



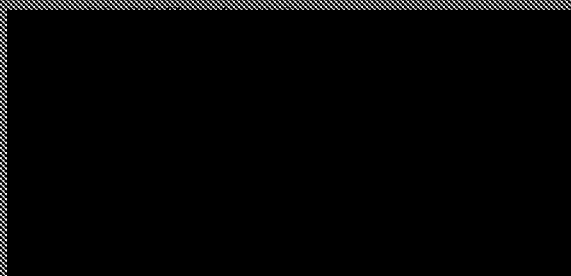
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Landscape and Visual Impact Assessment
030 - Hampton Quay

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Notes

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1. Introduction



Aerial view of site

1.1. LVIA introduction

Stolon Studio were commissioned by Hampton Quay Ltd to undertake a Landscape and Visual Impact Assessment (LVIA)

The following LVIA is a tool used to identify and assess the significance of and the effects of change resulting from the Hampton Quay development on the landscape as an environmental resource in its own right and on people's views and visual amenity.

This report has been undertaken to contribute to the appraisal of the development proposals and subsequent planning application.

The LVIA incorporates design development alongside desk-based and on-site research, feedback from specialist consultants, public consultations and from the Local Authority (LA).

1.2. Site

The application site, named Hampton Quay, is located in Littlehampton, West Sussex, along the east bank of the River Arun.

It is a 2.7ha strip of land, between the A259 road and The River Arun, on the edge of Littlehampton, that for a large part has been disconnected from the rest of the town.

1.3. Proposal

The proposal consists of up to 105 dwellings, 300-400 sqm of commercial space and moorings for residents with associated landscaping and infrastructure.

1.4. EIA screening

An Environmental Impact Assessment (EIA) screening has been undertaken and it is identified that the development does not require an (EIA).

This has been agreed by Arun District Council (ADC).

1.5. Surveys and investigations

Due to the site location and its constraints it has been necessary to undertake investigations and surveys in regard to biodiversity, land contamination, arboriculture, flood risk, transport, archaeology, lighting and noise.

Extracts of the reports and survey findings will be referenced within this LVIA, for further detail please refer to the full reports submitted alongside this application.

This LVIA should be read alongside the DAS and supplementary specialist consultant's reports to gain a holistic view of the proposal.

1.6. Study Area

Advice was sought from the Local Authority (LA) for input into key views. It was determined that the Landscape Institute Guidelines would suffice for the prepared document.

The assessment area is shown opposite which was determined by taking into account the topography of the land, the size of the development, proximity to significant landscape characteristics, the nature of the possible landscape and visual effects and the relevant planning policy.

The immediate study area is a 2km radius from the site which also correlates with the biodiversity survey. An additional stretch has been included to the north of the immediate study area extents. This follows the outline of the 'Setting of Arundel' policy map and encompasses the River Arun.

See Appendix for the LA policy map.

2. Site context & baseline

2.1. Location

The site is located along the east bank of the River Arun in Littlehampton, West Sussex. It's form has been derived by various engineering projects over the years, firstly by the railway, then the bridge, then the A259, and most recently the flood defence and habitat compensation works.

There has been a direct access to the site for the past 30 years, since the formation of the A259, yet since then it has been under-utilised. The site was historically on the edge of the town and linked with Wick.

The site does not lie within the settlement boundary yet it lies within the Littlehampton Economic Growth Area (LEGA), a key element of the Arun Local Plan, which surrounds the site on 3 sides. The LEGA sets out ambitious plans to deliver new houses, improve connectivity, enhance leisure activities and rejuvenate the riverfront. Hampton Quay has the potential to deliver on all of these ambitions.

2.2. Topography

The land to the south and centre of the site lies between 1.75m and 2.0m AOD. It rises to apx 6.5m AOD to the east where it joins the A259 and rises to 4.85m AOD to the west and centre at the apex of the flood defence bund.

This creates a bowl-like land-form in the southern half of the site.

The land to the west of the flood defence ranges from 1.25m AOD to 2.75m AOD and contains saltmarsh habitat. The northern half of the site is lower, ranging from 3.75m AOD to 1.5m AOD where the flood defences were removed to create a pioneer salt marsh.

2.3. Hydrology

The site is bounded by the River Arun, a designated main river, and there are two watercourses within the site boundary.

A designated main river ditch enters the site under the southern arm of the A259 (between the roundabout and the bridge), through a 1200mm diameter culvert. This flows through the southern portion of the site in an open channel, before being discharged via a 600mm diameter culvert.

An Ordinary Watercourse enters the northern part of the site through a 2000mm arch bridge from under the A259. This flows through an open watercourse and drains into the designated main river ditch and discharges via the same 600mm diameter culvert.

The main river sluice gate located in the south west corner of the site is maintained by the Environment Agency.

Another sluice gate is located along the boundary of the site and is connected to the Highways Embankment culvert.

2.4. Trees and Vegetation

Tree cover in the area generally follows the main A259 road and screens part of the railway line north of the site. Tree cover is also present along the drainage ditches in the arable fields north and west of the site.

There is little to no tree cover along the river's edge downstream from the site into the centre of Littlehampton.

The embankments to the A259, bordering the site are predominantly covered by self-seeded trees and scrub, the line of which is broken by the entrance to the site.

Green spaces within the town centre also provide a small amount of tree cover. Along the north western edge of the golf course is also a dense collection of trees.

2.5. Settlement Pattern and Land Uses

The site is located on the edge of Littlehampton, within the Economic Growth Area but just outside of the built up area boundary.

To the north of the site is arable farmland and to the west of the site on the opposite bank of the River Arun is a scrub area beyond which lies further arable land.

Along the south and eastern boundary is the built-

up area of Littlehampton. Immediately to the south east is the River Industrial Site and to the east is the supermarket and associated car parking.

2.6. Designations

Please also see landscape policy for further detail.

2.6.1. Landscape designations

Within the site boundary a designated PHI-Coastal saltmarsh is located inside the west boundary. A saltmarsh habitat is also shown in the northern half of the site however is not shown on Sussex Biodiversity Records.

Two Statutory Designated Sites were identified within the study area; Climping Beach and West Beach.

Climping Beach is a Site of Special Scientific Interest (SSSI). This site supports important populations of wintering birds with some of European significance.

West Beach is a Local Nature Reserve (LNR) which is part of the SSSI. It includes sand flats the tide line, shingle and sand dunes.

The South Downs National Park is located 5km north of the site boundary and can be accessed via, rail, road, river, or by foot and bicycle.

2.6.2. Non-statutory designated sites

Several non-statutory designated sites have been identified within the study area. These include; Littlehampton Golf Course and Atherington Beach, Climping Sand Dune System, and Eldon Way.

The golf course is a Local Wildlife Site (LWS) and has been identified because of its outstanding importance botanically, with areas of species rich turf, dry dune and vegetated shingle beach.

The Climping Sand Dune System is a local geological site (LGS) and is described in the report as '*one of the few good sand dune systems preserved in Sussex*'. It is apx 1.3km long and up to 70m wide.

Eldon Way is a Designated Road Verge (DRV), details of which were unavailable.

2.6.3. Public Rights of Way (PRoW) and cycle paths

The West Sussex iMap shows an existing public right of way located in the north of the site which runs part way along the old line of flood defences at the northern boundary providing an access point to the riverfront for pedestrians.

This PROW is isolated and not connected to other PROWs or footpaths beyond.

A set of steps then runs from the base of the highways embankment up to the top of the embankment meeting the A259. On OS maps, a set of steps is also

shown on the opposite side of the A259 within the supermarket site.

Within the study area, a PRoW runs along the west bank of the River Arun from Rope Walk in Littlehampton and north past Arundel.

Additionally within the study area, a PRoW runs from the supermarket site and east past the White Meadows Primary School and to Wick Street, near one of the 'local centres' in Littlehampton. From the supermarket site also, a PRoW runs south towards the Littlehampton Railway Station along Terminus Road.

The West Sussex cycle journey planner maps out the local, regional and national cycle networks along with cycle paths, footpaths, bicycle parking, bicycle shops and toilets.

Within the study area, a Local cycle network runs east of the site from the top of Wick Street, and follows the A259 before running south past the Lineside Ind Estate and further south into Littlehampton towards the seafront.

A National cycle network runs from Littlehampton pedestrian bridge and west along Ferry Road which then connects up to Bridge Road. A National cycle network then runs from the Clymping Cricket Club roundabout and follows the road west providing access by bike into Bognor Regis.

2.6.4. Historic Environment

An archaeological desk based assessment of the site has been undertaken by A.S.Lewes and a summary is provided below. Please see supporting documents for full survey and report.

- The site does not lie within a Conservation Area, although the study area extends into the River Road Conservation Area.
- The site is located within the SSSI Climping beach impact zone.
- There are no historic Battlefields within the Study Area.
- There are no Registered Parks and Gardens within the Study Area.
- The northern half of the site is within 'The Setting of Arundel'.
- The site is not located within an Archaeological Notification Area, although there are 7 ANAs within the Study Area.

3. Landscape policy

The following section highlights the relevant national, regional and local policy which relates to the site and the proposed development.

3.1. National

3.1.1. NPPF

The National Planning Policy Framework sets out the Government's policies for England and how these should be applied. Within the Strategic Policies it states that development should make sufficient provision for *"conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation."*

3.2. Arun District Council

3.2.1. Policy SD SP1 Sustainable Development

"When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work pro-actively with applicants to jointly find solutions which mean that proposals can be approved wherever possible and to secure development that will contribute to the social, economic and environmental conditions south of the National Park through to the coast and throughout its settlements (both coastal and inland)".

3.2.2. Policy SD SP2 - Built-up area boundary and Policy - C SP1 Countryside

The site is located on the edge of Littlehampton built-up area boundary on the urban rural fringe. The Countryside Policy states *"Outside the Built-Up Area Boundaries (as identified on the Policies Maps) land will be defined as countryside.."*

The built-up area boundary policy states that development should be focused within this boundary. However, the local plan also makes reference to the Countryside Agency report in regard to the important role of the urban rural fringe stating ten key functions which include 'a gateway to the town, a place for sustainable living, a productive landscape and a bridge to the country'.

"Ensuring early consideration is given to the landscape and biodiversity enhancement, woodland management, recreation provision and access routes. In addition, opportunities also exist to link management of the rural urban fringe with creation of new green infrastructure, and the identification of gaps".

3.2.3. Policy GI SP1 - Green infrastructure and development

"The existing Green Infrastructure Network, as shown on the Green Network Maps for each parish and town, must be considered at an early stage of the design process for all major development proposals. All major development must be designed to protect and enhance existing

Green Infrastructure assets, and the connections between them, in order to ensure a joined up Green Infrastructure Network...

...Where compatible with nature conservation objectives, development proposals must identify opportunities to connect existing Green Infrastructure assets with the coast, the South Downs National Park or to the District's inland villages".

3.2.4. Policy LAN DM2 - The Setting of Arundel

The policy states,

"Development will not be permitted within the area identified on the Policies Map which would adversely affect the views of the town of Arundel, its Castle, Cathedral and its special setting".

It also states that any development (within this policy area) *"will be of a high design standard that reflects the quality of the landscape and the setting of Arundel".*

3.2.5. Policy EMP SP2 - Economic Growth Areas

The proposal is located within the Littlehampton Economic Growth Area (LEGA).

"Knowledge and cultural based employment as well as retail, leisure and office developments will be directed to the Economic Growth Areas to promote their vitality, viability and regeneration".

"Development will be encouraged which delivers the comprehensive safeguarding of the Harbour as well as addressing flood risk, contaminated land,

access and nature conservation issues and must also be consistent with other Local Plan policies".

3.2.6. Policy TOU SP1 - Sustainable tourism and the visitor economy

"Sustainable tourism development will be encouraged where it protects as well as promotes the main tourism assets of;

- a. the waterfronts – the coast, rivers and estuaries,*
- b. the complimentary visitor uses of the fertile coastal plain in conjunction with agriculture, and*
- c. the backdrop and access for visitors to the South Downs National Park with the historic town of Arundel as it's focal point, that make the District attractive to visitors.*

Proposals for visitor related development will be determined by Arun capacity to absorb such growth; for Arun this means tourism growth which:

- a. Encourages long-term visitor interest / activity;*
- b. Ensures a viable visitor economy;*
- c. Provides benefit to local people;*
- d. Extends the visitor season; and*
- e. Protects and enhances the natural and built environment of Arun".*

3.2.7. Policy ENV DM3 - Biodiversity opportunity area

The site is located within the Biodiversity Opportunity Area. *"Biodiversity Opportunity Areas represent the targeted landscape-scale approach to conserving biodiversity and provide the basis for an ecological network".*

It also states that it *"may be necessary for development within this area to be designed to incorporate certain areas, either in whole or in part"* of BAP habitat creation.

3.2.8. Policy T DM1 – Sustainable Travel and Public Rights of Way

New development must ensure ease of movement, prioritising safe pedestrian and cycle access to the green infrastructure network and access to public transport and community transport services where a need has been identified. Access to alternative modes of transport including public transport services, the public right of way and cycle networks, must be available and accessible to all members of the community.

3.2.9. Policy T SP2 – Littlehampton to Arundel Green Link

"A new strategic Green Link is proposed between Littlehampton and Arundel, along the River Arun which is shown on the Policies Map...

...Other opportunities for informal recreation should be created along the route along with promoting more formal activities on the water such as sailing and canoeing where these do not interfere with the enhancement of biodiversity. Good landscape management practices should be promoted throughout the link, particularly where it meets the coast".

3.2.10. Green Infrastructure Network Study

The study identified opportunity areas for Green Infrastructure which were categorised in to seven themes. The themes relevant to the study area are the following; Urban greening, new community resources, SUDS schemes, improving rights of way network and local food production.

A priority project was identified within the report called 'Arundel to Littlehampton Green Corridor'. Within this the project functions are the following; access links and access to recreation, conserving and enhancing biodiversity, sustainable water resources and climate change.

A vision for Green Infrastructure in Arun was defined: *"Green infrastructure: A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities."*

The report highlights that to achieve the aims of the ADC GI network the district needs to protect existing assets, zones and corridors while identifying opportunities in new developments *"to create high value environments that provide multiple function and benefits"*.

3.2.11. Open Space Sport and Recreation Study

This study was undertaken in March 2009 and looked into ten typologies of open space; parks and gardens, natural and semi-natural open space, amenity green space, outdoor sports facilities,

provision for children and young people, allotments and community gardens, green corridors, beaches and coastal areas, churchyards and cemeteries and civic spaces.

Within this study it recognised that the district has a higher proportion of elderly residents compared to the national average.

Littlehampton was described as being one of the two larger conurbations of the district. Littlehampton population density increases particularly in the West of the town. This area of the town also contains "a significant number of people not in good health" while also being one of the most deprived areas within the Arun District.

The largest park in the district is located in Littlehampton, Brookfield Park which is apx10ha.

An opportunity to provide access to more natural and semi-natural space was identified on the edge of Littlehampton. However, the provision in 2009 , for this open space in the East of the district was clustered around Littlehampton.

It was also highlighted that Littlehampton is the main residential area in the east of the district to have a lack of outdoor sport facilities. In addition, Littlehampton was recognised as one of the towns to have a lack of allotment provision.

Due to its proximity to the coast, Littlehampton has good access and provision to Climping and Littlehampton beach.

3.2.12. Littlehampton Development Plan

This plan has been produced for the period 2014 - 2029. The seven strategic objectives relate to the district's economy, sustainable travel, planning for climate change, housing mix, landscape and historic environment, accessibility and health and well-being.

"The Vision is an important statement of how Littlehampton might change overall but more specific measures are needed to judge how successful this change will be".

One of these objectives relate to the landscape:

"To accommodate development and change without undermining the natural beauty of the landscape. Target development to previously used sites within the built up area".

4. Landscape Character Assessments

With regard to landscape character, the landscape including the Site has been assessed at national, county and district levels,

4.1. National Character Area

The site is located within the NCA 126 South Coast Plain. The area has been 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, Solent and part of Southampton Water....*

...Future management of this NCA requires balancing the needs of often competing interests. Protection against flooding remains a priority to encourage growth and allow internationally important habitats and species to flourish, while also maintaining the productive landscape and historic and geological features of the area”.

4.2. County Character Area

The *West Sussex County Council : A Strategy for the West Sussex Landscape, 2005* identifies five key strategy objectives into a series of County-wide Landscape Guidelines for dealing with the likely changes impacting on the landscape of West Sussex.

The following are landscape guidelines for:

- 1. Ensure high quality new development which contributes to and reinforces landscape character.*
- 2. Conserve and enhance historic landscape*

character.

3. Ensure the maintenance and renewal of the agricultural landscape.

3. Conserve and enhance semi-natural habitats including securing the future of woodlands, hedgerows and trees as distinctive landscape features.

4. Promote and celebrate the value and variety of the West Sussex Landscape.

This document also outlines a vision for the South Coast Plain, in particular for areas of urban fringe, green corridors and views:

“The urban fringe combines a distinctive landscape character (including a combination of open spaces, woodlands, and hedgerows) with well-managed land uses which benefit residents and visitors in town and country alike...”

...A strong network of woodlands and hedgerows forms green corridors within the gaps between the coastal towns, providing informal recreational opportunities and helping to connect the towns and their residents with the wider landscape...”

The West Sussex character appraisal identifies that the site lies within the character area SC10: Lower Arun Valley; South Coast Plain.

“The Lower Arun Valley character area, SC10, extends from where the river leaves the downland at Arundel; its extensive drained floodplain pastures merge with the Coastal Plain. Stretches of the tidal river are contained by high banks

engineered to control flooding, with suburban and urban fringe development visible over a distance. The river reaches the sea at Littlehampton, flanked by wharves, jetties, moorings, a golf course and sand dunes”.

The WSCC land management guidelines provides a set of bullet points outlining some of the historical features, biodiversity, key issues surrounding change, and landscape and visual sensitivities.

4.3. District Character Area

The Arun Landscape Study, published in August 2006, identifies that the site lies within the 'LCA 35: Lower Arun Valley Floor Low' also showing that the area has a 'Low' landscape Capacity.

“landscape with undeveloped coastline, high ecological value, within floodplain, provides separation between Littlehampton and Middleton-on-Sea”.

The site is also identified as character type “L15 Apparently unmanaged land” on the Landscape Character Types map.

4.4. Arun Landscape Capacity Study of Strategic Sites

The study, published in 2017, focuses on the strategic sites considered for inclusion in the local plan.

The site lies within site J11d of the study. Overall scores for the landscape sensitivity and value are based on the following scale: Negligible / Slight / Moderate / Substantial / Major.

“Areas 11a, 11b, 11d and 11h have substantial landscape value and are judged to have low landscape capacity, making them unsuitable for significant development in landscape terms”.

Upon review of the study of this area it was considered to have 'Moderate' Value and 'Substantial' Overall sensitivity, with 'Low' Landscape Capacity.

5. Site Appraisal

5.1. The Site

The site, described in the Arun landscape study as unmanaged land, is a broadly oval piece of land located on the east bank of the River Arun.

The site's topography is derived from various engineering projects throughout the years; most notably; the A259 providing a sloped edge outside of the site boundary and the Clympwick bridge to the south of the site, and secondly the EA flood defence managed realignment with compensatory habitat in the northern half of the site.

These projects have created a 'bowl-like' topography to the southern half of the site.

Boundary vegetation is located along highways embankment just outside of the south and east boundary line. This provides a relatively dense screening from the A259 road. The site is also bounded by the River Arun along its west boundary with apx 500m of river frontage.

Within the site along the west boundary is a designated coastal saltmarsh habitat, as well as compensatory saltmarsh habitat in the northern half of the site implemented by the EA.

5.2. Visual Appraisal of wider context

A visual appraisal was undertaken in March / April 2020 to determine the inter-visibility between the site and surrounding landscape.

The fieldwork was undertaken and viewpoints selected by taking into account the topography of the surrounding land, accessibility to the public, the surrounding landscape assets and views from settlements and roads.

The visibility of any site is predominantly influenced by landform, the extent and type of vegetation cover and built elements within the surrounding landscape. Additionally, in most visual appraisals, there is a continuum of degrees of visibility ranging from no views, to full, open views. To indicate the degree of visibility, three categories of visibility have been used in this assessment:

- Truncated / No View - Truncated / curtailed / no view of the site or it is difficult to perceive
- Partial View - a view of part of the site, or a filtered view of the site, or a distant view where the site is perceived as a small part of the view.
- Open View - a clear view of a significant proportion of the site within the wider landscape.

5.3. Photographs

To represent the nature of identified views, a number of site context photographs were selected from those taken as part of the visual appraisal. The photographic locations are illustrated on the Visual Appraisal Plan and indicate the levels of visibility of the application site from the surrounding area.

Site context photographs demonstrate the visibility of the site from its immediate surroundings. From intermittent points along the A259, from the ProW's, and from the Setting of Arundel.

View A02, from within the site, show the densely vegetated highways embankment border located outside of the boundary along the south and east of the site.

View A02 and A04 shows that the A259 bridge can be seen from the site where the River Arun runs south. As you move towards the south tip of the site at position A04 this begins to open up views towards the Littlehampton Marina and the vegetation beyond.

Short range view B01 demonstrates the open and slightly elevated transient view from the Clympwick Bridge of the site and further north.

View B02 shows the densely vegetated highways embankment of the site. Partial filtered transient view of the site. The access road provides a clearing in the vegetation with views past the site towards Climping.

View B03 demonstrates an open view of the site with the densely vegetated backdrop along the highways embankment of the A259. This view will also be similar 400-500m upstream following the Littlehampton to Arundel Green Link.

Short to medium view C01 to C05 demonstrate that there is no view into the site due to the vegetation screening along the railway and A259 and the arable farmland.

Medium range views D01, D02, and D03 demonstrates no view of the site. View D01 and D02

are static views while D03 is a transient view. The Gasometer, estimated at apx. 45-50m tall, can be seen clearly from these points. This is located 500m south-east of the site close to the Littlehampton railway station.

Views E01 and E02 are long range views. View E02 is elevated apx 8.5m higher than the average levels on the application site. Both views show the flat coastal plain topography where views of some of the built up area of Littlehampton are visible, such as the Kingley Gate development and the Gas holder.

5.3.1. Summary

The site context photographs demonstrate that the site is visible from the short range views; along the A259 and on the opposite bank of the River Arun.

The topography surrounding the site and following the River Arun north allows intermittent views into the site however is often screened by the vegetation along roads, railway, arable farmland and drainage ditches.

People who are likely to visit the selected viewpoints are; walkers who use the west bank footpath along the River Arun, commuters using the A259 road, dog walkers who frequent the site, boat users along the River Arun, farmers working in the surrounding arable land and people who use the nearby by places of employment south and east of the site.

6. Proposal

An explanation of the scheme's design and its evolution is set out within the Design and Access Statement as well as the consultants reports that accompany the application.

6.1. Constraints & opportunities

Key landscape and visual opportunities and sensitivities include the following

- There is an opportunity to improve the existing condition of both drainage ditches within the site contributing to biodiversity enhancement. The site is located within the biodiversity opportunity area. Development should aim to provide a net gain in habitat and incorporate biodiversity measures within proposal.
- The site is located on the urban fringe of Littlehampton. Development should be sympathetic to the landscape character.
- Part of the northern half of the site is located in the Setting of Arundel. Development should be concentrated outside of this boundary and be sympathetic to the landscape and its setting.
- There is an opportunity to enhance the boundary vegetation along the A259 to further screen this road.
- The west boundary of the site provides a key opportunity for a new area of open space and provide pedestrian access along the riverfront. This could also provide future potential to extend this access route along the east bank into Littlehampton town centre
- The location of the site can provide a potential stepping stone to other green infrastructure assets in and around Littlehampton.
- The site is located on the east bank of the River Arun and has an opportunity to provide informal

recreation spaces as well as water activities along the route from Littlehampton to Arundel.

- Existing PRoW and local and national cycle networks are located within the study area. There is an opportunity to provide a destination within the site for cyclists and pedestrians, extending the cycle network and PRoWs into the site.

6.2. Development Proposals

The proposal is to create a landmark gateway development comprising 105 riverside apartments with commercial/leisure space, inclusive riverside walks, cycle paths, leisure and residential moorings and a restaurant/café.

All of the car-parking is to be located at the lower ground level (2.0m AOD), out of view, below the top of the flood defences and a new landscaped deck (5.35m AOD).

The landscaped deck is to provide public open space, including play areas, riverside paths, cyclepaths and outdoor seating.

The new apartments are located on the landscaped deck and set back from the rivers edge to provide views north and south along the river.

The apartments are designed to provide for different generations, with larger units that cater for young families and retirees alike. Internal and external shared spaces are to be provided within each block to allow interaction and promote social cohesion and well being.

An additional play area is provided at the lower level.

The existing drainage ditches are to be re-profiled, widened and extended. An open water course is to be reduced and diverted. This will result in a loss of habitat for water voles, that is described in the following mitigation measures. Additional bio-diverse swales are proposed as compensation. The aim is to provide an overall improvement to biodiversity within the site.

Access to moorings will be provided at two points along the riverside walk located so as not to overshadow the saltmarsh. Ferry services will be accessible from this point to provide day trips up to Arundel and access into Littlehampton town centre.

The Landscape Strategy plan indicated that the scheme would comprise the following green spaces:

- The Saltings in the north marks the extremity of the development. The design is planned to respect and protect the habitat to the north and to enjoy the vistas over and beyond this. Public footpaths would be set back from the waterfront and the edge of the marsh and they would be set within a planted 'upland habitat', that typical marks the transitional from land to inter-tidal habitats. The spit of land (that was formed when the previous defences were removed) could form a quiet, contemplative spot for ornithology, set behind a discreet timber screen.
- Riverside is the area of the development that runs parallel to the river, set back behind the salt marsh. This area is the centre of the site and the gateway into the development. A public footpath runs along the river edge, broken by a play area, with activities for all ages. This will connect with the central square, The Saltings and extended footpath towards the bridge. The path is lit with low level bollard lights to create an attractive aspect and minimise the effect on the river wildlife.
- Bridge Reach is located at the southernmost end of the site, where the site meets the bridge to the A259. This important location and gateway to Littlehampton is celebrated with a landmark building. A landscaped play area is created alongside the re-profiled drainage ditch. This area is set behind the flood defences and over looked by the cafe and Building 1 & 2. A gradual ramp provides access to and from the riverside path, via an external terrace overlooking the play area. A cafe terrace overlooking the river adjoins the path. The path ramps down to pass under the A259 bridge and ready to connect with a future riverside path towards the town centre.

6.3. Mitigation Measures

The purpose of mitigation is to avoid, reduce and where possible remedy or offset, any significant, negative (adverse) effects on the environment arising from the proposed development. Mitigation is thus not solely concerned with "damage limitation", but may also consider measures that could compensate for unavoidable residual effects.

Measures are described as two types as set out below.

- Primary measures that intrinsically comprise part of the development design through an iterative process;
- Secondary measures designed to specifically address the remaining (residual) negative (adverse) effects of the final development proposals.

6.3.1. Primary Mitigation Measures

The following primary measures have been implemented through design development:

- The massing has been split into four main apartment buildings with a small-scale cafe building. The placement of these on site allows east to west views. Additionally, the proposal has been designed to step down in height as it moves from the more urban south of the site to the more rural character in the centre of the site nestling the building into the surrounding existing vegetation and screening where possible to minimise visual impact on the surrounding landscape.
- To avoid significant impact on the already established screening along the A259, where removal is required, a tree replacement ratio of 2:1 is proposed. Smaller species are proposed along the riverfront to maintain views. Heavy standard trees will be used to achieve immediate visual impact along the south and east boundary.
- Additional habitats for breeding birds, bats and insects will be provided within the site. This will include fruit trees for food and nectar and additional shrub planting along the eastern fringe of the development.
- Retained stretches of drainage ditches will be re-profiled / widened / extended helping to improve this habitat for water voles.

6.3.2. Secondary Mitigation Measures

The following secondary measures have been implemented to the proposal:

- A net gain of water vole habitat will be achieved by providing a bio-swale within the proposal as well as reprofiling, extending and widening existing maintained drainage ditches. Due to the intermittent presence of water voles on site, the habitats within the boundary will be monitored prior to construction. Should water voles be present on site leading up to construction an off-site receptor site into which trapped water voles can be directly 'soft released' from the development site. Local investigations are ongoing to determine a suitable site.
- A saltmarsh monitoring programme will be put in place for the first five years of the scheme from completion. This will enable any losses or gains in the extent of habitat to be identified and the appropriate remedial action taken.

7. Landscape & Visual Effects

This section summarises the likely effects of the proposal on the identified landscape features, the published landscape character types, visual receptors and relevant policies. Please view this section alongside the 'LVIA Methodology' for further detail.

The assessment has been undertaken for the following operational stages:

- Year 1 - This refers to the first year of the completed scheme.
- Year 15 - This refers to the 15th year of the completed scheme.

The assessment has been based on the parameter plans, DAS, and masterplan drawings and visuals submitted alongside this document.

7.3.1. Effects on Landscape Features

The effects on landscape features are set out in the LVIA methodology section and summarised below:

- **Water Bodies:** The drainage ditches within the site are important in regard to conservation interests and perceptual assets i.e. banks and low water level for water voles with an importance of up to local level as well as shrubbery habitat along its banks for breeding bird habitat. The drainage ditches are therefore to be retained where possible in the proposal. Additional mitigation measures are to be implemented which include; reprofiling, extending and widening existing drainage ditches as well as providing areas of retention ponds. A bio-swale along the main route of the proposal will provide additional water vole habitat and contribute to the scenic quality of the site with added recreational and educational value. Due to the intermittent presence of water voles, the site will be monitored prior to construction to determine whether measures for providing offsite compensatory habitat will be required. Should this be necessary, an off-site receptor site will be provided into which trapped water voles can be directly 'soft released' from the development site. Local investigations are ongoing to find a suitable receptor site.

- Trees: The proposed development will result in the loss of a small number of trees within the site and along the highways embankment.

A 2:1 tree replacement ratio is proposed.

At year 1 the proposed development would introduce new large tree planting south and eastern boundaries of the site. Shrub planting will be set in within the boundary with scattered smaller tree planting within the centre and along the line of flood defences.

New trees will contribute to the overall scenic quality with perceptual assets of wildlife and tranquillity. By year 15, and with establishment of structural planting and individual trees, there would be an increase in the extent of tree coverage within the site. The proposal is considered to have a minor beneficial landscape effect.

- Saltmarsh: The proposed development aims to maintain and incorporate the existing saltmarsh habitats into the scheme. The habitat is seen as important for conservation, and perceptual assets of wildness and tranquillity providing opportunities for bird watching. It has also been considered as a unique element to the scheme as it is due to its rarity in the landscape. It is envisaged that the scheme will provide timber supports to aid in improving the stability of the saltmarsh. Additionally, a monitoring programme will be introduced for the first five years of the development. This will enable any losses or gains in the extent of habitat to be identified and the appropriate remedial action taken.

- River Arun: The magnitude of effect of the proposal in relation to the extent of river frontage, within the study area, is considered to be very small. The application site abuts the River Arun which includes areas of mudflats and coastal saltmarsh. To the north and south of the site the river has self-seeded trees and shrubs along it's bank. These areas of habitat contribute to the perceptual assets of the landscape receptor providing a scenic quality to the meandering River Arun. Opposite the site along the west bank was a landfill site which is now disused. The proposed development will provide riverfront access to existing and future residents of L'hampton while also expand on the harbour leisure economy providing new moorings in Littlehampton, and connecting to pedestrian and cycle ways along the Arundel to L'hampton green link. The proposal is therefore considered to have a beneficial effect providing important recreational value to the riverfront.
- A259 main road: The magnitude of effect of the proposal in relation to the A259, within the study area, is considered to be small. The A259 has an adverse impact on the overall peacefulness and tranquillity of the surrounding area. However, it does provide a clear separation between the urban and the rural. The proposal would contribute to existing screening between the road, proposed public realm, and river to enhance the scenic quality of the approach into L'hampton. The buildings themselves will also provide an element of noise buffering away from the new public realm.

- Application Site: At site specific level, the proposed development would result in an evident change in land use across half of the application site.

The proposed development will replace unmanaged land with a managed landscape. It will increase public access to the site and river and improve connectivity with adjoining sites. It will also provide access to views of the Arun, Climping, and north towards Arundel and the South Downs National Park, from the riverside public realm.

New planting and habitat will provide environmental and landscape enhancement.. In addition, new connections will be provided for existing and future residents contributing to the recreational assets available in Littlehampton.

7.3.2. Effects on landscape character

The effects on the landscape character are set out in the LVIA methodology section and summarised below:

- **National Level (NCA 126: South Coast Plain)**
The scale and extent of the proposal in relation to the character area is considered to be very small. The proposed development is located 15km to the east of AONB's high landscape value, on the edge of Littlehampton, and has been designed to relate to its urban-rural fringe location, such that there would be no change to the NCA. The proposal would also contribute positively to the economic characteristic of the NCA, i.e. recreational water activity.
- **District (Arun Landscape Study)**
It is considered that the proposed development will have a medium magnitude of effect on Area J11d. On the one hand, the site lies within the LEGA boundary and is considered as part of the economy of the town, while also providing an important contribution to the separation between Littlehampton and Climping. The majority of the settlement lies on the east bank of the River and the proposed development could therefore act as an extension to this existing riverfront development providing additional recreation space and activity along the River Arun and potential future link up to future riverfront walk between Littlehampton and Arundel.
- **County level (SC10 Lower Arun Valley)**
The scale and extent of the proposal in relation to that of the WSCC character area is considered to be very small. The site in context to the character area is located on the east periphery of the SC10 boundary, on the east bank of the River Arun where the Littlehampton settlement is concentrated. Accessibility to the site is currently restricted due to the A259 and little to no pedestrian access along the east bank of the River Arun. The proposed development would improve on existing public realm in Littlehampton and
- **District (The Setting of Arundel)**
Part of the application site lies within the setting of Arundel, however, the concentration of the proposed development lies outside of this to the south. The site can not be viewed from Arundel neither can Arundel be viewed from the site, the proposal considered to have a very small magnitude of effect on the setting.

- **Local Level :** It is considered that the proposed development will have a small to medium magnitude of effect on the Built Up Area boundary. The site lies outside of the built-up area boundary but is within the Littlehampton Economic Growth Area (LEGA) and therefore considered to be a part of the town. The location of the site is on the east bank of the River Arun, where characteristically the majority of the Littlehampton settlement is located. The proposed development could provide an opportunity to expand the harbour leisure economy already apparent in the town and extend riverfront access and recreation space for existing and future residents.

This demonstrates that the site, can provide a proposal which; connects to and creates additional public realm and access along the Littlehampton riverfront, enhances connections to Arundel, and delivers on housing needed in the area, while maintaining conservation interests at National, County and District level and contributing to the character at Local level.

7.3.3. Visual effects

The visual effects are set out in the LVIA methodology and summarised below:

Short Range Viewpoints

- B01 Short: The viewpoint has been taken from the A259 main road at a short distance of 40m from the southern boundary of the site and is usually viewed by people who are commuting/travelling. From this position there is an open view of the site. The smaller cafe building and three of the four apartment buildings will be viewed from here, with the closest apartment building viewed at the periphery. The development would form a partial degree of visual intrusion and forms part of a wider view north towards the south downs. A sympathetic planting and landscaping scheme will provide additional screening from the road and will improve the scenic quality of the site. Additional interest and activity along the riverfront will be provided within the mixed-use development with recreation use and access to moorings and ferry services.
- B02 Short: From this viewpoint a partial view of the site can be seen at approx. 40m east of the site boundary. A clear view of the proposal will be viewed from here resulting in most of the proposal buildings being seen. This viewpoint is used by the transient passer-by in a vehicle, either using the A259 or driving onto the access road into the site. The massing has been designed to scale down the proposal as it approaches the centre of the site, and as you travel north on the A259 the proposal height decreases. Trees for screening will be planted along south and east boundary bordering the highways embankment to replace any felled trees.
- B03 Short: From this view point there is an open panoramic view of the site and further south towards the Clympwick Bridge. The full development will be seen from here which will result in a partial degree of visual intrusion. The view is likely to be seen by walkers using the footpath along the embankment. The proposal will be viewed in the context of the panoramic view. The massing will step down towards the north, decreasing its visual impact. The scheme would result in a loss of view of the vegetation along the A259, however it will provide additional planting within the site to provide additional habitat and soften the proposal. The mixed-use proposal will provide additional visual interest and activity along this stretch of the River Arun adding to the recreational value of the site while also improving the landscape quality of the banks and the existing saltmarsh. Additional planting along the main pedestrian and cycle route will add to the quality of this viewpoint.

Short-Medium Range Viewpoints

- C01 and C02 are apx 300m east and south east of the site. Due to the topography and the industrial buildings and vegetation between the

viewpoint and the site there is no possible view into the site. The value of these views are low and only a small amount of the proposal will be viewed from both these locations. It is therefore considered there will be a neutral to minor beneficial significance of effect to these views.

- C03 and C04 are from apx 420-620m away from the site boundary and demonstrate that the site is not visible from these areas. Vegetation along the A259 provides screening between these viewpoints and the site.
- C05 Short- Medium: The viewpoint is located approx 700m downstream of the boundary. The River Arun contributes to historical and wildlife conservation interests where small areas of mudflats are apparent. In addition, the River Arun provides a reference back to the particular events in Littlehampton's history of it's port, shipbuilding and movement towards the harbour leisure economy. A small proportion of the southern apartment block may be visible, creating a small visual intrusion into this expansive view. This gives an indication of the new activity and use on the River Arun and is considered to have a negligible adverse to neutral significance of effect.

Medium Range Viewpoints

- The panoramic viewpoint is located 1.7km south east of the site and is likely to be enjoyed by people using the PRow towards Climping Beach and using the golf course. The low lying

land and the vegetation on the edge of the golf course means that a filtered view towards the site. It is likely that glimpses of the proposal will be seen from this viewpoint through the vegetation. Particular features which may be visible are the rooftops of two apartment buildings located in the southern corner of the site. This would cause a very small degree of visual intrusion from this viewpoint.

- Viewpoint D02 is apx. 1.5 south east / south west from the site boundary and demonstrate that the site is not visible from these areas. Similar to views C03 and C04, vegetation to field boundaries, along drainage ditches and the main road provide screening between the site and these viewpoints.
- D03 Medium: The panoramic viewpoint is approx 1.5km north west of the site. The low lying land is characteristic of the area and vegetation to field boundaries, along roads, ditches and the railway provides a filtered view towards the site. A glimpse of the development may be viewed from here and will cause a very small amount of visual intrusion. Particular features which may be visible are the rooftops of two of the apartment buildings. New planting will provide screening and a green backdrop to the scheme.

Long Range Viewpoints

- E01 Long: The site is approximately 2.5km from this viewpoint location which provides no view into the site from here due to the filtering provided by vegetation to field boundaries, along drainage ditches, roads and the railway. The low lying nature of the land provides long range views towards Littlehampton. It is considered that the viewpoint provides historical and cultural conservation interest due to the nearby settlement of Arundel. Additionally, the meandering River Arun and its banks contribute to the scenic quality of the setting of Arundel as well as important recreational value for walkers and cyclists. Due to the nature of the proposal massing it is likely that a very small proportion of the rooftops would be viewed from here. Glimpses of the vegetation surrounding the proposal will also be retained. It is considered that the proposal will make up a very small amount of the panoramic view therefore there is a negligible adverse to neutral effect on the this viewpoint.
- E02 Long: The location of the viewpoint is within the Setting of Arundel approx 3.7km north of the site and therefore contributes to the historical and cultural conservation interests of the area. Due to the elevated viewpoint, the view towards Littlehampton is greater, although vegetation still filters the view meaning there is no view into the site from here. The low lying topography together with the vegetation and expanse of arable land contributes to the Setting of Arundel. It is considered that a small proportion of the development will be viewed from this location, and will mainly be the roof elements of two of the apartment buildings on site. New planting to the south and east boundary of the site will enhance the backdrop of the proposal.

This assessment shows that the more significant visual effects are largely experienced at the short range viewpoints and is considered that these will have a minor adverse to moderate beneficial significance of effect. Due to the low lying coastal landscape and the landform of the Lower Arun Valley, the proposal may be viewed from locations north of the site, however, due to the screening to field boundaries, ditches and alongside roads, only a small amount of the proposal roof tops will be visible. From the long range views the proposal will be viewed in the context of the built up area of Littlehampton and housing developments on the periphery and is considered to have a negligible adverse to minor beneficial significance of visual effect.

7.3.4. Response to Policy

The NPPF sets out the planning framework for conserving and enhancing the natural environment. makes reference to this.

The site and its surroundings are covered by National, County and District character assessments and it is considered that there is a negligible adverse to neutral effect on these areas. At a more local level, the proposal will be able to be viewed at a short range distance from the site as well at certain locations north of the site. It is considered that the proposal will create negligible adverse to minor beneficial significance of effects on long range views, while at short range would provide relatively beneficial improvements to the view and landscape. It will create additional activity and recreational value along the riverfront while also taking opportunities to enhance and conserve existing biodiversity on site.

In regard to policy, SD SP2 Built up are boundary and C SP1 Countryside, the proposal is located within the LEGA boundary and is therefore considered to be part of Littlehampton economy. The proposal aims to connect into existing infrastructure and provide a gateway into the town while also incorporating biodiversity enhancements and respond sympathetically to it's urban rural fringe location.

In regard to policy GI SP1 Green infrastructure and development, there are no designated green infrastructure assets within the site. The proposal seeks to extend and provide an additional link into the site to provide access to the proposed public realm within the development. It will also provide a destination along the route of the Arundel to Littlehampton green link with future provision of pedestrian and cycle path north an south of the site.

In regard to policy LAN DM2 Setting of Arundel, the northern part of the site sits within this boundary, although the area proposed to be built upon sits outside this boundary. Analysis of this setting has considered that there would be a negligible adverse - neutral effect due to the obstructed and filtered views towards the site. The proposal has been designed to scale down towards this boundary and provide a high quality landscaping scheme to soften the built form into it's setting.

The site is included within the policy ENV DM3 biodiversity opportunity areas and therefore aims to retain and sympathetically incorporate locally valued and important habitats into the proposal.

In regard to policy TOU SP1 Sustainable tourism and the visitor economy, the proposal will positively contribute to this by providing an area of additional

public realm providing waterfront activity and recreational value.

beneficial effects improving the aesthetic of the setting.

In regard to policy ENV DM4, land and tree surveys, a tree constraints plan and an arboricultural impact assessment have been undertaken in accordance with this. Where trees are required for removal, a 2:1 replacement ratio will be implemented.

The landscape strategy which is referenced to within this document, demonstrates that the proposal provides additional local amenity and recreational landscape, and incorporates biodiversity enhancements.

In response to policy QE SP1 Quality of the Environment, it is envisaged that collectively, the location and massing of the proposed built form along with the landscape character areas, the proposal will provide a positive contribution to the environment and the health and well-being of existing and future residents. The proposal has also taken into consideration the proximity of the A259 contributing to providing a visual and audio buffer with the building line and new planting.

The above information demonstrates that the proposed development would provide a positive response to landscape related policy at National, District and Local levels.

In regard to policy, T DM1 Sustainable Travel and PRow, the new development will connect up to existing infrastructure and provide opportunity for future connections through the site.

As demonstrated within the likely visual effects section, the proposed development would result in some adverse views from PRowS. There are some views from within the site which would result in

8. Summary & conclusion

Stolon Studio were commissioned by Hampton Quay Ltd to undertake a Landscape and Visual Impact Assessment (LVIA) to inform the design development of up to 105 residential dwellings, 300-800sqm of commercial space, associated infrastructure and landscaping.

8.3.1. Site Context

The 2.7ha site is located along the east bank of the River Arun in Littlehampton, West Sussex.

The site lies within the urban rural fringe of Littlehampton, it does not lie within the settlement boundary yet it lies within the Littlehampton Economic Growth Area (LEGA), a key element of the Arun Local Plan, which surrounds the site on 3 sides.

8.3.2. Landscape Character

At a national level the site is located within the Natural England's National Character Area 126 South Coast Plain.

The landscape is described as a flat, coastal landscape with an intricately indented shoreline. Key characteristics identified include coastal inlets, stretches of farmed land between developed areas and areas of significant urban development along the coastline. Environmental opportunities include plan for creation of a strong landscape framework within and around major settlements and identified growth areas, while managing and enhancing existing greenspace and access, and balancing the needs of agriculture, communities and the natural environment.

The site is also covered by county and district character assessments.

At County Level the site is identified as lying at the periphery of the Lower Arun Valley next to the settlement of Littlehampton. This is described *"as extensive drained floodplain pastures merge with the Coastal Plain. Stretches of the tidal river are contained by high banks engineered to control flooding, with suburban and urban fringe development visible over a distance. The river reaches the sea at Littlehampton, flanked by wharves, jetties, moorings, a golf course and sand dunes."*

At district level, a character assessment of the strategic sites has been undertaken, which identified the site to be with zone J11d. This area was described as *"adjacent to the river and includes part of the river bank and arable fields one of which is divided by the Ryebank Rife and includes fields which are not part of the riverine landscape. It is adjacent to the marina and associated riverside uses"*. This assessment described the site as L15: unmanaged land, and described the zone J11d as having substantial landscape sensitivity, with a moderate landscape value, and low landscape capacity.

8.3.3. The Site

The site is broadly rectangular shaped. The character of which is predominantly formed by the flood defences and highways embankment.

These projects have created a 'bowl-like' topography in the southern half of the site.

Within the site along the west boundary is a designated coastal saltmarsh habitat, as well as compensatory saltmarsh habitat in the northern half of the site implemented by the EA.

8.3.4. Visibility of the Site

The Site Context photographs demonstrate that boundary vegetation is located along highways embankment just outside of the south and east boundary. This provides screening from the A259 road.

The site is also bounded by the River Arun along its west boundary with apx 500m of river frontage. This opens up views west across to Climping and north towards the South Downs.

The site can be viewed at short distances from the A259, and PROW on the opposite bank, and long distances north of the site at longer distances from parts of the PROW along the west bank. It can't be seen at short-medium distances from the west or east of the site due to vegetation and buildings obstructing the view.

The site will also likely be viewed from the railway

running north of the site and glimpses along the Arundel to Littlehampton green link.

8.3.5. The Proposed Development

The proposal is to create a landmark gateway development which comprises of the following:

- Public open space, including play areas, inclusive riverside paths, cycle paths and outdoor seating.
- New apartments located on the landscaped deck and set back from the rivers edge to provide views north and south along the river.
- Varying sized apartments for different generations.
- Internal and external shared spaces to allow interaction and promote social cohesion and well being.
- Riverside restaurant/cafe.
- Re-profiled, widened and extended existing drainage ditches.
- Additional bio-diverse swales are proposed as compensation providing an overall improvement to biodiversity within the site.
- Access to leisure moorings along the riverside walk.
- Ferry services up to Arundel and into Littlehampton town centre.

8.3.6. Landscape and Visual Effects

The landscape character and visual effects have been assessed in accordance with Landscape Institute and Natural England guidance.

The effect on the landscape character was considered to be localised to the site with a neutral significance of effect on the regional and national character.

It is considered that the proposal will have a moderate adverse to moderate to major beneficial significance of effect on landscape receptors located within the site. The proposal will have a negligible beneficial to minor beneficial significance of effect on landscape receptors within the study area.

In regard to visual effects, it is considered that the site and proposal will be able to viewed at a short range of the site resulting in a minor adverse to moderate beneficial significance of effect.

Most medium range views west and south of the site will be obstructed or partially filtered by buildings and vegetation between the viewpoint and the site, resulting in a negligible adverse to neutral significance of effect.

Due to the landform, it is likely that a small amount of the proposal will be able to be seen from long range views from the north of the site resulting in a negligible adverse to minor beneficial significance of effect.

8.3.7. Landscape Related Planning Policy

The proposal is to make the site accessible by foot, bicycle and boat. It is considered to provide a beneficial effect on the local landscape and add recreational value.

There would be limited adverse visual effects, and in some cases would result in an added interest along the riverfront with new planting.

The Landscape Strategy which accompanies this LVIA demonstrates that the scheme would provide landscape and biodiversity enhancements in accordance with the NPPF, and the biodiversity opportunity areas as set out in the ADC policy.

The proposed development would be appropriate to the character and appearance while providing an opportunity to enhance riverside living in Littlehampton in accordance with relevant policies.

It would also improve; the functioning of connectivity locally via foot/cycleway, road and river; incorporate a 2:1 replacement ratio of new tree planting compensating for tree losses; enhance recreational value, biodiversity and habitats; and preserve wildlife, historic and conservation interests.

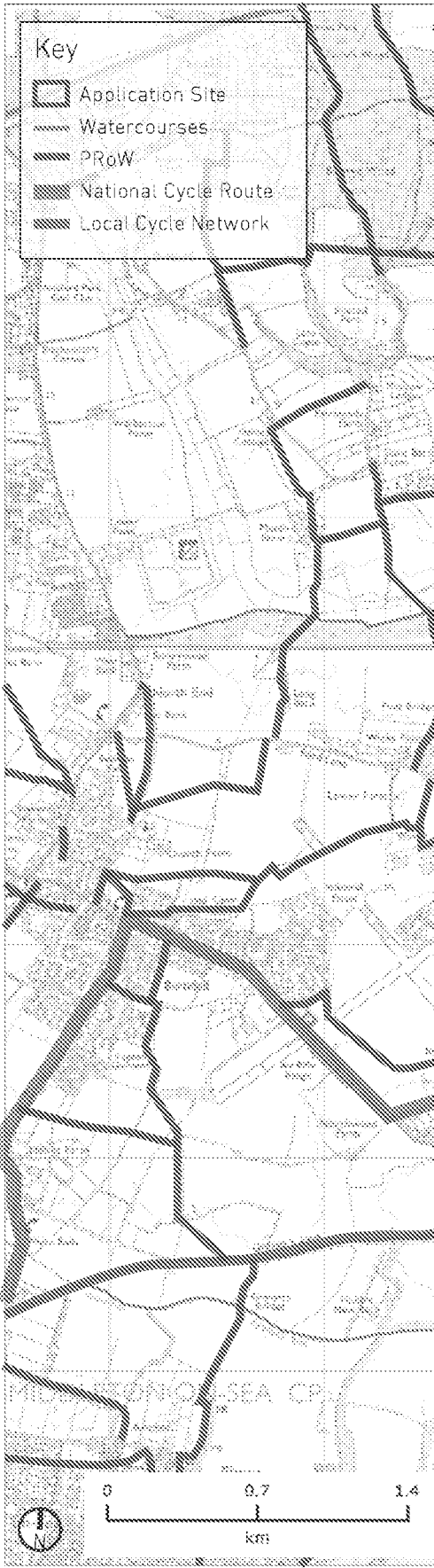
8.3.8. Summary

The proposed development would be sympathetic to the it's urban rural fringe location while also providing beneficial effects on the local area in the form of a new gateway mixed use, multi-generational development. It will enhance connectivity, promote sustainable travel, and provide a destination along the Arundel to Littlehampton green link. New moorings will also enhance access and use of the river, promoting the harbour leisure activity in the town and reinforce links to Arundel.

Overall, the Proposed Development would be successfully assimilated into the local landscape and would result in effects which are largely localised and limited, many of which would in fact be beneficial, as demonstrated within this LVIA.

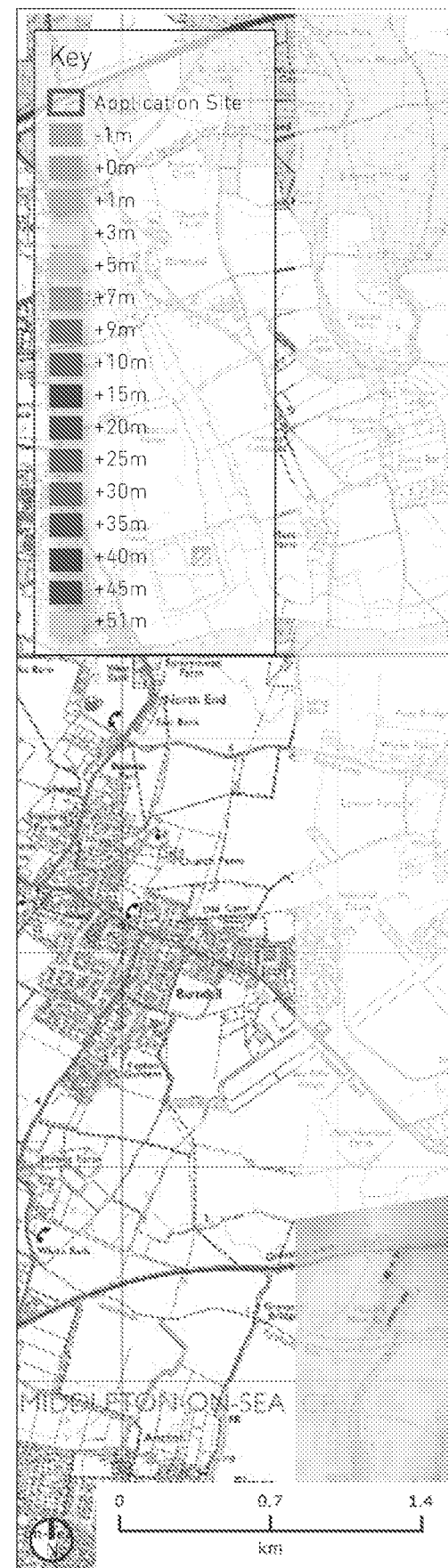
9. Illustrative Material

9.1. Site context plan

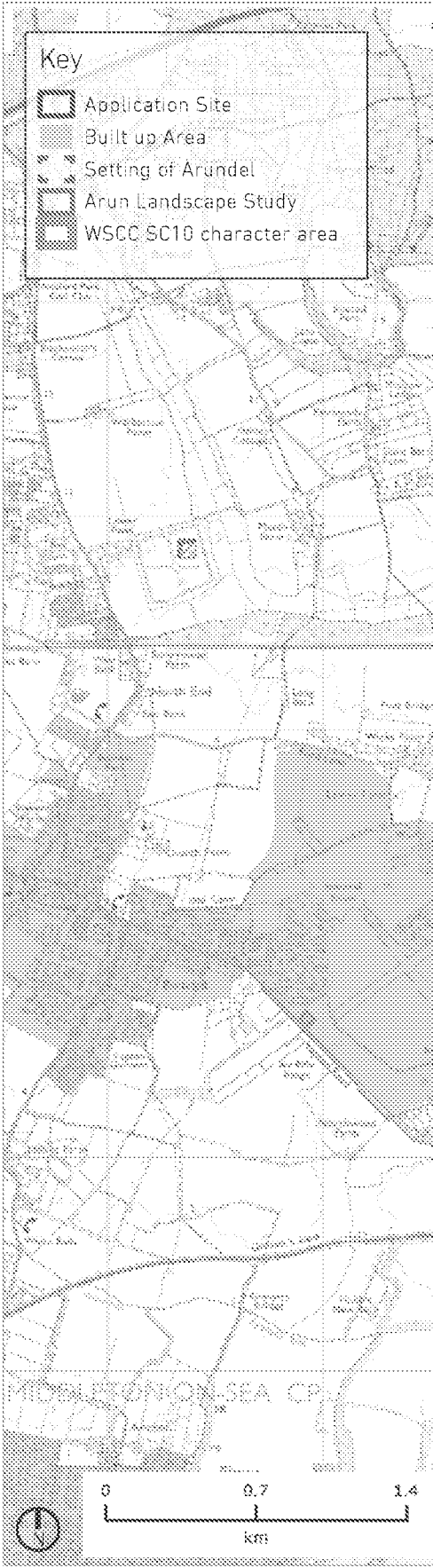


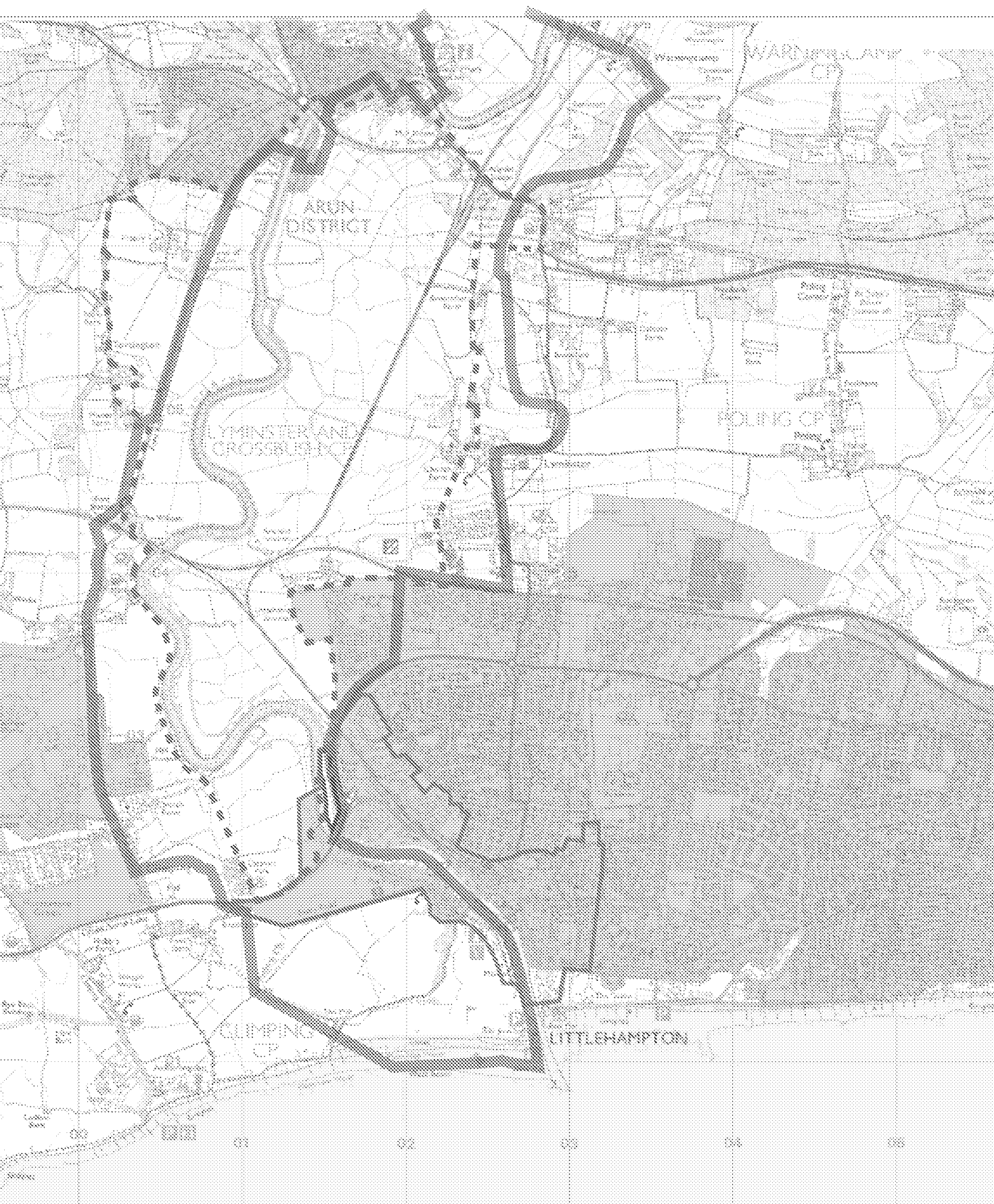


9.2. Topographical features plan



9.3. Landscape character plan



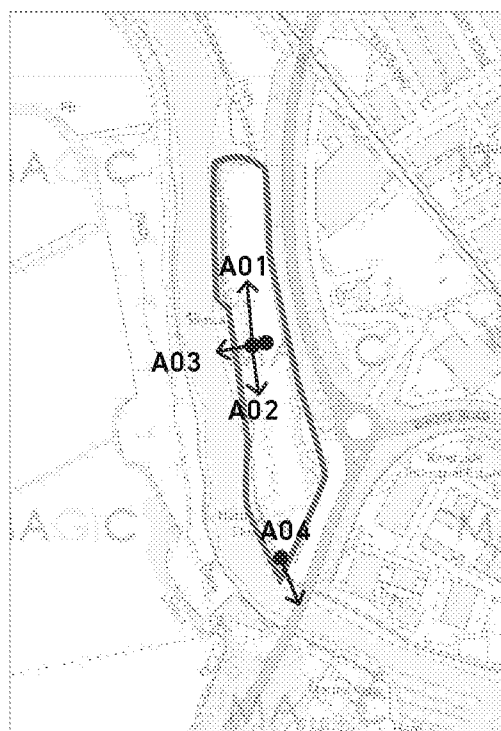


9.4. Visual Appraisal Plan

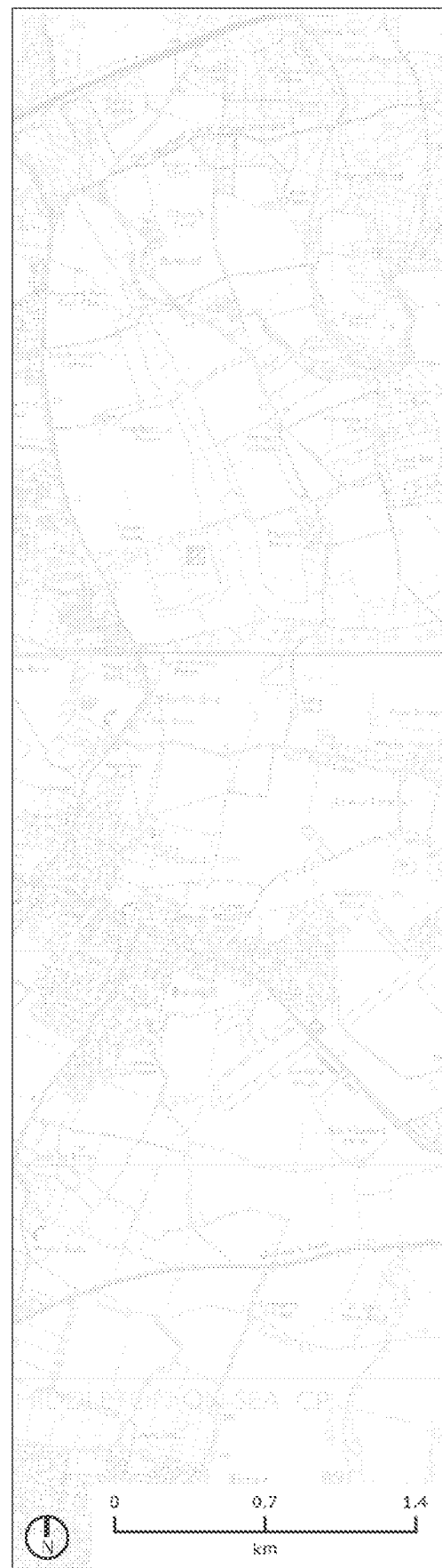
9.4.1. Categories

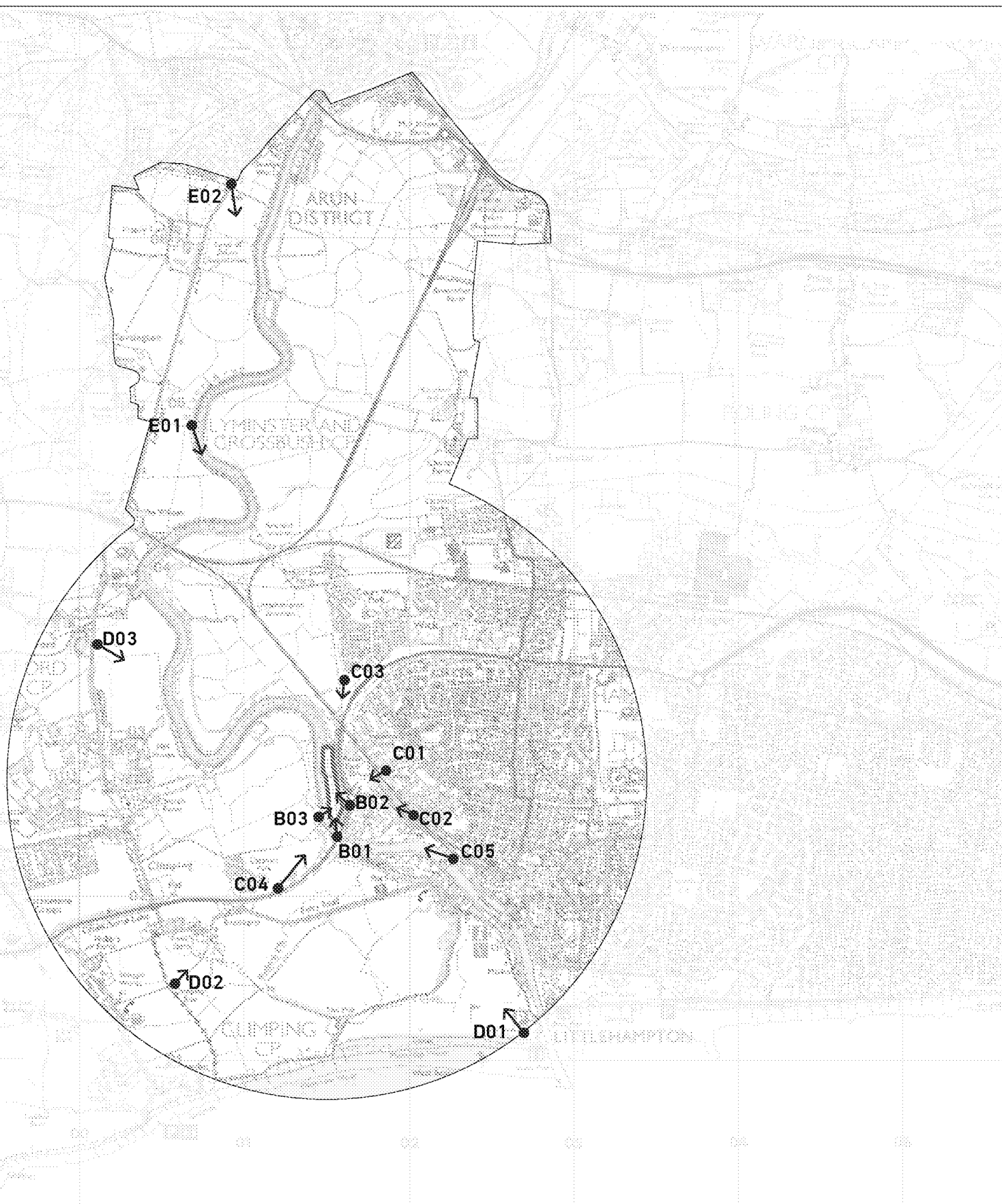
The views are categorised by their relationship to the application site and are labelled as such on the map opposite:

- A- Site Appraisal viewpoints
- B- Short range views
- C- Short-medium range views
- D- Medium range views
- E - Long range views

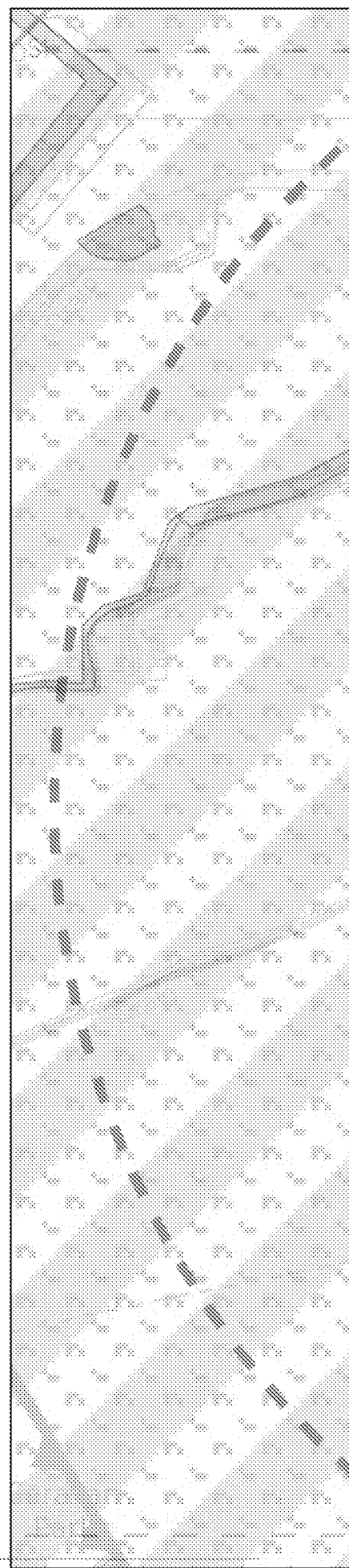
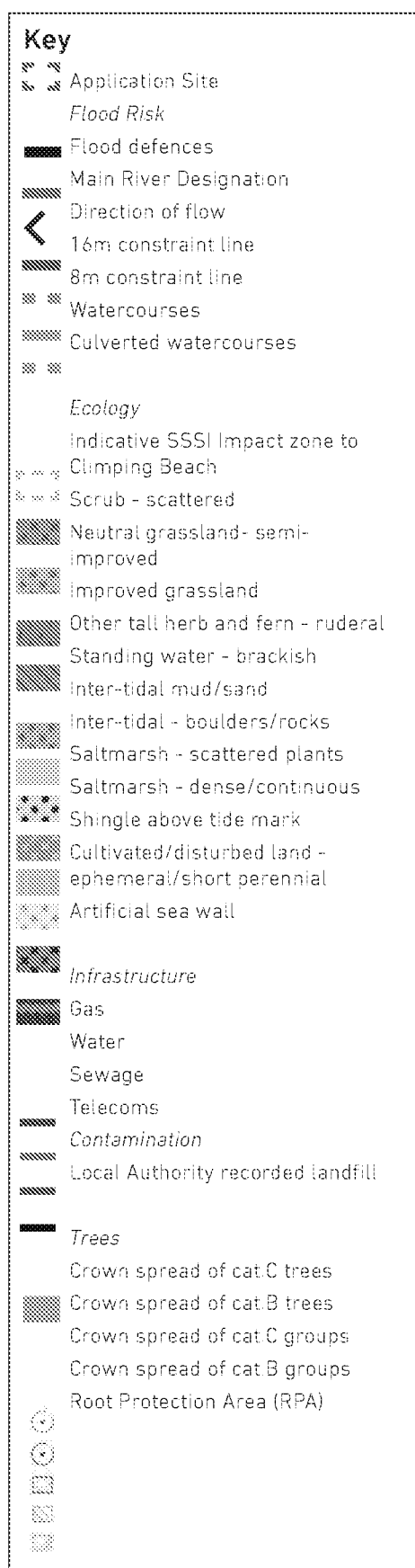


Site appraisal viewpoint positions





9.5. Landscape constraints plan





9.6. Landscape Opportunities Plan



Connectivity

Establish connections to the West Bank and enhance existing routes into Littlehampton.



Activate Waterfront

Introduce routes and public realm to enhance riverfront.



Gateway

Establish key locations and views into site for anchor points in scheme.



Unique Living

Produce water-friendly architecture with views over the river and the South Downs.



Biodiversity

Integrate and enhance existing biodiversity throughout scheme.



Travel by Water

Provide additional moorings and ferry stop for the Littlehampton ferry.



9.7. Landscape strategy plan



1. The pontoon decking will create a walkway alongside the saltmarsh and mudflats.



2. Foot paths will be set back from the waters edge and behind an area of upland planting.

The Saltings

Scale: 2-3 storeys

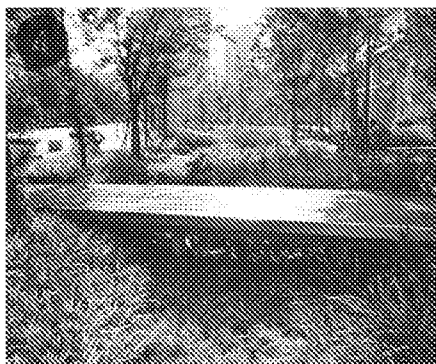
Materials: Brick or tile

Landscape Semi-natural
transitioning to natural

Features: Bird hide, riverside
seating areas



3. Along the southern boundary of the site provides an opportunity for a taller landmark building.



4. A riverside path connected to the rest of Littlehampton could become part of a unique trail from Littlehampton to Arundel enhancing pedestrian access to the riverfront.

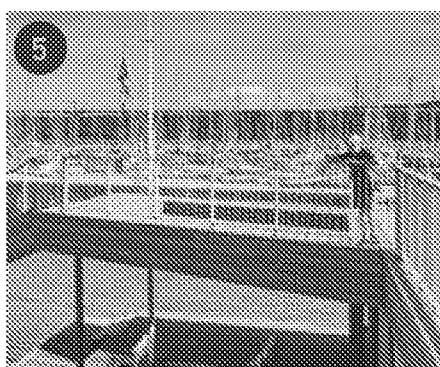
Riverside

Scale: 4-5 storeys

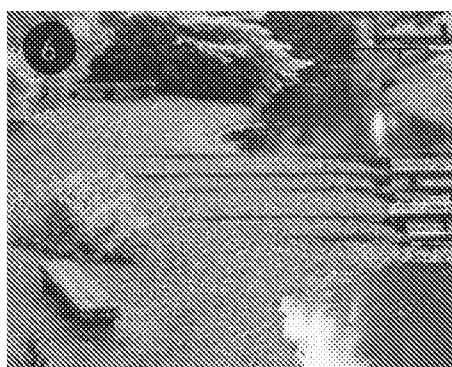
Materials: Brick or tile

Landscape: Hard and soft
landscaping

Features: Local play area, shop
and square, swale / wet fence



5. A sloped walkway with terraced access part way up provides surveillance over the children's play area while also connecting to the ferry stop and restaurant/cafe.



6. The creek, located alongside the children's play area, provides an improved habitat for voles, reptiles and so on and has been remodelled to allow for greater capacity when water levels increase.

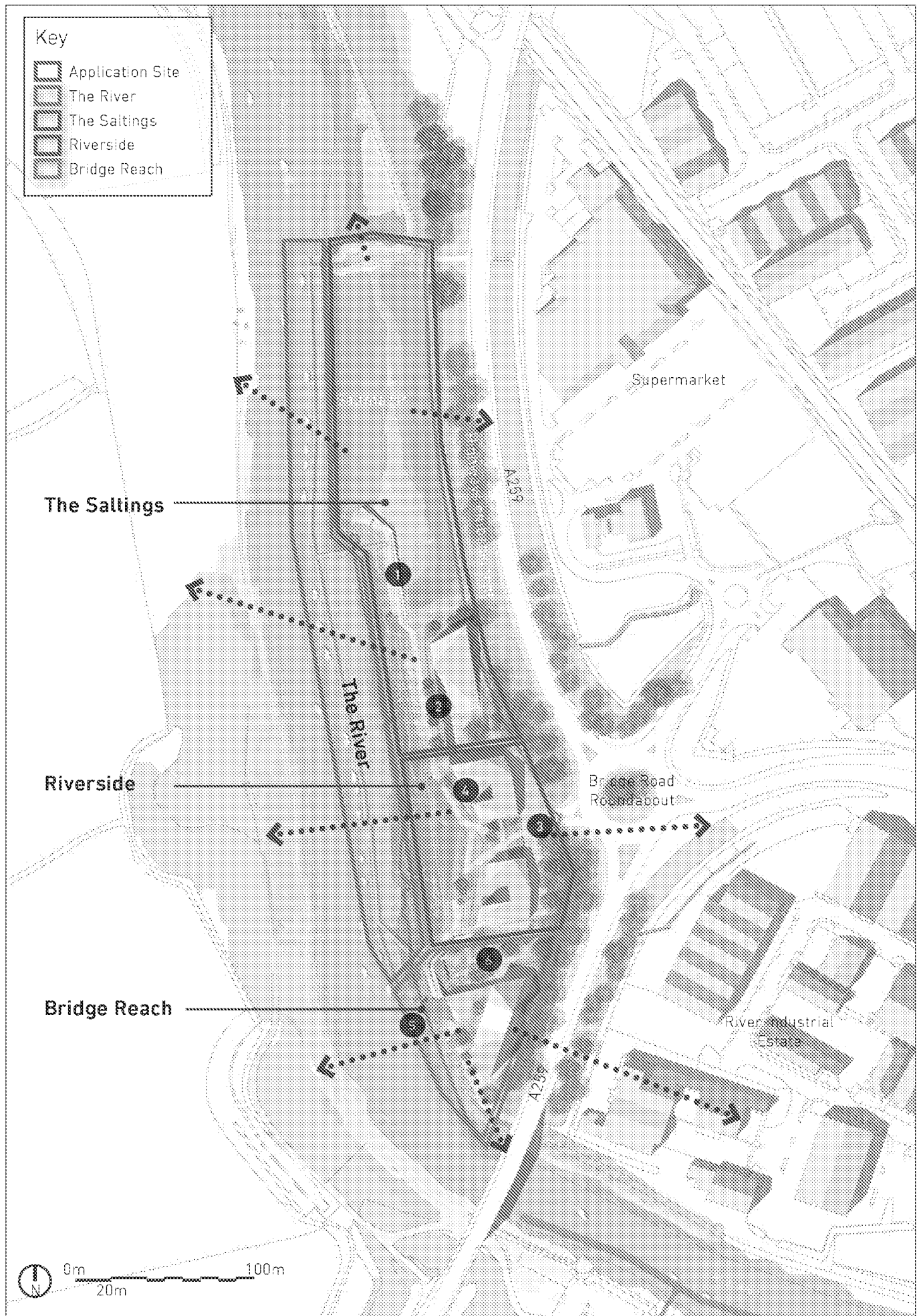
Bridge Reach

Scale: 5-8 storeys

Materials: Brick or tile

Landscape: Hard landscaping,
controlled planting

Features: Landmark building,
cafe, riverside terrace, creekside
play area



9.8. Parameter plan: Building heights



9.9. Parameter plan: Land use and access

