of effects on landscape character in Paragraph 7.108.

Local Landscape Character

- 7.62 Local landscape character areas are shown on Figure 7.5. The Site is situated in landscape character area No. 29, North of Yapton Coastal Plain, as identified in the Arun Landscape Study. This area will be considered under Paragraph 7.108 to assess direct effects on landscape character.
- 7.63 The following character areas from Arun District and South Downs National Park are excluded from more detailed assessment on the basis that effects are likely to be a Negligible scale of effect:
- To the west, Shripney Lower Coastal Plain (LCA 10), Lidsey Coastal Plain (LCA11) and Westergate Eastern Fringe (LCA 14) are 4-5km in distance from the Site upon low-lying landscape that will have extremely limited visibility towards the Development at such distance with intervening vegetation associated with fields and settlements;
 - To the northwest, Fontwell-Eastergate Mosaic (LCA 16), Walberton Upper Coastal Plain (LCA 23), Fontwell Common (LCA 24) and Avisford Park (LCA 25) would have extremely limited visibility of the Development due to intervening built form and vegetation associated with Walberton and West Barnham that would be further impeded by distance at between 3-5km from the Site;

- At between 1-4km to the west of the Site, Westergate-Barnham Coastal Plain (LCA 17), Flansham/Middleton Fringe Coastal Plain (LCA 20), West of Yapton Coastal Plain (LCA 21) and Barnham-Yapton Coastal Plain (LCA 22) would have limited visibility towards the Development. This is due to their low-lying locations in the landscape and the layering effect of vegetation associated with intervening field boundary boundaries, roads and settlements, such as North End, Bilsham and Yapton;
- To the north, Binsted Park/Woods (LCA 27), Withy Rife (LCA 28) and Tortington Arun Valley Sides (LCA 32) would have limited visibility towards the Development due to woodland associated with the railway as well as significant tree and hedgerow vegetation along field boundaries and farmsteads;
- To the east, Crossbush Arun Valley Sides (LCA 36), Lyminster Arun Valley Sides (LCA 37), Littlehampton Northern Fringe (LCA 39), Lyminster-Angmering Coastal Plain (LCA 40) and Black Ditch Rife (LCA 41) located beyond 2km from the Site would have limited visibility towards the Development. This is due to the large Poplar trees along Ford Road screening views, as well as other intervening vegetation that create a layered screening effect to views across this relatively flat landscape.
- Upper Arun Valley Floor (LCA 33) located at the edge of the 5km study area would have extremely limited views towards the Development due to its low-lying nature and intervening vegetation found along the course of the river; and
- Lower Arun Valley Floor (LCA 35) to the south-east of the Site would have limited views towards the Development due to intervening vegetation associated with Climping and local roads, such as Ford Road.

7.64 The following landscape character areas will be considered from Paragraph 7.108 with regard to indirect effects on landscape character:

- LCA 26 – Binstead Upper Coastal Plain;
- LCA 29 - North of Yapton Coastal Plain (in which the Site is located);
- LCA 30 - Bilsham Coastal Plain;
- LCA 31 - Climping Lower Coastal Plain;
- LCA 34 - Middle Arun Valley Floor; and
- LCA B1 - Goodwood to Arundel Wooded Estate Downland.

Landscape Fabric

7.65 The Site comprises of a number of medium to large scale agricultural fields that are predominantly arable. The exception is an area of sports fields associated with Arun Sports Arena.

The enclosure of the fields is mixed generally with fields within the Site bounded by relatively modern evergreen hedgerows/tree belts with field boundaries to the perimeter of the Site bounded by generally native hedgerows and hedgerow trees. The evergreen hedgerows and tree belts sit incongruously within the landscape.

- 7.66 No Tree Preservation Orders (TPOs) are in place within the Site. A number of mature trees are found within the Site, with most located along the Site and field boundaries. A tree survey to BS5837 [2012] has been undertaken by Barrell Tree Consultancy and is located at Appendix 7.13. The results of the tree survey indicate that the majority of trees within the Site are either Grade B (trees of moderate quality) or C (trees of low quality). No trees were assessed as being of Grade A (trees of high quality) with only one tree (Corsican Pine) identified of being Grade U and needing to be removed.

Visual Receptors

- 7.67 Visual receptors are *"the different groups of people who may experience views of the development"* (GLVIA, 3rd edition, para 6.3). In order to identify those groups who may be significantly affected the ZTV study, baseline desk study and Site visits have been used.
- 7.68 The different types of groups assessed within this chapter encompass local residents; people using key routes such as roads; cycle ways, people within accessible or recreational landscapes; people using Public Rights of Way (PRoW); or people visiting key viewpoints. In dealing with areas of settlement, PRoW and local roads, receptors are grouped into areas where effects might be expected to be broadly similar, or areas which share particular factors in common (e.g. routes within an area of designated landscape). The ZTV studies, baseline desk study and site visits have been utilised to identify those groups that may be significantly affected by the Development.
- 7.69 Representative viewpoints have been selected to assess the effects on visual receptors. Following an initial Site visit in July 2018, correspondence was issued to ADC in August 2018 setting out the proposed viewpoints and study area to be used in the LVIA Chapter. A 5km study area was proposed, along with thirteen representative viewpoints from which to inform the assessment of the likely impact of the Development.
- 7.70 ADC confirmed that they agreed with the proposed viewpoints, however, they identified an additional viewpoint further to the north within the South Downs beyond the 5km study area. It was agreed that an illustrative viewpoint would be included within the LVIA at Bignor Hill to demonstrate distant views from the National Park. It was also recommended that a view was taken from footpath 166 north of A259. This viewpoint has subsequently been used as a

replacement to viewpoint 9 that was previously located along the B2132, which had limited visibility towards the Development.

- 7.71 A copy of all relevant correspondence is included in Appendix 7.11.

Visual Environment of Existing Site

- 7.72 As shown on Figures 7.1 and 7.4, the Site is located within a former airfield between the settlements of Ford, Burndell, Horsemere Green and Climping upon the flat, low-lying coastal plain. The Site itself comprises of large-scale arable fields interspersed with large shed buildings located on the former concrete airfield, such as Arun Sports Arena and Flying Fortress. The Grundon waste recycling plant adjacent to the Site has a number of tall sheds that together with the sheds on the former airfield, and the neighbouring industrial estates at Burndell and Climping create a Site that is heavily influenced by large-scale industrial built form.
- 7.73 The Site has a number of strong linear tree belts/hedgerows that are relatively modern since the disuse of the airfield. Generally, these features are found along the boundaries of the concrete airfield, industrial land uses, the water treatment plant and public footpath 363_1. A mixture of native and conifer hedgerows are found in and around the Site, the latter sitting incongruously within the wider landscape. In particular, the belt of Leylandii in the northwest, firs to the north of Grundon and the line of Poplars along Ford Road and airfield to the east are prominent in local views within and outside of the Site. These features along with other field boundaries and built form mean that there is little intervisibility between the east and west of the Site.
- 7.74 Views out from the south-west of the Site facing north include the existing residential edge of Burndell along Rollaston Park, Burndell industrial estate and the shed buildings upon the former airfield. Distant views towards the South Downs rising to form the visible horizon are available in gaps between vegetation and built form. Facing south, there are glimpsed views towards dwellings associated with Horsemere Green due to the vegetation associated with Horsemere Green Lane and views towards Rudford Industrial Estate. This area of the Site has less trees and built form allowing more views compared to the rest of the Site.
- 7.75 Views out from the north of the Site are generally restricted by vegetation and built form associated with Ford along Ford Lane, as well as woodland along the railway line, with exception to the far north-west of the Site where there are limited landscape features.
- 7.76 Views from within the east of the Site are contained by vegetation and built form associated

with Ford Lane, Rodney Crescent, Ford Road, Ford Prison, the water treatment plant and Grundon.

- 7.77 A view towards the south of Arundel Castle located to the north-east of the Site is found north of the Flying Fortress.
- 7.78 Long distance elevated views from the north are generally limited to the north-west and south of the Site due to site vegetation and built form.

Visual Receptor Groups

- 7.79 The following visual receptor groups are located within the ZVI as shown on Figure 7.3 and would have visibility of varying degrees towards the Development:

- Users of PRow through former airfield;
- Residents of, and visitors to, adjacent streets to Site in Burndell (including Rollaston Park, Barge Close and Navigation Drive) – Site boundary, west of the Site;
- Residents of, and visitors to, Horsemere Green Lane – Site boundary, southwest of the Site;
- Residents of, and visitors to, adjacent streets to Site in Ford (including Ford Lane and Rodney Crescent) – Site boundary, north-east of the Site;
- Residents of, and visitors to Yapton and users of public footpaths and local roads north and south of village - approximately 600m west of the Site;
- Residents and users of footpaths east of the Site (including Nelson Row in Climping, River Arun and Boniface Avenue and Benjamin Gray Drive in Littlehampton) - 145m-1.3km, east of the Site; and
- Users and visitors to South Downs foothills and National Park – approximately 1.8km north of the Site.

- 7.80 As stated at Paragraph 7.33, it is quite normal for dwellings in close proximity to the Site to have views similar to those being proposed, and as such dwellings are not assessed in further detail.

Key Routes

- 7.81 The following long-distance road, rail and recreational routes pass through the ZVI identified on Figure 7.2:

- National Cycle Route 2 – approximately 550m south of the Site;
- West Coastway Railway Line – approximately 475m, north of the Site; and
- A259 – approximately 550m, south of the Site.

7.82 These routes will be considered from paragraph 7.166.

Specific Viewpoints

7.83 No panoramic, designed or designated views have been identified within the ZVI.

Landscape Designations and Value

Designated Landscapes

South Downs National Park

7.84 The Site is located approximately 1.8km from the South Downs National Park. The ZVI (Figure 7.3) following Site observations indicates that there would be visibility from isolated areas within parts of the South Downs just within the 5km study area. These locations are upon sections of open, rising ground facing south across the low-lying plains to the coast. Given the distance, the Site is seen as part of a wide panorama and these areas of visibility to the Site are limited to short stretches of public rights of way within the South Downs.

7.85 Despite the limited visibility of the Development from within the South Downs, effects on the National Park are considered at Paragraph 7.176.

Arundel Castle Scheduled Monument and Registered Park and Garden

7.86 The Site is located approximately 4.2km from Arundel Castle. The ZVI (Figure 7.3) following Site observations indicates that there would be visibility from the tall built elements of the scheduled monument opposed to the registered park and garden of the castle. As Arundel Castle is designated for its heritage value, Chapter 8 of the ES will consider effects on this heritage receptor. However, Paragraph 7.164 considers the potential change in the view from this location.

Local Landscape Value

7.87 Within the 5km study area there are several features that contribute to the value of the local

landscape, including the South Downs National Park, Arundel Castle Scheduled Monument and Registered Park and Garden, Yapton Conservation Areas and a number of listed buildings.

- 7.88 The north of the study area associated with the South Downs National Park and Arundel is judged to be of National Value.
- 7.89 Areas designated as Conservation Areas are considered to be Local Value, and are of higher quality than the surrounding townscape/landscape – such as in Yapton.
- 7.90 The Site and its immediate context are considered to be of Community Value; while they may contain features or landmarks of local interest, they have little or no wider recognition of their value. Some areas are of disparate use, unlinked to local character, or post industrial, such as the former airfield and could be described as 'degraded' in value.

Gap Between Settlements

- 7.91 As outlined in Appendix 7.2, Arun Policy SD8 i) and Ford Policy EH7 require that the Development should not create a perceived coalescence between local settlements. Effects on the perception of coalescence are considered from paragraph 7.136.

Future Baseline

- 7.92 With relevance to this chapter, should the Development not proceed and the Site remain clear, it is expected that immature tree vegetation found within the Site would continue to grow and become more prominent Site features. The consented highways maintenance depot and associated buildings (F/4/18/PL) will be constructed adjacent to the existing haulage depot in the northern half of the Site, further enhancing the industrial/shed character found in and around the Site.
- 7.93 Beyond the Site, numerous residential developments that have been consented will be built out over time including south of Ford Lane (Y/80/16/OUT), south of Burndell Road (Y/19/16/OUT and F/7/15/OUT) and west of Yapton (Y/1/17/OUT and Y/44/17/OUT). Land south of Ford Lane will extend built form further east along Ford Lane, closer to the Site, but in line with existing built extent of Yapton to the south. The other developments around Burndell and Yapton will have little intervisibility with the Site but will start to change the extent and visibility of Yapton and Burndell within the wider landscape to the south and west.
- 7.94 To the north of the Site, a digestate lagoon has received consent associated with Long Barn, which will have limited intervisibility with the Site and surrounding area, and therefore little

influence over character.

- 7.95 To the south-west of the Site, a concrete batching plant has been consented at Northwood Farm located behind an existing farm shed to reduce visibility of the silos and associated infrastructure from views to the north and north-east. The concrete batching plant will further enhance the industrial character of the airfield.

Likely Significant Effects

- 7.96 The landscape and visual receptors which are likely to experience potentially significant visual effects have been identified in the preceding section (from para 7.47 onwards). As all of the mitigation of potential landscape and visual impacts is included as part of the design of the Development, there is no difference between the 'likely' effects before 'additional' mitigation and the residual effects. The landscape and visual receptors identified in the preceding section as having potential to receive significant effects are therefore under Residual Effects from para 7.105.

Construction Phase

- 7.97 The Construction period is anticipated to be 10 years (2020-2030). Details of phasing is described in Chapter 5 of the ES. The construction would be experienced as a short period of initial ground works, following by the construction of dwellings with the Site increasingly taking on the character of a residential area. Construction activity will be visible from adjacent streets and would consist of earthworks, vehicle and plant movement, scaffolding and part-built dwellings at various points across the Site at different stages of the work.
- 7.98 Potential effects during the construction phase would arise from views of moving Site vehicles and construction traffic within the Site and in surrounding areas; and the effects of other components typical of construction activities, including workers' accommodation, stockpiles of materials, lighting of specific areas construction compounds; and gradual modification of landscape to townscape. The construction effects will not be discrete and separate from the operational effects but will form part of a gradual transition as the Site is built out.

Operational Phase

- 7.99 In the operational phase, effects will consist of permanent changes to the landscape and views. These will arise from the change of land use and character within the Site, and effects arising from views towards the Development from the surrounding area which may affect visual amenity and how the local character is perceived.

Mitigation Measures

The Development

7.100 The Development will comprise the following elements that are relevant to this assessment as described in more detail in Chapter 3 of the ES:

- Up to 1500 dwellings with built form up to 3 storeys high; primary school up to 3 storeys high; and a local centre with buildings up to 4 storeys high;
- Employment area in the east of the Site with buildings up to 15m high;
- Public open space generally located in the east of the Site. Northern and southern parks provide areas for surface water attenuation in the form of drainage basins and wetlands;
- Retained public rights of way access through the Site. The creation of a new figure of 8 cycle/footpath around the Site and a new east-west route along the former canal;
- Retention and management of the majority of existing hedgerow and hedgerow trees within and along the boundaries of the Site;
- Noise attenuation bund and associated structural planting along edges to former airfield/market, water treatment plant and waste recycling plant;
- Mixed native woodland mitigation planting along southwest of Site and western edge of Site to reduce perception of coalescence between Burndell with Horsemere Green and Yapton with Ford respectively;
- Mixed native woodland mitigation planting around employment area in east of Site reducing perception of tall buildings from Ford and Climping; and
- Ground reprofiling to allow for gravity fed surface water drainage up to 2m above existing ground levels.

Site Fabric

7.101 A number of landscape features, comprising parts of the Site's physical fabric, would be modified or removed, as follows:

- The replacement of arable fields with residential development;
- Concrete airfield would be removed in the south of Site including associated 420 linear m of conifer hedge to allow residential development;
- Airfield hanger in the south of the Site would be removed to allow for residential development;
- Haulage depot and associated 475 linear m of tree belt in the northern half of the Site;
- 320 linear m line of Leylandii along public footpath in north-west of the Site to have

phased removal and replanted with native species so that the Site boundary is not so incongruous to local landscape;

- Native hedgerow removed along public right of way to allow residential development;
- Tree belt northeast of Flying Fortress to be removed to allow sports pitches;
- 50 linear m gap in hedgerow along Yapton Road to allow vehicular access; and
- 4m gap in hedgerow along Rollaston Park to allow new pedestrian access.

Design approach in respect of landscape and visual matters

7.102 Landscape and visual considerations have informed the design of the submitted proposal.

7.103 The various policies detailed within Appendix 7.2 set out a number of aims which can be grouped as follows:

- **Retain and enhance environment** – The Development seeks to retain as many natural features as possible, but given that the Site has limited quality features, the focus for the Development is to enhance and create new landscape features that deliver not only on amenity and landscape character, but also biodiversity through habitat creation. This design aspect is described within the DAS, submitted as part of the planning application. These features will be linked through the Site to create connected green spaces for the movement of people and wildlife;
- **Local distinctiveness and character**– The Site's character is influenced by large shed structures, utilities and industrial land use within and surrounding the airfield. This Site character sits incongruously from its neighbouring countryside and village settlements. The Development seeks to improve the landscape character of the local area by stitching the Site back into the surrounding countryside through hedgerow and tree planting. The Development will also seek to interpret the local vernacular through materials choice and layout to create a locally distinctive Development. This design aspect is described within the DAS, submitted as part of the planning application.

Residual Effects

Introduction

7.104 This section sets out the residual effects that the Development would have on both landscape and visual receptors.

Construction Phase

- 7.105 Effects during construction would be a similar scale and extent to those of the completed development but would not be distinct and separate as described from paragraph 7.108 below. They would also be Short to Medium-term and of lower magnitude and significance than the permanent effects. Effects during the construction period will also be adverse. Key potential impacts during the construction phase might include the visual effect of site vehicles and construction traffic, within the Site and in surrounding areas; other components typical of construction activities, including workers' accommodation, stockpiles of materials, lighting of specific areas, such as construction compounds; and gradual modification of landscape character as part of a phased programme of works. Effects during construction would be Short to Medium term and temporary and, therefore, limited.
- 7.106 The assessment below therefore focusses on the Permanent effects of the completed Development, noting any differences that would arise during construction or after mitigation planting would mature to reduce effects as such effects are assessed:
- In the Short and Medium-term, during construction.
 - In the Long-term and Permanent, following completion of the Proposed Development.

Operational Phase

Effects on Landscape Character

- 7.107 As mentioned from paragraph 7.73 regarding the visual influences of the Site, the Site is located upon the former airfield of Ford, which is located between five neighbouring settlements, namely Burndell, Yapton, Ford, Climping and Horsemere Green. The Site sits upon a relatively flat area of land that is predominately used for arable farming interspersed with industrial and infrastructure uses. The industrial uses and large shed structures within and adjacent to the Site influence its character, which together with the remaining concrete airfield and associated linear conifer hedges/tree belts, form visual detractors and sits incongruous from its neighbouring farmland.
- 7.108 The neighbouring settlements to the Site have varying degrees of urbanising effects within the Site. Burndell, located to the west of the Site, has the most urbanising effect with modern two storey dwellings overlooking/visible through boundary hedgerows whereas Climping to the southeast of the Site has no influence over the Site due to significant tree belts associated with Ford Road and Ford Prison screening views. The village of Ford stretches in scattered clumps along Ford Lane northeast of the Site with occasional glimpses to farmhouses and/or

cottages providing a limited urbanising influence to the Site. The settlement of Horsemere Green to the southwest of the Site also has a limited urbanising effect on the Site with views to dwellings in the south-west of the settlement occasionally visible in the south of the Site through field boundary and roadside hedgerows and trees.

7.109 Beyond the neighbouring settlements, arable farming continues along the flat, low-lying land with large-scale fields bounded by hedgerows and hedgerow trees which to the east blends into the River Arun valley floor. To the north, the South Downs characterised by its woodland and rising topography provides the visible horizon in contrast to the flat, low-lying area that the Site sits within. To the south, the coastline is characterised by large seaside towns.

7.110 In respect of the Development, particular considerations that arise in relation to landscape character include:

- Integration of the Development with the surrounding landscape patterns, structure and form of neighbouring settlements; and
- The degree to which opportunities are taken to enhance character where condition is poor or preserve character where condition is good.

7.111 The Development would involve the permanent loss of fields of arable farmland and a stretch of concrete airfield, and the creation of a residential development with associated infrastructure, entirely changing the character of the Site itself. It is assumed, based on the parameter plans (Figures 3.1 to 3.3), that the existing trees and hedgerows along all the Site boundaries would be retained, as well as the majority of internal hedgerows and tree belts with the exception of the features identified under Site Fabric para 7.102.

7.112 From further afield, visibility would generally be confined to a relatively small area around the Development with additional areas of visibility found where breaks in vegetation allow views, such as north of Yapton, and from elevated landform towards the South Downs as outlined under ZVI from para 7.50.

7.113 Large scale effects on landscape character would be experienced within the Site itself and adjacent to its boundaries, on a permanent basis. Although the majority of landscape features such as hedgerows and trees would be retained, and all boundaries would be enhanced by further tree and shrub planting, there would be a high degree of change from the present land use to a residential development.

7.114 Medium scale effects on the character of the landscape would be experienced in the fields

adjacent to the Site to the west and southwest extending to the edge of Yapton and North End Road in the west and to the edge of the former airfield to the southwest.

- 7.115 Small scale effects on the character of the landscape would be experienced to the south-west of the Site from the southern edge of Yapton to the A259.
- 7.116 The scale and extent of landscape effects as described above are illustrated on Figure 7.5. Beyond these areas, landscape effects would be limited due to restricted visibility and distance to the Development. The Development would tend to be experienced in the context of existing settlement along the flatter coastal plain. Given this limited extent and scale of effect, LCA 26 Binstead Upper Coastal Plain, LCA Middle Arun Valley Floor and LCA B1 Goodwood to Arundel Wooded Downland listed at para 7.64 are not considered further within this assessment as scale of effects would be Negligible.

Arun Landscape Study (2006)

LCA 29: North of Yapton Coastal Plain

- 7.117 This character area covers the entirety of the Site and land to the north of Ford Lane to the West Coastline Railway and then west to Yapton and North End Road. A full description of the character area is provided in Appendix 7.9, however the key characteristics are identified as:

*"- Predominately arable fields of varying size and enclosure, with parkland and recreation adjacent to Yapton.
- Bounded woodland and railway line to the north.
- Abuts Ford to the east.
- Urban influence along Ford Lane which runs through the middle of the character area."*

- 7.118 Based on this description and the judgements provided within the assessment, susceptibility to the Development is judged to be Medium and as set out from para 7.88 the area is judged to be of Community Value within the Site and Local Value towards the north east of Yapton. Considering these two factors the area is considered to be of Medium-Low Sensitivity within and adjacent to the Site and Medium sensitivity towards the north north-east of Yapton.
- 7.119 Changes to the landscape character within the Site itself would be of Large scale, Permanent duration and Intermediate extent. Taking into consideration the scale, duration and extent, effects are assessed to be of a High magnitude. With a sensitivity of Medium-Low associated with the Site and adjacent area, these effects would be of adverse, Major-Moderate significance because of the loss of a rural part of the character to a residential development.

- 7.120 Medium scale changes in the landscape character area would occur in fields to the west of the fields immediately adjacent to the Site up to Yapton and North End Road, where sensitivity rises to Medium.
- 7.121 On completion, effects would be Permanent and of Localised extent. Taking into account scale, duration and extent, effects on the landscape character would be of Medium magnitude. These effects would be of adverse, Major-Moderate to Moderate significance.
- 7.122 Overall, the Development would urbanise an area within the landscape and increase the urban influence upon the remaining rural elements of the character area. As the influence of Burndell and the industrial estates in the south and east of the Site already degrade the condition of the area, change will be limited to the west of the area. The scale of effect upon the overall character of Yapton Coastal Plain is Medium.
- 7.123 On completion, overall effects would be Permanent and of Intermediate extent. Taking into account scale, duration and extent, effects on the landscape character would be of Medium magnitude. These would be adverse and of Moderate significance.

LCA 30: Bilsham Coastal Plain

- 7.124 This character area covers land to the south of Yapton and Burndell to the west of the Site. A full description of the character area is provided in Appendix 7.9, however the key characteristics are identified as:

*"- Mixture of arable, pasture and paddocks.
- Surrounds Bilsham and abuts southern edge of Yapton.
- Paddocks and pasture are prominent where area abuts Bilsham, Bilsham Road and Yapton.
- Vegetated field boundaries provide enclosure."*

- 7.125 Based on this description and the judgements provided within the Arun Landscape Study, susceptibility to the Development is judged to be Medium and as set out at para 7.88 the area is judged to be of Community Value. Considering these two factors the area is considered to be of Medium-Low Sensitivity.
- 7.126 Small scale effects in the character area would occur in fields beyond the former airfield west of Yapton Road approximately 150m from the Site to the edge of Yapton. On completion, effects would be Permanent and of Localised extent. Combined, the resultant effects for the character area are assessed to be of Low-Negligible magnitude. These effects would be adverse and of Minor to Negligible significance.

- 7.127 Beyond the area described above, the Development would not fundamentally change the landscape character of the local area. Commercial development associated with the former airfield within the area degrades the character adjacent to the Site which along with field boundaries in the landscape that intervene views, effects would not exceed Negligible scale or Negligible magnitude.
- 7.128 Overall, effects on the character of the whole character type would be Negligible magnitude, Negligible significance and Neutral.

LCA 31: Climping Lower Coastal Plain

- 7.129 This character area covers land to the south of Horsemere Green and Climping down to the coast to the south and south- west of the Site. A full description of the character area is provided in Appendix 7.9, however the key characteristics are identified as:

*"-Abuts Arun River valley to the east and Ford to the north.
- Almost entirely intensively farmed arable land.
- Predominately large field sizes.
- Blocks of arable fields separated by roads with scattered and ribbon development.
- Fields with hedgerows and tree belts providing enclosure."*

- 7.130 Based on this description and the judgements provided within the Arun Landscape Study, susceptibility to the Development is judged to be Medium and as set out at para 7.88 the area is judged to be of Community Value. Considering these two factors the area is considered to be of Medium-Low Sensitivity.
- 7.131 Medium scale effects in the character area would occur in fields immediately adjacent to Yapton Road west of the Development. On completion, effects would be Permanent and of Limited extent. Combined, the resultant effects for the character area are assessed to be of Medium-Low magnitude. These effects would be adverse and of Moderate to Minor significance.
- 7.132 Small scale effects in the character area would occur beyond the immediate fields adjacent to the Site in a south-westerly direction up to the A259. On completion, effects would be Permanent and of Localised-Limited_extent. Combined, the resultant effects for the character area are assessed to be of Low-Negligible magnitude. These would be adverse and of Minor to Negligible significance.
- 7.133 Beyond the area described above, the Development would not fundamentally change the landscape character of the local area. Commercial development associated with the former

airfield within the area degrades the character adjacent to the Site which along with tree belts in the landscape that intervene views, effects would not exceed Negligible scale or Negligible magnitude.

- 7.134 Overall, effects on the character of the whole character type would be Negligible magnitude, Negligible significance and Neutral.

Effects on settlement form and context

- 7.135 The Site is situated between the settlements of Burndell, Yapton, Ford, Climping (which includes Horsemere Green). The Site therefore has the potential to change the perception of the gaps between these settlements as well as their setting. This has led to Policy EH7 within Ford's Neighbourhood Plan (within Appendix 7.2) and a specific reference within Policy H SP2 (SD8) of ADC Local Plan (within Appendix 7.2) regarding maintaining a local gap or visual separation between the Development and neighbouring settlements. Specifically, Ford's Neighbourhood Plan looks to maintain a gap between Yapton and Ford whilst ADC states that the Development shall maintain visual separation between Ford and Yapton and between Climping and Ford.
- 7.136 The Development is proposed as an extension of Ford and Burndell within the parish of Ford. Therefore the effects of the Development on coalescence with neighbouring settlements is with Yapton and Climping (which includes Horsemere Green)
- 7.137 The Development will reduce the current perceived gap between Ford and Yapton by introducing residential development in the northern half of the Site but will not encroach within Ford's Local Gap policy. The north western edge of the Development will have a 10m deep wooded landscape treatment to the boundary to soften the edge of built form that together with the remaining physical gap between the two settlements will maintain a visually distinctive separation between Ford and Yapton.
- 7.138 The Development will reduce the physical gap between Ford and Climping through the employment area in the east of the Site. However, this Development will be screened behind up to 50m deep wooded landscape treatment to the eastern boundary, which together with existing tall tree vegetation will mean that the perceived change to the gap from local visual receptors will be barely noticeable.
- 7.139 The physical gap between Burndell and Horsemere Green will be significantly reduced through residential development in the southern half of the Site. This gap has not been highlighted by local policy to maintain visual separation. However, a 50m deep wooded landscape buffer

has been allowed between Horsemere Green and the Development edge in the south of the Site to maintain visual separation. The existing hedgerow along Yapton Road will be retained (with the exception of the access point into the Site) with built form set back from the road to allow a landscaped corridor with footpath/cycleway through. Development will have a positive frontage onto Yapton Road that is described within the DAS.

Visual Effects

Visual Aids

- 7.140 Photographs taken from representative viewpoints are shown on Photograph Panels 1 to 13 (Figures 7.7 to 7.19) supporting this chapter. In addition, photomontage visualisations have been produced for representative viewpoints 7 and 9, illustrating the likely building heights and scale (see Figures 7.20 to 7.23). The method of visualisation selected for each viewpoint has been informed by 'Landscape Institute Technical Note 02/17 - Visual representation' ^{viii}.
- 7.141 As shown on the visualisations, the maximum building height parameters are shown, along with an indication of typical building heights based on advice from the masterplanners regarding the anticipated size and scale of housing. The visualisations are based on the proposed ground levels based upon JNP drawing (Appendix 14.3).
- 7.142 Summer photographs of viewpoints taken in July 2018 are located in Appendix 7.12 where available.
- 7.143 The viewpoint description, description of effects and scale of effect for each viewpoint (see Figure 7.6 for locations) is set out on the relevant photograph panel. The scale of effect at each viewpoint is summarised below:

Table 7.7 – Summary of scale of effects on viewpoints

Viewpoint	Distance, direction	Scale of effect Adverse, Neutral, Beneficial
		Permanent
Viewpoint 1: Public footpath (170) within NW of site, north of Burndell	0m	Large, Adverse
Viewpoint 2: Public footpath (175) south of Rollaston Park, Burndell	0m	Large, Adverse
Viewpoint 3: Yapton Road, B2233, Sustrans route no. 2, west of Horsemere Green	10m, SW	Large, Neutral
Viewpoint 4: Ford Road/Nelson Row, Climping	120m, S	Negligible, Neutral
Viewpoint 5: Public footpath within NE of site (200_3), Ford	240m, E	Large-Medium, Neutral

Viewpoint 6: Public footpath (366) within north of site, Ford	0m	Large, Neutral/Beneficial
Viewpoint 7: Public footpath (356), north of Ford Lane, east of Yapton/North End	600m, NW	Small, Adverse
Viewpoint 8: Public footpath (166), east of Yapton/Burndell	700m, W	Negligible, Neutral
Viewpoint 9: Public footpath (166) adjacent to A259	1km, SW	Small, Adverse
Viewpoint 10: Open space off Benjamin Gray Drive, Littlehampton	2km, E	Negligible, Neutral
Viewpoint 11: Arundel Castle, Arundel	4km, NE	Negligible, Neutral
Viewpoint 12: Public bridleway (415), South Downs National Park	4.2km, N	Negligible, Neutral
Viewpoint 13: Public footpath (350), east of Walberton	2.2km, NW	Negligible, Neutral

- 7.144 Each of the viewpoints is a 'sample' of the potential effects, representing a wide range of receptors, including not only those actually at the viewpoint, but also those nearby, at a similar distance and/or direction.
- 7.145 For these viewpoints it can be seen that the extent of Large scale visual effects, where the Development would form a major alteration to key elements, features, qualities and characteristics of the view such that the baseline will be fundamentally changed, would be limited to locations within or immediately adjacent to the Site. Examples include the public footpaths through the Site, houses overlooking the Site at Burndell and Yapton Road immediately south-west of the Site.
- 7.146 Medium scale effects would extend to areas to the north of the Site up to Ford and users of Ford Lane as well as public rights of way west of the Site towards Yapton.
- 7.147 Small scale effects would arise where the Development is seen in gaps in intervening vegetation and built form at distances of up to 2.5km from the Site where the Development may be discernible but the view would remain largely unchanged. Examples include public rights of way to North End Green north-west of the Site and east of Walberton.
- 7.148 Outside of these areas, the Development would either be screened from visual receptors by vegetation and built form, or the Development would form a Negligible change to views, being seen as part of the existing settlement pattern.

Visual Receptor Groups

- 7.149 This assessment focuses on effects on groups of visual receptors, incorporating effects on views from public spaces and streets within settlements (or around the houses) and the routes and accessible landscape in the surrounding countryside. Residents and visitors within these

communities are assessed to be High to Medium sensitivity unless otherwise stated.

Users of public rights of way through former airfield – 0m

- 7.150 This group includes the 4 no. public rights of way that cross through and immediately adjacent to the Site, referenced on West Sussex definitive map as no.363, 363_1, 366, 366_1, 175, 200_3 and 200_4 (Appendix 7.10). Public footpaths 363_1 and 175 (viewpoints 1 and 2 respectively in Figures 7.7 and 7.8) will pass through proposed residential areas with 366 and 366_1 (Figure 7.12 - viewpoint 6) adjacent to proposed open space. 200_3 and 200_4 will pass immediately adjacent to the proposed employment area.
- 7.151 There would be extensive visibility of the Development from all routes. Visual effects for this group would be Large scale. During construction and operation, Permanent effects would be experienced for a Wide extent of the routes, and are assessed to be of a High magnitude, adverse and of Major significance.

Residents of, and visitors to, adjacent streets to Site in Burndell (including Rollaston Park, Barge Close and Navigation Drive) – site boundary, west

- 7.152 This group includes residents in Burndell who would have notable views of the Development to the east and north of the settlement (Viewpoints 1 and 2 are representative of views from this receptor within Figures 7.7 and 7.8).
- 7.153 There would be views towards the Development above or through hedgerow boundary vegetation enclosing the existing residents within a new residential area that wraps around Burndell. Visual effects for this group would be Large to Medium scale during construction and up to the Medium term.
- 7.154 Effects up to the Medium-term would be across an Intermediate extent. Over time, as proposed planting matures along existing site boundaries, Permanent effects would reduce to a Localised extent but remain Large to Medium scale. Taking into consideration the scale, duration and extent, effects during both construction and operational stages would be of High to Medium magnitude. These would be adverse and of Major to Major-Moderate significance.

Residents of, and visitors to, Horsemere Green Lane – site boundary, southwest

- 7.155 This group includes residents in Horsemere Green to the north-west of the settlement including users of bus shelter along Yapton Road (Figure 7.9 - viewpoint 3) who would have views towards the Development.

- 7.156 Visual effects for this group would be Large scale during construction and before planting matures. Effects during the Medium-term would be across a Localised extent. Over time, as proposed planting matures along the southern site boundary of the Site, Permanent effects would remain at Large scale and at a Localised extent but become neutral. Taking into consideration the scale, duration and extent, effects on the landscape character as described above, effects would be of High-Medium magnitude. These effects would be adverse until planting matures, later becoming neutral and of Major to Major-Moderate significance.

Residents of, and visitors to, adjacent streets to Site in Ford (including Ford Lane and Rodney Crescent) – 240m, east

- 7.157 This group includes residents in Ford generally on the south of Ford Lane, but also within Rodney Crescent (Figure 7.11 - viewpoint 5) who would have medium distance views of the employment area within the Development in the east of the Site.

- 7.158 Visual effects for this group would be Large-Medium scale during construction and before planting matures. Effects during the Medium-term would be across a Localised extent. Over time, as proposed planting matures along the north and eastern edge of the employment area, Permanent effects would remain at Large-Medium scale, Localised extent and become neutral. Taking into consideration the scale, duration and extent, effects on the landscape character as described above, effects would be of High-Medium magnitude. These effects would be adverse until planting matures, later becoming neutral and of Major to Major-Moderate significance.

Residents of, and visitors to Yapton and users of public footpaths and local roads north and south of village. 600m, west

- 7.159 This group includes residents on the eastern edge of Yapton and public footpaths that cross the countryside east of the settlement such as footpath 166 (Figure 7.14 - viewpoint 8), 363, 359, 358 (Figure 7.13 - viewpoint 7) and Ford Lane at distances up to 1km. Visual effects for this group vary with the worst case assessed as Medium scale during construction and up to the Medium term where there is visibility between intervening vegetation towards the Development.
- 7.160 Effects up to the Medium-term would be across a Localised extent. Over time, as proposed planting matures along the western site boundary, Permanent effects would reduce to a Medium to Small scale but remain at a Localised extent. Taking into consideration the scale, duration and extent, effects on the landscape character as described above would be of Medium to Low magnitude, Moderate significance and adverse, reducing to Low magnitude,,

Moderate to Minor significance and neutral once planting matures.

Residents and users of footpaths east of the Site (including Nelson Row in Climping, River Arun and Boniface Avenue and Benjamin Gray Drive in Littlehampton) - 120m- 2km, east

- 7.161 This group includes residents, local roads and users of public open space that may have middle (Figure 7.10 – viewpoint 4) to long distance views (Figure 7.16 – viewpoint 10) towards the Development through gaps in vegetation. Visual effects for this group where there is visibility would be Small to Negligible scale during both construction and operational stages.
- 7.162 Permanent effects would have a Limited extent. Taking into consideration the scale, duration and extent, effects would be of Negligible magnitude, Negligible significance and neutral.

Users and visitors to South Downs foothills and National Park – 1.8km north

- 7.163 This group includes visitors to the South Downs that will have long distance views from elevated locations looking across the coastal plain towards the coastline, including Arundel Castle (Figure 7.17 - viewpoint 11) and Walberton (Figure 7.19 - viewpoint 13). This visual group would have a sensitivity of High due to its location within the South Downs National Park. Views within the 5km study area are from vantage points where woodland and tree vegetation are below the viewpoint allowing panoramic views across the lower-lying landscape within which the Site is a component of the view (Figure 7.18 - viewpoint 12). Visual effects for this group where there is visibility would be Small to Negligible scale during both construction and operational stages.
- 7.164 Permanent effects would have a Limited extent. Taking into consideration the scale, duration and extent, effects as described above would be of Low to Negligible magnitude. These would be of Minor to Negligible significance and neutral.

Key Routes

National Cycle Route 2 – 550m, south

- 7.165 This cycle route follows the A259 to the south of the Site as it passes through the study area connecting Littlehampton with Bognor Regis. Users of the route are assessed to be of Medium sensitivity, as the route where it passes through the study area is not considered to be scenic.
- 7.166 Views towards the Development would be best experienced travelling east facing north-east in a stretch of approximately 1.7km between Bilsham and Horsemere Green (Figure 7.15 -

viewpoint 9). Although increasingly perpendicular to the direction of travel the further east the receptor travels along this window of visibility. Views are across arable fields with hedgerow and tree field boundaries that occasionally allow views towards the Development. Users of this route would experience a Medium to Small scale of effect both before and after planting matures from a Limited extent of the route where there is visibility between intervening vegetation towards the Development.

- 7.167 Permanent effects would be of Low magnitude. These would be adverse, and of Minor significance.

West Coastway Railway Line – 475m, north

- 7.168 The railway line passes through the north of the study area approximately 475m from the Site at its closest point. The railway line runs parallel to Ford Lane, the latter forming the northern boundary of the Site. Users of the route are assessed to be of Medium sensitivity as the route where it passes is not considered to be scenic.

- 7.169 Views to the Development would be experienced from North End Road for approximately 800m until the village of Ford and associated vegetation and built form along Ford Lane prevent views facing south towards the Site. Views would be across open arable fields towards an extended built edge to Burndell in the distance. Views towards the Development would in general be most noticeable when travelling east whilst sat on the south of the train. Where visible, users of the train would experience a Medium scale of effect during construction and up to the Medium term along a Limited extent of the route where there is visibility between intervening vegetation towards the Development; reducing to Medium to Small scale as planting matures.

- 7.170 Taking into consideration the scale, duration and extent, effects would be of Medium to Low magnitude, Moderate-Minor significance and adverse until planting matures, reducing to Low magnitude, Minor significance and neutral thereafter.

A259 – 550m, south

- 7.171 This route is the main coastal road that links Goring-by-Sea in the east to Chichester in the west. The route passes through the south of the study area, approximately 550m from the Site at its closest point. Users of this route are assessed to be of Low sensitivity as this route is not promoted as scenic.

- 7.172 Views towards the Development would be best experienced travelling east facing north-east

in a stretch of approximately 1.7km between Bilsham and Horsemere Green (Figure 7.15 - viewpoint 9). Although increasingly perpendicular to the direction of travel the further east the receptor travels along this window of visibility. Views are across arable fields with hedgerow and tree field boundaries that occasionally allow views towards the Development. Users of this route would experience a Medium to Small scale of effect both before and after planting matures from a Limited extent of the route where there is visibility between intervening vegetation towards the Development.

7.173 Permanent effects would be of Low magnitude. These would be adverse, of Minor significance.

Specific Viewpoints

7.174 No specific viewpoints (panoramic, designed or designated views) have been identified that require assessment.

Effects on Designated Landscapes

South Downs National Park

7.175 The Development is located outside of the South Downs National Park, approximately 1.8km south. Visual receptors within 5km of the Development within the South Downs are considered at paragraph 7.164 to have neutral and Minor to Negligible significance of effect. Viewpoint 12 (Figure 7.18), viewpoint 11 (Figure 7.17) and illustrative viewpoint A (Figure 7.24) taken from within the South Downs illustrate how the Site is seen within the wider panorama of the settled low lying coastal plain. The Development will not obstruct or detract from views towards the sea from within the South Downs, nor effect the special qualities of the national park, therefore effects would be Negligible significance and neutral.

Cumulative Effects

7.176 The cumulative assessment examines the same groups of landscape and visual receptors as the assessment for the Development undertaken above in this chapter, though different viewpoints may be used in order to better represent the likely range of effects arising from the combination of schemes. The 5km study area used for the earlier assessment in this chapter has also been utilised. The assessment is informed by the cumulative Zone of Theoretical Visibility (ZTV) plans as necessary, showing the extent of visual effects of the schemes in different colours to illustrate where visibility of more than one development is likely to arise. Cumulative wirelines or photomontages may also be prepared, but have not been considered necessary for this assessment.

7.177 In addition, the effects on users of routes through the area, from which developments may be sequentially visible as one passes through the landscape are also considered, if appropriate. This assessment is based on the desk study of ZTV's and aerial photography, and site visits to travel along the routes being assessed.

7.178 In relation to landscape and visual cumulative assessment, it is important to note the following:

- For each assessed receptor, combined and cumulative effects may be the same as for the application scheme, or greater (where the influence of multiple schemes would increase effects, or where schemes in planning other than the application scheme would have the predominant effects.);
- Subject to the distance and degree of intervening landform, vegetation and structures there may be no cumulative effects; and
- The way in which the assessment is described and presented is varied depending on the number and nature of scenarios which may arise. This variation is needed in order to convey to the reader the key points of each assessment. For example, the three different cumulative combinations that may arise for an assessment in which there are two other schemes can be assessed individually. A situation in which there are 10 applications cannot reasonably be assessed in this way and the development may need to be grouped for analysis.

7.179 The following cumulative ZTV studies have been prepared to aid this assessment, with schemes unlikely to have any cumulative landscape and visual effects, such as those to the west of Yapton, those within the Site, the lagoon to the north of the Site and the concrete batching plant to the south-west of the Site are not included in any ZTVs:

Baseline Situation + Cumulative schemes + Ford Airfield

7.180 Figure 7.25 illustrates the cumulative ZTV of the Development with schemes to the north and south of Yapton/Burndell. This ZTV indicates that there would potentially be large areas in the open countryside around Yapton and Ford where all these developments would be seen together, although the two residential developments south of Burndell Road would be less extensively visible than the other developments.

7.181 As is common practice for cumulative assessments including a number of schemes, this assessment considers a number of different scenarios that may arise. Scenarios which do not include the Development are not assessed, as those are not material to this application.

7.182 There are potentially a large number of scenarios which may arise. In order to reduce this complexity, the following steps have been taken:

7.183 The schemes located to the west of Yapton have been excluded from the assessment as the cumulative schemes would be located the opposite side of Yapton from the Development as Yapton itself would prevent any intervisibility with Ford Airfield. This includes the following schemes (illustrated on Figure 2.1):

- C - Land at Bilsham Road, Yapton (Y/91/17/OUT);
- D – Land at east Drove Lane, Yapton (Y/92/17/OUT);
- E - Bonahms Field Main Road, Yapton (Y/1/17/OUT);
- F - Land at Stakers Farm North End Road, Yapton (Y/44/17/OUT);
- G - CLays Farm North End Road, Yapton (Y/62/18/OUT);
- H - Land north of Yapton C of E Primary School, Yapton (Y/88/18/OUT);
- I – Land at Street Buildings North End Road, Yapton (Y/49/17/OUT).

7.184 The schemes located within the Site will either be removed as part of the Development or will cause very little change to the baseline landscape or visual situation. Therefore the following schemes are excluded from the assessment:

- J – Land to the south of Ford Lane, Ford (F/4/18/PL); and
- P – New access road (Grundon) (WSCC/027/18/F).

7.185 The lagoon scheme (K - Land at Wicks Farm, Ford Lane, Ford – F/18/17/WS) proposed to the north of the Site will cause very little change to the baseline landscape or visual situation and is therefore excluded from the assessment.

7.186 The Ford Market application (N -) proposed immediately east of the Site will cause very little change to the baseline landscape or visual situation and is therefore excluded from the assessment.

7.187 The concrete batching plant (O - Land at Northwood Farm, Burndell Road, Yapton – CM/6/18/PL) will be located adjacent to a large shed that will screen the majority of the scheme from the Development. It is unlikely that significant cumulative effects will arise with the Development and therefore this scheme is excluded from the assessment.

7.188 The cumulative assessment will therefore concentrate on the cumulative effects of Ford Airfield with the following schemes:

- A – Land to the south of Ford Lane, Yapton (Y/80/16/OUT);
- B - Land off Burndell Road, Yapton (Y/19/16/OUT);
- L - Land south of Burndell Road, Yapton (Y/7/15/OUT); and
- M - Arun DC Secondary School Site.

7.189 Schemes B & L will be assessed as a combined group as they are located adjacent to each other.

7.190 The schemes omitted from detailed assessment are not included in the text descriptions below, except where they are of particular relevance.

Receptors Assessed

7.191 Cumulative effects are assessed on the same groups of landscape and visual receptors as the assessment for the main scheme. Landscape and visual receptors that are considered to receive effects of Low-Negligible or Negligible magnitude (both localised and overall) from the Development are not included in this assessment, as an effect of such low magnitude manifestly adds nothing or very little regardless of the distribution of other developments. If significant cumulative effects arise on those receptors, they would be as a result of other developments and as such are not relevant for consideration as part of this application. Cumulative schemes are assessed in combination.

Cumulative Effects on Landscape Character

7.192 The following landscape character areas are judged earlier within this chapter to receive Low magnitude or greater effects (locally or overall) as a result of the Development, and are therefore assessed for cumulative effects:

- LCA 29: North of Yapton Coastal Plain; and
- LCA 31: Climping Lower Coastal Plain.

LCA 29: North of Yapton Coastal Plain

7.193 Schemes A (Ford Lane) and M (Secondary school) are located within this character area. The effect of the Development alone is assessed at para 7.118 as ranging from High magnitude and Major-Moderate significance in the immediate vicinity of the Site to Medium magnitude and Moderate-Minor significance overall.

- 7.194 Development of Scheme A (Ford Lane) would further urbanise an area of this LCA, albeit that it will be closely associated with the existing edge of Yapton. This would result in extended effects within the LCA that would result in Large-Medium scale effects within the north-west of the LCA. These effects would cover a Wide extent of the LCA and be Permanent. The sensitivity of the LCA towards Yapton in the northwest of the LCA is judged to be Medium. It is assessed that these effects would be of High magnitude, Major-Moderate significance and adverse.
- 7.195 Development of scheme M (secondary school) would be located adjacent to the Site, north of Burndell. The scheme would introduce a school campus with a number of buildings assumed with a maximum height of three storeys within a relatively small part of the scheme area. The remainder of the scheme will be playing fields and parking thereby maintaining a sense of openness, particularly if the school buildings are located close to the Development, thereby forming a small addition to the Development. The school combined with the Development would have limited additional effect on the LCA than the effect of the Development alone.
- 7.196 Development of schemes B & L (south of Burndell Road) will have limited cumulative effects with Ford Airfield within the LCA as Burndell will screen the schemes from areas not already directly effected by the Development. The Development itself will also screen the schemes in the east of the LCA. Therefore, no additional cumulative effects will arise with the development of B & L with the Development on the LCA.
- 7.197 Should all five developments come forward, the combined effect on the LCA would be the same as for the combination with scheme A (Land off Ford Lane). Overall, the extent of intermediate Medium scale effects assessed to be of High magnitude, Major-Moderate significance and considered adverse, would further urbanise the landscape in the north-west of the LCA.

LCA 31: Climbing Lower Coastal Plain

- 7.198 No scheme is located within this character area with the Site being the closest to receptor. The effect of the Development alone is assessed at para 7.130 as ranging from Medium-Low magnitude and Moderate-Minor significance in the fields adjacent to the Site to Negligible magnitude and Negligible significance overall.
- 7.199 Development of Scheme A (Ford Lane) located outside of the LCA would have limited effects on the LCA, particularly in combination with the Development, the latter screening any intervisibility with scheme A. Therefore, no cumulative effects arise from the development of scheme A and the Development to the LCA.

- 7.200 Development of scheme M (secondary school) located adjacent to the immediate west of the Site, located outside the LCA, will have limited intervisibility with the LCA primarily as the Development is located between the receptor and the the scheme. No cumulative effects arise from the development of scheme M and the Development to the LCA.
- 7.201 Development of schemes B & L (south of Burndell Road) located outside of the LCA will have localised effects upon the north-west of the LCA. However, schemes B & L combined with the Development would have no additional combined effect on this LCA due to the Development being closer to the receptor.
- 7.202 Should all five developments come forward, the combined effect on the LCA would be the same as for the Development. Therefore no additional cumulative effects arise from this scenario.

Cumulative Effects on Settlement Pattern and Context

- 7.203 The effect of the Development on settlement pattern and context is outlined from para 7.136.
- 7.204 Development of Scheme A will extend current eastern extents of Yapton north up to Ford Lane. Therefore, the current gap between Yapton and Ford will be largely maintained. The extension of scheme A to Yapton is a logical next step to Yapton's settlement form with current development found along key routes into the village. Effects in combination with the Development will predominantly be created through the arrival of the Development itself. A gap between Yapton and Ford will be maintained with Scheme A and the Development, albeit that this gap will be contained and influenced by new and existing urban form.
- 7.205 Development of Scheme B & L will extend the current southerly extent of Bundell, albeit that immediately adjacent, the southern extent of Yapton (which has already coalesced with Burndell) extends further south associated with Bilsham Road. Schemes B & L follow local field patterns and would be of a scale and depth that would be acceptable to the village and provide balance to the development found north of Burndell Road. Effects of Schemes B&L in combination with the Development will predominantly be created through the arrival of the Development itself.
- 7.206 Development of Scheme M will reduce the gap between Ford and the north of Yapton, albeit that most of the site within Scheme M will be sports field and car parking. It is assumed that up to three storey high buildings will occupy the eastern edge of the Site, being close to the edge of Ford Airfield. As a result, the secondary school will form a logical part of the Development and its facilities, that also serve the wider area. Therefore, even though the

school is located within the gap identified by neighbourhood planning policy, assuming the buildings are located to the east, the gap will not be significantly adversely affected.

- 7.207 Should all 5 developments come forward, there will be notable effects on settlement form and identity, albeit that a physical gap to the north of Yapton and Ford will be maintained and a visual separation maintained between Ford and Climping as required by ADC. In effect, the cumulative sites would make Yapton, Burndell, Ford and Climping (in plan) seemingly form one large settlement. On the ground, the character of each of the villages/hamlets will need to be different to maintain their unique sense of identity.

Cumulative Effects on Visual Receptor Groups

- 7.208 The assessment considers two types of cumulative visual effect, namely effects arising from combined and sequential views. These comprise:

- Combined views 'which occur where the observer is able to see two or more developments from one viewpoint'. Combined visibility may either be in combination (where several developments are within the observer's arc of vision at the same time) or in succession (where the observer has to turn to see the various developments); and
- Sequential views which 'occur when the observer has to move to another viewpoints to see different developments'.

- 7.209 This section assesses the anticipated cumulative visual effects arising from the proposal in combination with the existing and approved developments, and the Development. The main linear routes that share combined intervisibility in the study area are then summarised to anticipate the likely sequential views.

- 7.210 The following groups are judged earlier in this chapter to receive Low magnitude or greater effects (locally or overall) as a result of the Development, and are therefore assessed for cumulative effects:

- Users of public rights of way through former airfield;
- Residents of, and visitors to, adjacent streets to Site in Burndell;
- Residents of, and visitors to, Horsemere Green Lane;
- Residents of, and visitors to, adjacent streets to Site in Ford; and
- Residents of, and visitors to Yapton and users of public footpaths and local roads north and south of village.

- 7.211 Given that the public rights of way through the Site will have their views curtailed by the Development, no additional effects will be experienced by the development of the cumulative schemes. Therefore, this receptor is not assessed in further detail. In addition, residents and visitors to streets in Ford will have their views towards all cumulative sites curtailed by the Development. Therefore, this receptor is not assessed in further detail.

Residents of, and visitors to, adjacent streets to Site in Burndell

- 7.212 The closest scheme is the Development which wraps around this receptor group. Scheme M is located to the north of this receptor behind the Development. The effect of the Development alone is assessed at para 7.153 as High -Medium magnitude and Major to Major-Moderate significance where there is visibility.

- 7.213 Development of Scheme M would have a small additional visual effect on the receptor group, albeit only those receptors along the northern edge of Burndell. Visibility through to the three storey buildings (assumed worst case height) of the school would be glimpsed through or above intervening vegetation associated with Burndell and/or the Development. However, the buildings would be seen in combination with the Development such that the school would be seen as a minor addition/part of the Development. As such, the combined effects of scheme M and the Development are no greater than the Development on its own.

- 7.214 All other cumulative schemes will have no or limited visibility with the receptors due to the Development, which will screen/dominate the view, therefore schemes A, B & L would not produce additional visual effects.

- 7.215 Should all 5 developments come forward, the combined visual effects on this visual group would be no greater than the Development on its own,

Residents of, and visitors to, Horsemere Green Lane

- 7.216 The Development is the closest cumulative site to the receptor group. The effect of the Development alone is assessed at para 7.156 as Medium magnitude and Major to Major-Moderate significance.

- 7.217 All other cumulative schemes will have no or limited visibility with the receptors due to the Development, which will screen/dominate the view, therefore schemes A, M, B & L not produce additional visual effects.

- 7.218 Should all 5 developments come forward, the combined visual effects on this visual group

would be the same as for the Development. Therefore no additional cumulative effects arise from this scenario.

Residents of, and visitors to Yapton and users of public footpaths and local roads north and south of village

- 7.219 Schemes A, B&L, M and the Development are the closest cumulative sites to the receptor group. The effect of the Development alone is assessed at para 7.160 as ranging from Medium-Low magnitude and Moderate significance before planting matures reducing to Low - Negligible magnitude and Minor-Negligible significance.
- 7.220 Development of Scheme A will produce additional visual effects to the north of Yapton only, that would be seen in combination with the Development (from Ford Lane and public footpath 356 north of Ford Lane) and in succession and sequence from along footpaths between Yapton and Ford Lane (357, 358 and 359) and Yapton and Ford Airfield (363). One public footpath is located within scheme A (357) with another running along the edge of scheme A (358) from which views will be significantly changed. Scheme A in combination with the Development will produce Large to Medium scale of effects across a Wide extent of this visual group. Permanent effects will be High magnitude and Major to Major-Moderate. As scheme A is located upon and immediately adjacent to public footpaths within this group, as well as being closer to the settlement of Yapton, the additional visual effects are largely created by scheme A, rather than the Development.
- 7.221 Development of Scheme M would have a small additional visual effect on the receptor group, albeit only those receptors in the north of Yapton. Visibility through to the three storey buildings (assumed worst case height) of the school would be seen in front of the edge of the Development. However, the buildings would be seen in combination with the Development such that the school would be a minor addition/part of the Development itself. As such, the combined effects of scheme M and the Development are no greater than the Development on its own.
- 7.222 Development of schemes B & L will have additional visual effects, albeit only those receptors in the southeast of Yapton. Two public rights of way are located adjacent to the sites (167 and 168) where views will be significantly changed with the development of these residential schemes. However, there is no intervisibility with the Site from this location therefore effects arising would be from schemes B & L only. Moving to the south along public footpath (166), there would be views to Schemes B & L and the Development in succession and sequence. Views towards Yapton and Burndell are already apparent in views facing north from this area and therefore schemes B & L would not be a significant alteration to views. Therefore, the

cumulative visual effect with Schemes B & L on receptors in this area would be no greater than the Development on its own.

- 7.223 Should all 5 developments come forward, the combined visual effects on this visual group would be no greater than in combination with the Development and Scheme A, where effects will be High magnitude and Major to Major-Moderate and adverse. However, the additional visual effects are largely created by scheme A, rather than the Development itself.

Cumulative Effects on Key Routes

- 7.224 The following routes are judged earlier in this chapter to receive Low magnitude or greater effects (locally or overall) as a result of the Development, and are therefore assessed for cumulative effects:

- National Cycle Route 2;
- West Coastway Railway Line; and
- A259.

National Cycle Route 2

- 7.225 The closest scheme to this receptor is The Development. The Development and Schemes B&L are visible from the road. The effect of the Development alone is assessed at para 7.166 as Low magnitude and Minor significance.
- 7.226 Development of Schemes B & L will produce limited additional visual effects where views towards the sites are possible through intervening vegetation and distance. Views towards scheme B & L where possible would not produce effects greater than the Development on its own.
- 7.227 All other cumulative schemes will have no or limited visibility with the receptors due to the built form and associated vegetation of Burndell and Yapton screening views, therefore schemes A & M not produce additional visual effects.
- 7.228 Should all 5 developments come forward, the combined visual effects on this visual group would be no greater than the Development on its own.

West Coastway Railway Line

- 7.229 The closest schemes to the receptor are A, M and Ford Airfield all found just south of Ford Lane. The effect of the Ford Airfield Development alone is assessed at para 7.169 as ranging from Medium-Low magnitude and Moderate-Minor significance before planting matures to Low magnitude and Minor significance.
- 7.230 Development of Scheme A will have additional visual effects on the receptor with views generally from the train carriage whilst travelling in a westerly direction on the south of the line. There would be no combination, succession or sequential views with the Development as the east-west direction of the train while passing the sites will only be able to see one or the other of the sites when heading either direction. Therefore, cumulative effects would not produce effects greater than the Development on its own.
- 7.231 Development of Scheme M would have a small additional visual effect on the receptor, albeit only users of the train travelling east on the south of the carriage. Views towards the school would be through intervening vegetation towards the three storey buildings (assumed worst case height) and would be seen in combination with the edge of the Development. Therefore, the school would be seen as a minor addition/part of the Development. As such, the combined effects of scheme M and the Development are no greater than the Development on its own.
- 7.232 All other schemes will have no or limited visibility with the receptors due to intervening built form and associated vegetation of Yapton or Climping. Therefore, schemes B and L will not produce additional visual effects.
- 7.233 Should all 5 developments come forward, the combined visual effects on this visual group would be no greater than the Development on its own.

A259

- 7.234 The closest scheme to this receptor is the Development. The effect of the Development alone is assessed at para 7.172 as Low magnitude and Minor significance.
- 7.235 Development of Schemes B & L will produce limited additional visual effects where views towards the sites are possible through intervening vegetation and distance. Views towards scheme B & L where possible would not produce effects greater than the Development on its own.
- 7.236 All other cumulative schemes will have no or limited visibility with the receptors due to the

built form and associated vegetation of Burndell and Yapton screening views, therefore schemes A & M not produce additional visual effects.

- 7.237 Should all 5 developments come forward, the combined visual effects on this visual group would be no greater than the Development on its own.

Specific Viewpoints

- 7.238 No specific viewpoints (panoramic, designed or designated views) have been identified that require assessment.

Effects on Designated Landscapes

- 7.239 As the assessed effect on the National Park from the Development alone was Negligible significance and neutral (para 7.076), cumulative effects are therefore not assessed in further detail as outlined in para 7.192.

Conclusion

- 7.240 Approximately two thirds of the proposed cumulative developments located in and around Yapton and Ford would have very little cumulative landscape or visual effect with the Development, due to their physical and visual separation from the Site, or the cumulative schemes having little landscape and visual effect in their own right. Through this assessment, the cumulative effects of the various proposed developments have been systematically analysed and assessed, indicating that the primary interactions would be with Scheme A (Ford Lane), M (secondary school) and B & L (Burndell Road)
- 7.241 Greater effects than for the Development alone would arise on the following receptors if all four cumulative schemes and the Development were developed:
- Intermediate areas of LCA: 29 North of Yapton Coastal Plain; and
 - Wide areas of public rights of way and local roads north of Yapton.

Summary

- 7.242 This assessment describes the existing landscape and views, considers their sensitivity to change and identifies the changes likely to arise from the Development; providing judgements of the importance of effects arising.

- 7.243 The Site is located within a former airfield between the settlements of Ford, Burndell, Horsemere Green and Climping upon the flat, low-lying coastal plain. The Site itself comprises of large-scale arable fields interspersed with large shed buildings located on the former concrete airfield, such as Arun Sports Arena and Flying Fortress. The Grundon waste recycling plant adjacent to the Site has a number of tall sheds that together with the sheds on the former airfield, and the neighbouring industrial estates at Burndell and Climping create a Site that is heavily influenced by large-scale industrial built form.
- 7.244 The Development consists of up to 1500 dwellings, employment, a local centre, a primary school and associated infrastructure. The Development includes areas of public open space with tree planting in the west, south and east of the Site to maintain visual separation from neighbouring settlements.
- 7.245 The Development is supported by a comprehensive landscape strategy, which seeks to retain and enhance existing landscape features and create new green infrastructure. This will help integrate the Development within the landscape, whilst improving biodiversity and creating opportunities for recreation.
- 7.246 This LVIA has been a key influence on the overall landscape strategy for the project, and much of the proposed landscape and visual mitigation is embedded into the design of the Development.
- 7.247 Overall, the **Permanent Adverse** landscape and visual effects are considered to be limited to changes to the character of the Site itself and its immediate context; and to those visual receptors in close proximity to the Site.
- 7.248 A summary of the key landscape and visual effects is set out below.

Landscape Character Effects

- 7.249 The entire Site lies within the extent of the landscape character area LCA:29 Yapton Coastal Plain, as identified in the Arun Landscape Study (2006).
- 7.250 Effects on landscape character would be largely confined to within the Site itself, its immediate context and generally within 1km from the Site. The retention of the majority of the Site's fabric, combined with a comprehensive landscape strategy that looks to soften views to built form, would help integrate the Development into the landscape and retain features that contribute positively to landscape character.

- 7.251 Effects to landscape character would be at their greatest within the Site and up to 50m from its boundaries, based on the visible change from undeveloped land to a housing development. Permanent effects would be at most Major-Moderate and Adverse to LCA 29. Beyond, effects to this character area reduce with distance from the Site to Moderate remaining adverse up to 500m from the Development where there is intervisibility. Overall effects to LCA 29 are Major-Moderate to Moderate and adverse. Effects to LCA 31 reduce with distance from the Site boundary from Moderate-Minor and adverse to Minor-Negligible and adverse up to around 1km. Beyond this distance, effects would decrease to Negligible with no discernible change to landscape character.
- 7.252 Effects on settlement form and context will be notably changed, albeit that key gaps and visual separation between neighbouring settlements between Yapton and Ford and Climping and Ford would be included in the Development. However, Burndell and Horsemere Green will in essence be coalescing along Yapton Road, creating a perceived settlement that continues from Horsemere Green in the south-east through Burndell and up to Yapton in the north-west.

Visual Effects

- 7.253 The Site is reasonably well contained with a number of strong linear tree belts/hedgerows found along the boundaries of the concrete airfield, industrial land uses, the water treatment plant and public footpath 363_1. Hedgerows, trees and woodland blocks in the surrounding landscape, as well as built form and associated vegetation within adjacent settlements also help to contain views of the Site within the wider flat, low-lying surrounding landscape. Elevated views from the South Downs to the north are at long distances from the Site, where the Site forms part of the wider panorama of the settled low lying coastal plain.
- 7.254 Visual effects would be relatively contained and localised, with the most affected receptors located within or immediately adjacent to the Site where views would be possible through and above intervening vegetation.
- 7.255 Effects would be at most Major and Adverse, where visual receptors are located within Site, and would experience a fundamental change from series of arable fields influenced by industrial/utility built form on a former airfield to a housing development.
- 7.256 Within close proximity of the Site's boundary (up to 50m), effects would reduce slightly to Major – Moderate and neutral with tree planting maturing.
- 7.257 Beyond 50m of the Site's boundary, effects on receptors reduce to Moderate-Minor and

Neutral such as within 500m of the Site, such as land to the north and south of Yapton. Beyond 500m, visual receptors would not experience effects greater than Negligible and Neutral.

- 7.258 There would be Negligible or no effect on other receptors within the 5km study area including the South Downs National Park.

Statement of Significance

- 7.259 As set out in the assessment methodology, effects that are Major – Moderate or Major are judged to be significant. Effects of Moderate significance or less are judged to constitute additional considerations. It should be noted that whilst an effect may be significant, that does not necessarily mean that such an impact would be unacceptable.

- 7.260 The findings of the Landscape and Visual Impact Assessment indicate that significant effects would arise as follows with the most affected receptors located within or immediately adjacent to the Site:

- LCA 29: Yapton Coastal Plain – Major-Moderate Adverse;
- Public footpaths within the Site – Major Adverse; and
- Visual receptors within 50m of Site boundary – Major-Moderate Adverse/Neutral.

Cumulative effects

- 7.261 Approximately two thirds of the proposed cumulative developments located in and around Yapton and Ford would have very little cumulative landscape or visual effect with the Development, due to their physical and visual separation from the Site, or the cumulative schemes having little landscape and visual effect in their own right. Through this assessment, the cumulative effects of the various cumulative developments have been systematically analysed and assessed, indicating that the primary interactions would be with Scheme A (Ford Lane), M (secondary school) and B & L (Burndell Road).

- 7.262 Greater effects than for the Development alone would arise on the following receptors if all four cumulative schemes and the Development were built:

- Intermediate areas of LCA: 29 North of Yapton Coastal Plain; and
- Wide areas of users of public rights of way and local roads north of Yapton.

7.263 Table 7.8 contains a summary of the likely significant effects of the Development.

Table 7.8: Table of Significance – Landscape & Visual Effects

Potential Effect	Nature of Effect (Permanent/Temporary)	Significance (Major/Moderate/ Minor) (Beneficial/Adverse/ Negligible)	Mitigation / Enhancement Measures	Geographical Importance*							Residual Effects (Major/Moderate/Minor/Negligible) (Beneficial/Adverse/Neutral)
				I	UK	E	R	C	D	L	
Construction and Operation											
Landscape character											
LCA 29 – North of Yapton Coastal Plain	Permanent effects within Site and adjacent boundaries	N/A	Tree planting along western, northern, eastern and south-eastern boundaries. Setting back for development edge from Yapton Road and Horsemere Green Lane.							*	Major-Moderate, Adverse
	Permanent effects on fields adjacent to Site to west	N/A							*		Major-Moderate to Moderate, Adverse
	Permanent overall effects on character area	N/A							*		Moderate, Adverse
LCA 30 – Bilsham Coastal Plain	Permanent effects on fields southeast of Yapton	N/A							*		Minor-Negligible, Adverse
	Permanent overall effects on character area	N/A							*		Negligible, Neutral
LCA 31 – Climping Lower Coastal Plain	Permanent ffects in fields immediately adjacent to southwest of Site	N/A							*		Moderate-Minor Adverse
	Permanent effects beyond immediate fields up to A259 in southwest	N/A							*		Minor-Negligible, Adverse
	Overall effects on character area	N/A							*		Negligible, Neutral
Visual Effects											
Visual receptor groups											
Users of public rights of way through former airfield	Permanent effects on views	N/A	Tree planting along western, northern, eastern and south-eastern boundaries. Setting back of Development edge from Yapton Road							*	Major Adverse
Residents of, and visitors to, adjacent streets to Site in Burndell	Permanent effects on views	N/A								*	Major-Moderate Adverse
Residents of, and visitors to Horsemere Green Lane	Temporary (Medium-term) effects on views until planting matures	N/A								*	Major to Major-Moderate Adverse

Potential Effect	Nature of Effect (Permanent/Temporary)	Significance (Major/Moderate/ Minor) (Beneficial/Adverse/ Negligible)	Mitigation / Enhancement Measures	Geographical Importance*							Residual Effects (Major/Moderate/Minor/Negligible) (Beneficial/Adverse/Neutral)	
				I	UK	E	R	C	D	L		
	Permanent effects on views	N/A	and Horsemere Green Lane.							*	Major to Major-Moderate, Neutral	
Residents of, and visitors to, adjacent streets in Ford	Temporary (Medium-term) effects on views until planting matures	N/A								*	Major to Major-Moderate, Adverse	
	Permanent effects on views										Major to Major-Moderate, Neutral	
Residents of, and visitors to Yapton and users of public footpaths and local roads north and south of village	Temporary (Medium-term) effects on views until planting matures	N/A							*		Moderate, Adverse	
	Permanent effects on views	N/A							*		Moderate-Minor, Neutral	
Residents and users of footpaths and local roads east of the Site	Permanent effects on views	N/A								*	Negligible, Neutral	
Users and visitors to South Downs foothills and National Park	Permanent effects on views	N/A			*						Minor to Negligible Neutral	
Key routes												
National cycle route 2	Permanent effects on views	N/A	Tree planting along western, northern, eastern and south-eastern boundaries. Setting back of Development edge from Yapton Road and Horsemere Green Lane.							*	Minor Adverse	
West Coastway Railway Line	Temporary (Medium-term) effects on views until planting matures	N/A									*	Moderate-Minor, Adverse
	Permanent effects on views	N/A									*	Minor, Neutral
A259	Permanent effects on views	N/A									*	Minor Adverse

Potential Effect	Nature of Effect (Permanent/Temporary)	Significance (Major/Moderate/ Minor) (Beneficial/Adverse/ Negligible)	Mitigation / Enhancement Measures	Geographical Importance*							Residual Effects (Major/Moderate/Minor/Negligible) (Beneficial/Adverse/Neutral)
				I	UK	E	R	C	D	L	
Designated Landscapes											
South Downs National Park	Permanent effects on views	N/A	Tree planting along western, northern, eastern and south-eastern boundaries. Setting back of Development edge from Yapton Road and Horsemere Green Lane.		*						Negligible Neutral
Landscape character											
LCA 29 – North of Yapton Coastal Plain	Overall Permanent in combination with all cumulative schemes	N/A	Tree planting along western, northern, eastern and south-eastern boundaries. Setting back of Development edge from Yapton Road and Horsemere Green Lane.						*		Major-moderate, Adverse
LCA31 – Climping Lower Coastal Plain	Overall Permanent in combination with all cumulative schemes	N/A								*	Negligible, Neutral

Potential Effect	Nature of Effect (Permanent/Temporary)	Significance (Major/Moderate/ Minor) (Beneficial/Adverse/ Negligible)	Mitigation / Enhancement Measures	Geographical Importance*							Residual Effects (Major/Moderate/Minor/Negligible) (Beneficial/Adverse/Neutral)
				I	UK	E	R	C	D	L	
Cumulative Effects											
Visual Effects											
Visual receptor groups											
Residents of, and visitors to, adjacent streets to Site in Burndell	Permanent in combination with all cumulative schemes	N/A	Tree planting along western, northern, eastern and south-eastern boundaries. Setting back of Development edge from Yapton Road and Horsemere Green Lane.							*	Major-Moderate Adverse
Residents of, and visitors to Horsemere Green Lane	Permanent in combination with all cumulative schemes	N/A								*	Major to Major-Moderate, Neutral
Residents of, and visitors to Yapton and users of public footpaths and local roads north and south of village	Permanent in combination with all cumulative schemes	N/A							*	Major to Major-Moderate, Adverse	
Key routes											
National cycle route 2	Permanent in combination with all cumulative schemes	N/A	Tree planting along western, northern, eastern and south-eastern boundaries. Setting back of Development edge from Yapton Road and Horsemere Green Lane							*	Minor Adverse
West Coastway Railway Line	Permanent in combination with all cumulative schemes	N/A								*	Minor, Neutral
A259	Permanent in combination with all cumulative schemes	N/A								*	Minor Adverse

REFERENCES

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- ⁱⁱ *Department for Communities & Local Government, Planning Practice Guidance, <http://planningguidance.planningportal.gov.uk/blog/guidance/>, accessed on-line 2019*
- ⁱⁱⁱ *Arun Local Plan 2011-2031, Adopted July 2018*
- ^v *Guidelines for Landscape and Visual Impact Assessment, version 3 (Landscape Institute, 2013 (GLVIA3))*
- ^{vi} *'An Approach to Landscape Character Assessment' (Natural England, 2014),*
- ^{vii} *Landscape Institute Technical Note 06/17 – Townscape Character Assessment*
- ^{viii} *Landscape Institute Technical Note 02/17 – Visual Representation*
- ^{ix} *Arun District Council – Strategic Housing Land Availability Assessment (SHLAA) (Update 2012)*
- ^x *Arun District Council – Landscape Capacity of Strategic Sites in Arun District (February 2017)*
- ^{xi} *South Downs Local Plan Pre-Submission (September 2017)*
- ^{xii} *National Character Area Profile No. 126 South Coast Plain (Natural England, 2014)*
- ^{xiii} *West Sussex Landscape Character Assessment: Land Management Guidelines (November 2003)*
- ^{xiv} *Arun Landscape Study: Landscape and Visual Amenity Aspects of Development Choices in Arun District 2006-2026 (August 2006)*
- ^{xv} *South Downs Integrated Landscape Character Assessment (December 2005)*
- ^{xviii} *Arun District Council Scoping Opinion (January 2019)*