



Adur Landscape Study Update - New Monks Farm

Landscape and visual appraisal of development proposals

January 2016

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1.1 Study scope

This report has been prepared by Sheils Flynn to inform the emerging Adur Local Plan. It is one of three studies which considers the potential landscape and visual impacts of alternative development proposals that have come forward since publication of the Proposed Submission Adur Local Plan in 2014¹. It focuses on two options for development of a site at New Monks Farm, at Mash Barn Lane on the eastern fringes of Lancing, which is allocated for development in the Proposed Submission Adur Local Plan.

The study has been informed by two related policy studies:

- Adur landscape study update², which checks and updates the evidence in relation to draft policies in the Proposed Submission Local Plan - Policy 13 (Adur's Countryside and Coast) and Policy 14 (Local Green Gaps); and
- Assessment of landscape sensitivity for the Adur Local Plan area³, an update to the assessment of overall landscape sensitivity which was presented in the technical annex to

¹ Proposed Submission Adur Local Plan 2014, Adur District Council

² Adur landscape study update, Local Green Gap and Built-Up Area Boundary policy checks for the emerging Adur Local Plan, 2016, Sheils Flynn

³ Assessment of landscape sensitivity for the Adur Local Plan area, 2016, Sheils Flynn



Figure 1 - Site location New Monks Farm: Option 1

Sheils Flynn's 2012 landscape and ecological surveys report.

Two alternative options have been submitted for the development of the New Monks Farm site. These are shown on Figures 1 and 2.

In each case the development comprises a roundabout junction and access from the A27, a commercial development, a relocated travellers' site (as there is an existing travellers' site adjacent to the A27), residential development and a country park.

Considering each of the development options in turn, this study considers:

- potential effects on the landscape character and setting of the site
- potential visual effects that can be anticipated, taking account of the likely visual envelope for the development and key publicly accessible viewpoints from which it could be expected to be visible
- potential impacts on Adur's Local Green Gaps (see section 2)

This report is an appraisal of potential landscape and visual effects based on the developer's schematic drawings at an early stage of the design process.

This study is a broad landscape and visual appraisal of development proposals and is not a full Landscape and Visual Impact Assessment (as part of an Environmental Statement). It has been carried



Figure 2 - Site location New Monks Farm: Option 2

out in accordance with the approach outlined in the (recently updated) Guidelines for Landscape and Visual Impact Assessment⁴.

1.2 Landscape context

The New Monks Farm site is located at the transition between the West Sussex coastal plain and the South Downs. The A27 runs along the foot of the chalk downlands, connecting the string of urban settlements which extend along the coastal plain, from Bognor Regis in the west to Brighton to Seaford in the east.

New Monks Farm is on the eastern fringes of Lancing adjacent to the A27 and on the edge of the open land between Lancing and Shoreham-by-Sea which is known as the 'Lancing-Shoreham Gap'. An explanation of the proposed Local Green Gap policy that applies in this area is provided in Section 2. The Lancing-Shoreham Gap includes grazing land, an area that has been subject to aggregate tipping and which has planning consent for a golf course. The latter is described as a potential new country park in both development options for the New Monks Farm site.

The most striking landscape feature within the Lancing-Shoreham Gap is the River Adur, which has cut a deep, dramatic valley through the ridge



View south along the river corridor from the A27 road bridge over the River Adur

of the South Downs. The river curves across the coastal plain alongside Shoreham Airport to meet the sea at Shoreham Harbour.

A wide swathe of the coastal plain, including Shoreham Airport, lies within flood zone 3. The Shoreham Tidal Walls Scheme being progressed by the Environment Agency will help reduce flood risk in this area.

1.3 Report structure

The remainder of this report is subdivided into four sections:

- **Section 2** describes the relevant landscape baseline for the New Monks Farm site, including the landscape planning context and relevant biodiversity and heritage designations (a measure of landscape value).
- **Section 3** sets out the landscape and visual

appraisal of the **New Monks Farm option 1 scheme** and includes an assessment of potential impacts on the proposed Local Green Gap (Policy 14).

- **Section 4** sets out the landscape and visual appraisal of the **New Monks Farm option 2 scheme** and includes an assessment of potential impacts on the proposed Local Green Gap (Policy 14).
- **Section 5** provides notes on the preferred option and the scope for mitigating predicted landscape and visual effects.

⁴ Guidelines for Landscape and Visual Impact Assessment, Third Edition, Landscape Institute and Institute of Environmental Management and Assessment, April 2013

2.1 Landscape planning policy

2.1.1 National planning policy

The strategic policy context is provided by the National Planning Policy Framework (NPPF)⁵ March 2012, which is a strategic document that seeks to encourage high quality, sustainable development. It states that there are three dimensions to sustainable development: economic, social and environmental.

Within the Core Planning Principles (paragraph 17), there is an emphasis on a creative approach to the planning system which engages local people, encourages high quality design, takes account of the different roles and character of different areas and which conserves and enhances the natural environment. The National Planning Policy Framework states that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes (paragraph 109) and, in paragraph 170, considers that this process should be informed by assessments of landscape character and landscape sensitivity.

2.1.2 Local planning policy context

Adur district has a limited amount of developable land and the remaining areas of undeveloped

land outside the South Downs National Park (the Lancing-Shoreham Gap and the Worthing-Sompting Gap) are protected by the Strategic Gap policy (AC4) in the adopted Local Plan⁶, which has a presumption against development. However, the spatial planning policy context is currently changing as Adur is in the process of preparing a new Local Plan. The Proposed Submission Adur Local Plan⁷ has been published and the following two emerging policies are relevant:

- Policy 13: Adur's Countryside and Coast, which addresses the management of land outside the Built Up Area Boundary (BUAB) and the enhancement of landscape character; and
- Policy 14: Local Green Gaps, which seeks to retain the separate identities and character of the settlements of Worthing, Lancing, Sompting and Shoreham-by-Sea by protecting the remaining countryside areas that separate them and ensuring any permitted development does not (individually or cumulatively) lead to the coalescence of settlements.

The two policies are complementary but have specific purposes and separate boundaries. The Built-Up Area Boundary defines the boundary between the built up areas and countryside; while the Local Green Gap boundary defines the area of undeveloped landscape between settlements that

is required to provide an effective landscape setting for those settlements.

The emerging policies within Adur's Local Plan have been developed to balance the need for new development with the need to maintain and enhance local landscape character and the individual identity of Adur's settlements. Within this context, the issue of coalescence is an important consideration in judging the potential landscape and visual effects of development that is sited within either the Worthing-Sompting Gap or the Lancing-Shoreham Gap as the towns of Worthing, Lancing and Shoreham-by-Sea are already relatively close and the entire remaining area of undeveloped land is judged to contribute to the landscape settings of Worthing, Lancing and/or Shoreham-by-Sea. The landscape setting of these settlements is an intrinsic part of their character and there is a risk that such development could erode the character and distinctive identity of Adur's principal settlements.

The alignment of the proposed Built-Up Area and Local Green Gap boundaries are shown on Figure 3. The built development component of the New Monks Farm site is included within the proposed Built-Up Area boundary and the area of the proposed country park is included within the proposed Local Green Gap. This drawing also shows public rights of way, open access land, public open spaces, industrial/employment areas and Conservation Areas.

A recent consultation has proposed making part

⁵ National Planning Policy Framework, Communities and Local Government, March 2012

⁶ Adur District Local Plan, Adopted 1996

⁷ Proposed Submission Adur Local Plan 2014, Adur District Council

of the Built-Up Area Boundary between the New Monks Farm housing areas and the country park indicative because the exact position of the boundary will depend on detailed drainage work and landscape evidence at the planning application stage.

2.2 Landscape character

2.2.1 Local landscape character

Detailed information on landscape character at a local scale is provided in the District's 2006 Urban Fringe Study⁸ and in the Adur Landscape and Ecological Surveys report⁹. The latter provides a comparative analysis of the landscape and visual sensitivity of the Worthing-Sompting and Lancing-Shoreham Gaps, along with a more detailed analysis of potential landscape and biodiversity issues and impacts that could arise as a result of development on six sites which were then under consideration by Adur District Council as potential strategic allocations. The New Monks Farm site was one of these potential allocation sites. It should be noted that the landscape characterisation and analysis of landscape sensitivity was covered in the Annex to the 2012 Landscape and Ecological Surveys report.

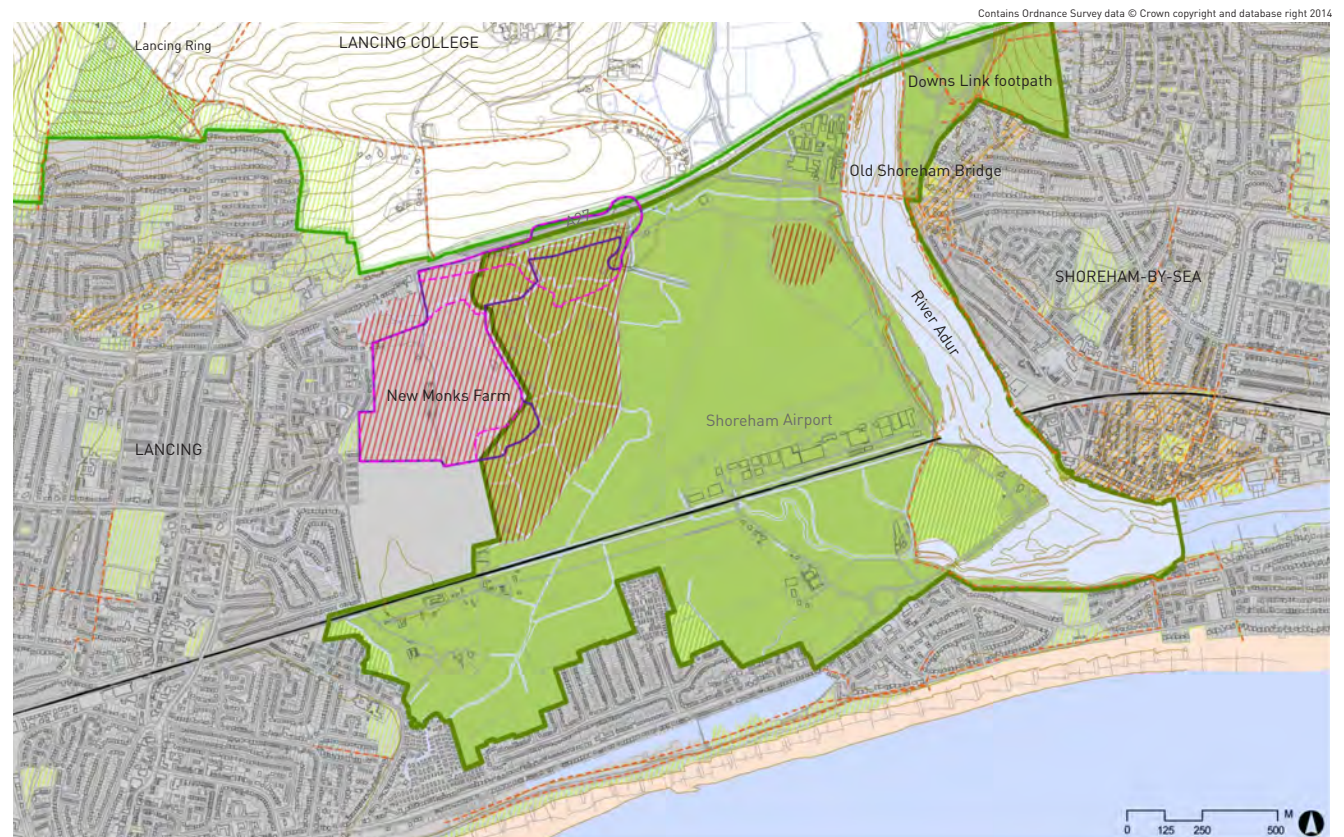


Figure 3 - Landscape planning policy context



⁸ Urban Fringe Study, Adur District Council (Baker Associates and Enderby Associates), December 2006

⁹ Landscape and Ecological Surveys of Key Sites within the Adur District, Sheils Flynn & The Ecology Consultancy, 2012

¹⁰ Assessment of landscape sensitivity for the Adur Local Plan area, 2016, Sheils Flynn

The assessment of overall landscape sensitivity for the Adur Local Plan area has been updated¹⁰ to take account of the proposed development (housing and employment) allocations, the construction of the Brighton and Hove Albion Football Academy, the planned implementation of the Adur Tidal Walls scheme, the construction of the Adur Ferry Bridge at Shoreham and the findings of policy reviews to inform the emerging Local Plan. The west part of the development proposals for New Monks Farm are within the proposed Built-up Area Boundary and the Lancing-Shoreham Gap Landscape Character Area (LCA) 1 which is shown on Figure 4. As noted above, the Built-Up Area Boundary shown between the proposed housing and country park areas is indicative until the masterplan is agreed at the planning application stage.

The country park that is proposed as part of the New Monks Farm development is within the **Saltworks landscape character area (LCA2)** to the east of Mash Barn Lane. This area is described as being in transition because it has been subject to ongoing tipping and recycling works and the majority of field boundaries have been removed. *Elements that are described as vulnerable to change are the remnant hedgerows and patches of scrub/trees, which provide a distinctive textured, natural character, and the narrow tributary ditches and ponds, which provide a focus for landscape and ecological interest. Other positive aspects of landscape character - the long views to the Downs and Shoreham are not considered to be vulnerable*



Figure 4 - Local landscape character areas in the Lancing-Shoreham Gap
(extract from the Adur landscape sensitivity assessment)

to change.

The key characteristics of these two relevant LCAs are set out in Box 1 on page 9.

Along the northern boundary of LCA1, a layby alongside the A27 provides access to an twelve-pitch travellers' site, which is partially enclosed by tree belts. To the west of the travellers' site, the tree belt ends and there are open views across the area.

2.2.2 Local views and patterns of access

The A27 broadly separates the sweeping farmland of the South Downs from the built development to the south, but the visual, cultural and physical links between the Downs and the urban areas on the coastal plain are important. The Lancing-Shoreham Gap forms part of the setting of the SDNP and the Downs form the backdrop to views from residential areas throughout Shoreham-by-Sea, Lancing and Sompting. The Gothic chapel at Lancing College is a striking landmark, marking the flank of the Adur Valley as it cuts through the Downs.

Local residents and visitors can access the Downs via a series of public rights of way, many of them historic tracks, which lead from the urban areas of Shoreham and Lancing up to the chalk downlands at Lancing Ring and Mill Hill and link along the Downs between these popular sites. The Downs Link, a long distance footpath along the Adur Valley connects the urban areas of Shoreham with the

BOX 1

Lancing-Shoreham Gap LCA 1: New Monks Farm

Relevant key characteristics are:

- *Flat arable fields, subdivided by scrubby hedgerows (currently unfarmed, with a rough, textured character)*
- *Brighton and Hove Albion Football Academy dominates landscape to south and has strong urbanising presence*
- *Small area of woodland and meadows enclosed by hedgerows and hedgerow trees is a contrasting, lush small-scale landscape in the NW corner of the LCA.*
- *Ditches and small ponds cross NW meadows, run alongside Mash Barn Lane and eastwards across the transitional landscapes to the E (in LSG LCA 2)*
- *Simple, fairly uniform pattern, with Mash Barn Lane, and the cluster of farm buildings at New Monk's Farm, providing the focus for local views*
- *Locally enclosed, by scrubby hedgerows, but extensive views to Downs to north and east; Lancing Chapel is a prominent landmark*
- *Views east are partially screened by hedgerows and scrubby vegetation, but there are intermittent glimpsed views to buildings of Shoreham Airport and the edge of Shoreham*
- *Intermittent vegetation along railway and within LSG LCA 8 to the south of the railway provides a partial screen to urban areas to the south.*
- *Homogeneous, urban fringe character. Housing on the eastern edge of Lancing forms a prominent edge, with no distinct character and a poor quality interface between buildings and landscape.*

Lancing-Shoreham Gap LCA 2: Saltworks

Relevant key characteristics are:

- *A 'moonscape' landform caused by extensive tipping of recycled aggregates, as part of the ongoing development of a new golf course. The resulting elevated landform screens some local views eastwards from Mash Barn Lane.*
- *Rough grassland, peppered with patches of scrub - highly textured character, which contrasts with the smoothness of the Downs to the north and the mown turf of the airfield to the east*
- *Small tributary ditches, flowing eastwards across the area from the wetlands along Mash Barn Lane*
- *The original small-scale hedged field pattern has been removed and the construction of the golf course means that landscape character is transitional*
- *Extensive views to Downs to north and east; Lancing Chapel is a prominent landmark. Clear views to Shoreham and Shoreham Airport, from elevated points within the LCA*
- *Intermittent vegetation along railway and within LG LCA 8 to the south of the railway provides a partial screen to urban areas to the south.*
- *A27 and the active aggregate tipping operation, are intrusive to the north.*
- *Combination of higher landform, patches of scrub and intermittent vegetation along railway screens views to urban areas to the south.*

South Downs Way. This popular route crosses the Old Shoreham Bridge (a pedestrian bridge over the River Adur) and also forms part of a shorter circular route along the banks on both sides of the River Adur which connects Shoreham Harbour, South Lancing and Shoreham Airport.

2.2.3 Distinctive landscape settings of Lancing and Shoreham-by-Sea

The Adur landscape study update¹¹ describes how components of the open 'green' Lancing-Shoreham Gap landscape contribute to the landscape settings of both Lancing and Shoreham-by-Sea. This report suggests that the landscape setting of settlements is typically structured by the sequence of gateway views on the arrival to settlements and the '*vital sense of space around a settlement that enables us to take stock, assess and understand its relationship to its surroundings*'.

Key factors in making a judgement about the extent of space required for an effective landscape setting are the length of publicly accessible views to the edge of a settlement and the character of these views.

The analysis of the settings of Lancing and Shoreham highlights the fact that there are very few opportunities for views across the Lancing-

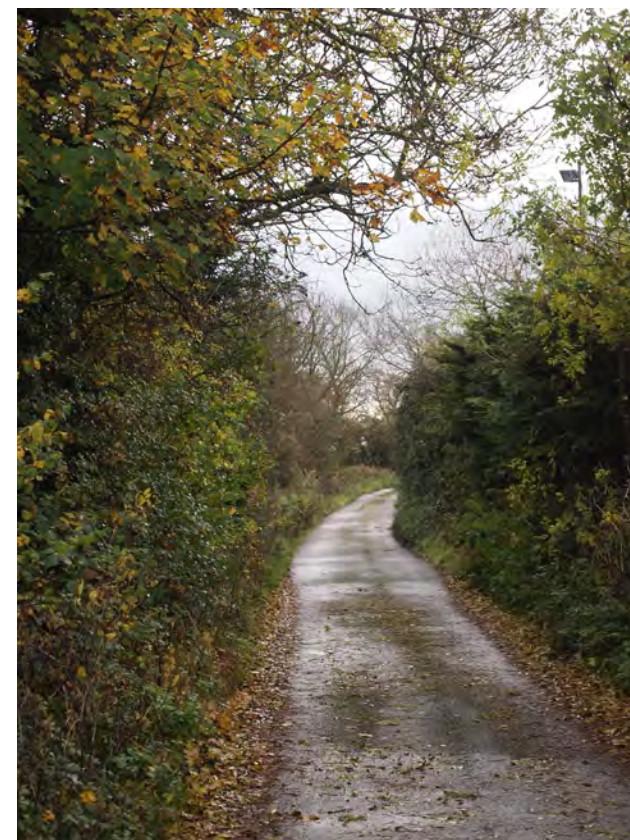
Shoreham Gap from local roads because views from the A27 are typically enclosed by the trees along the road corridor. It also notes the importance of the open green space of Shoreham Airfield in providing a foreground and a striking contrast when juxtaposed with the natural curves of the River Adur and the chalk downlands.

2.3 Landscape value

The updated Guidelines for Landscape and Visual Impact Assessment¹² emphasise the importance of establishing the value of the potentially affected landscape as part of the landscape baseline. This judgement takes account of the relative value or importance that stakeholders attach to different landscapes and their reasons for valuing them, including planning policy designations, specific conservation interests, cultural associations and the quality and condition of the landscape. The starting point is a review of existing policies and relevant designations and this is provided on Figures 3 and 5.

Relevant planning policy designations have been described in Section 2.1.2. In this context they are:

- Policies 13 and 14 in the Proposed Submission Adur Local Plan, which recognise the importance of distinctive landscape character within areas of countryside outside the built-



Mash Barn Lane.

¹¹ Adur landscape study update, Local Green Gap and Built-Up Area Boundary policy checks for the emerging Adur Local Plan, 2016, Sheils Flynn

¹² Guidelines for Landscape and Visual Impact Assessment, Third Edition, Landscape Institute and Institute of Environmental Management and Assessment, 2013

up areas and the value of the remaining open undeveloped land between the south coast settlements in conserving the separate identities and character of those settlements and preventing their coalescence.

The New Monks Farm site is to the south of the SDNP, but forms part of the setting of this nationally important scenic landscape. The footpaths and open access land within the SDNP which are accessible from the towns on the coastal plain are highly valued for their scenery, for recreational use and for the panoramic views that are available from elevated publicly accessible viewpoints on the South Downs (such as Lancing Ring and the Mill Hill Nature Reserve).

In addition to the above policy designations, relevant environmental, landscape and cultural designations (shown on Figure 5) are:

- the South Downs National Park (SDNP) - designated in recognition of its nationally important scenic beauty and recreational value;
- the Adur Estuary Site of Special Scientific Interest (SSSI) which is important for its combination of mudflats, saltmarsh, reedbeds and embankments;
- Sites of Nature Conservation Importance at Lancing Ring, the River Adur Valley, Widewater Lagoon and Shoreham Beach.
- Local Nature Reserves at Lancing Ring, the Widewater Lagoon and Shoreham Beach.

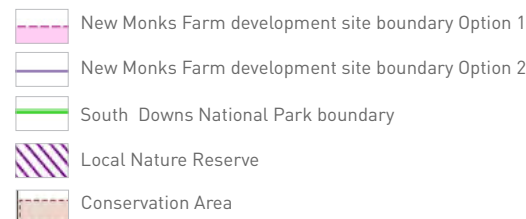
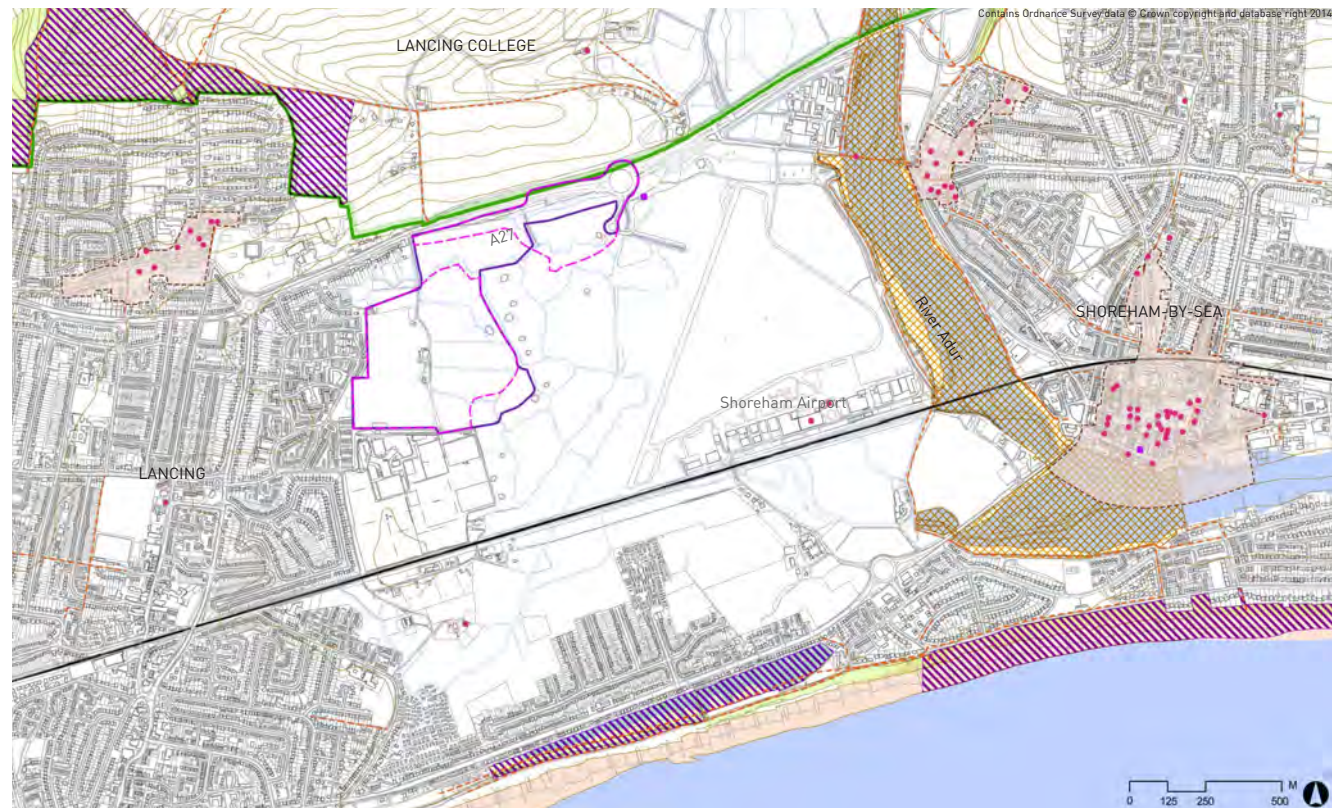
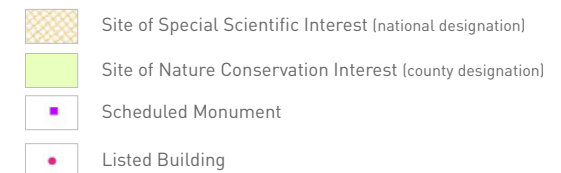


Figure 5 - Environmental and cultural heritage designations



- Scheduled Monument - the World War II dome trainer to the NW of Shoreham Airfield
- Listed buildings at Shoreham Tollbridge, St Nicolas' Church (Old Shoreham), Shoreham Airport's Terminal building and the adjacent Municipal Hangar.

2.3.1 Landscape sensitivity

With reference to the Topic Paper on techniques for judging landscape capacity and sensitivity¹³ prepared by the former Countryside Agency (now Natural England) the Adur Landscape and Ecological Surveys report concluded that judgements about the overall landscape sensitivity should take account of:

- landscape character sensitivity - the degree to which the landscape is robust and able to accommodate change without adverse impacts on its character; and
- visual sensitivity - the general visibility of the landscape and its ability to accommodate change without adverse impacts on character.

Figure 6 shows the landscape character sensitivity of the Lancing-Shoreham Gap, as assessed in the overall landscape sensitivity assessment undertaken for the Adur Landscape and Ecological Surveys report. These assessments are based on a balanced judgement which takes account of:

- key characteristics - combinations of elements which help give an area its distinct sense of place, including aesthetic aspects of character.
- vulnerability to change - sensitivity of individual elements of the landscape, particularly those that are critical to distinctive landscape character
- landscape quality and condition - the physical state of the landscape and its 'intactness'. It reflects the state of repair of the individual features and elements which make up local landscape character
- contribution to landscape setting (of the settlements surrounding the Lancing-Shoreham and Worthing-Sompting Gaps).

Landscape character sensitivity is classified as 'low' for LSG LCA1 - New Monks Farm and 'medium' for LSG LCA 2 - Saltworks.

Figure 7 illustrates the visual sensitivity of the LCAs within the Lancing-Shoreham Gap. Judgements about levels of visual sensitivity take account of the extent to which each LCA is visible, the relative sensitivity of the viewpoints from which it is visible and the accessibility of the views to members of the public. Like landscape character sensitivity, visual sensitivity is assessed in accordance with a five point score, high, medium-high, medium, medium-low or low.

Visual sensitivity is classified as 'medium' for both LSG LCA1 - New Monks Farm and LSG LCA2 -

Saltworks.

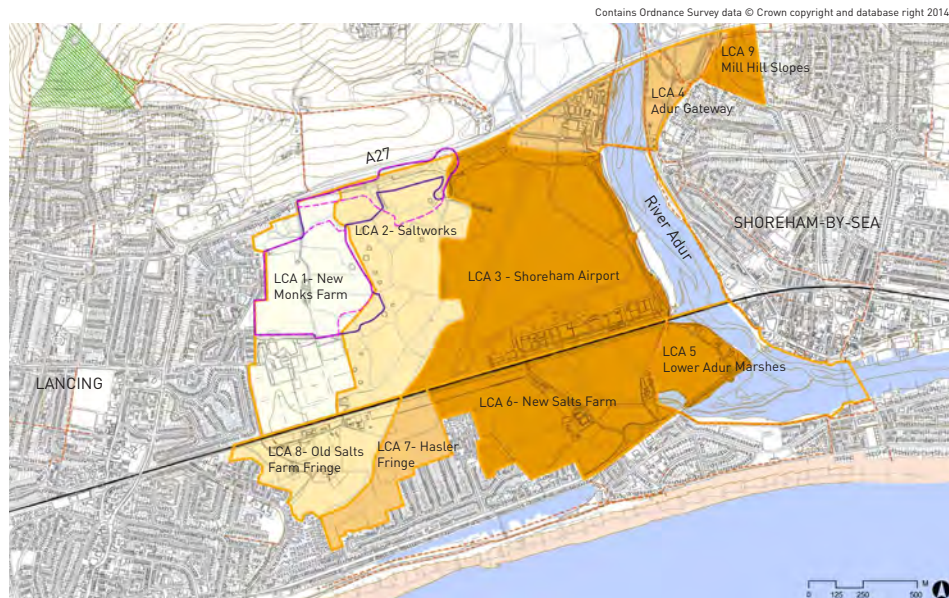
Both LCAs can be seen from the highly sensitive and accessible viewpoints of Mill Hill on the South Downs and the River Adur flood embankments, although they are distant in these views. The Saltworks LCA can be seen at close quarters from the lay-by along the A27, but there are no public rights of way across the area and, in this case, road users are judged to have relatively low sensitivity compared to recreational users.

Overall, there is considered to be good potential to mitigate the impacts of landscape change, particularly in areas where the aggregate tipping operation (in the Saltworks LCA) has not raised the landform to eye level. In the northern areas and along Mash Barn Lane, where the landform is unnaturally elevated) planting would need careful design to retain open views across the Lancing-Shoreham Gap.

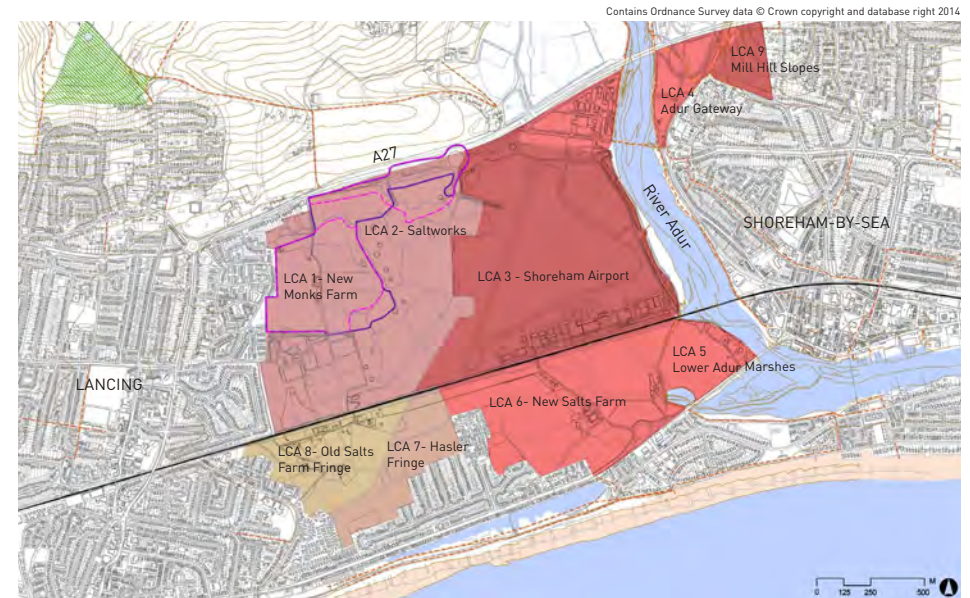
Figure 8 shows the classification of overall landscape sensitivity for the Lancing-Shoreham Gap, taking account of the combined scores for landscape character sensitivity and visual sensitivity. LSG LCA 1 - New Monks Farm is classified as having 'medium-low' and LSG LCA 2 - Saltworks is 'medium' overall landscape sensitivity.

The classification refers to the sensitivity of the landscape within the LCA as a whole rather than the specific proposals for development of the site but, as such, it provides an appropriate analysis for a baseline landscape assessment.

¹³ Landscape Character Assessment Series: Topic Paper Six - Techniques and Criteria for Judging Capacity and Sensitivity, The Countryside Agency and Scottish Natural Heritage, 2005



- New Monks Farm development site boundary Option 1
- New Monks Farm development site boundary Option 2
- High landscape character sensitivity
- Medium - high landscape character sensitivity
- Medium landscape character sensitivity
- Medium - low landscape character sensitivity
- Low landscape character sensitivity
- Open access land
- Public Right of Way



- New Monks Farm development site boundary Option 1
- New Monks Farm development site boundary Option 2
- High visual sensitivity
- Medium - high visual sensitivity
- Medium visual sensitivity
- Medium - low visual sensitivity
- Low visual sensitivity
- Open access land
- Public Right of Way

Note: landscape sensitivity classification only shown on land, although the River Adur is part of LCAs 3,4 and 5

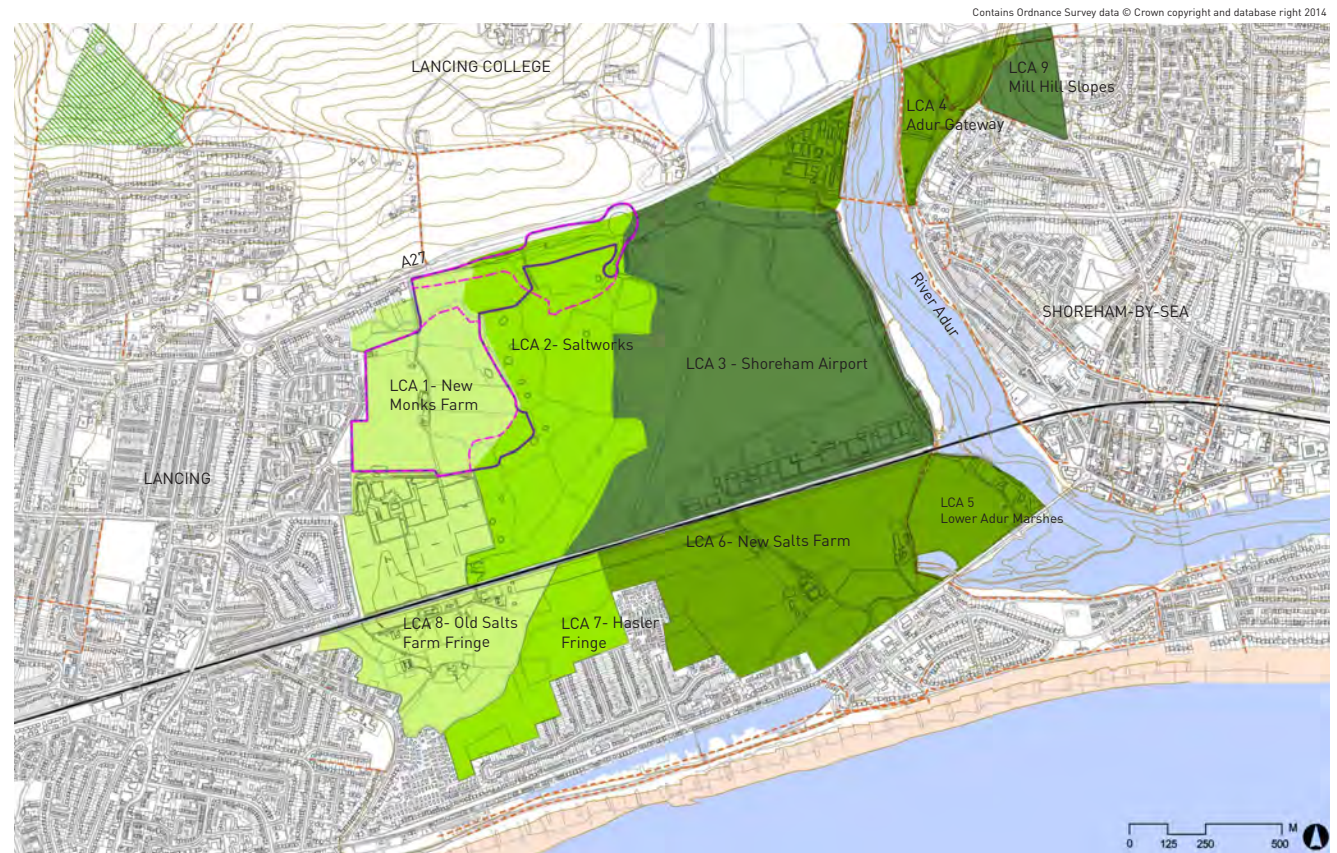
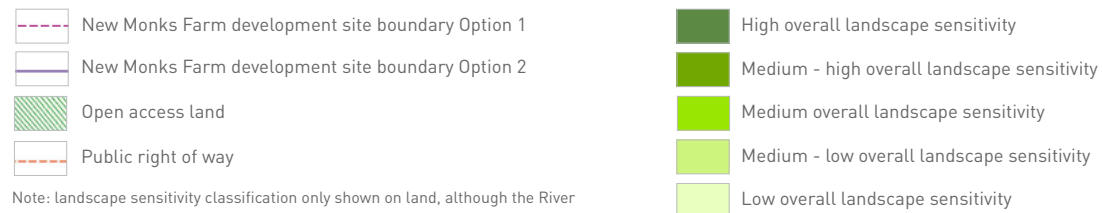


Figure 8 - Lancing-Shoreham Gap - overall landscape sensitivity



3.1 Description of development proposals for New Monks Farm - Option 1

The option 1 masterplan is composed of separate zones for residential development, commercial development, education, a relocated travellers' site and a country park. As Figure 9b shows, the zone for commercial development is located immediately to the west of the proposed roundabout junction which provides vehicular access from the A27 and to the north of the country park. The travellers' site is placed alongside the A27, to the west of the commercial zone.

A link road with two smaller roundabouts will

Extract: Outline landscape assessment & commercial feasibility study
New Monks Farm, 16.10.2015, HED
2.1 - Zoning Diagram Option 1



Figure 9b - Zoning diagram: Option 1

Extract: Outline landscape assessment & commercial feasibility study
New Monks Farm, 16.10.2015, HED
2.3 - Landscape Concept Plan Option 1



Figure 9.a - New Monks Farm HED landscape proposals: Option 1

provide access to:

- the new commercial development at Shoreham Airport to the east; and
- the relocated travellers' site and new residential neighbourhoods to the south-west of the commercial development.

The proposal conserves the small woodland and meadow area to the north west of the site and integrates green infrastructure connections to the existing urban neighbourhoods in Lancing.

3.2 Predicted landscape effects

Predicting the landscape effects that may result from new development involves identifying the components of the landscape that are likely to be affected by the scheme (the 'landscape receptors') and considering how they will be affected by the new development. For option 1, the **landscape receptors** are:

- The nationally important landscape of the South Downs National Park, particularly the local chalk downland (open access) landscape of Lancing Ring, which is highly accessible from North Lancing and from which there are panoramic views across the Lancing-Shoreham Gap.
- The rural character of Mash Barn Lane, a historic route enclosed by hedges/trees which is visible as a 'landscape edge' in westward

views from the banks of the River Adur

- The small area of woodland and meadows enclosed by hedgerows and hedgerow trees on the edge of Lancing accessed off Manor Close
- The drainage ditches and ponds associated with this small-scale meadow/wetland landscape and with Mash Barn Lane
- The rough, natural and almost 'wild' character of the Saltworks LCA, which contrasts with the urban development of Lancing to the west and Shoreham Airport to the east.
- The enclosed character of the A27, which is well treed with only glimpsed views southwards across the open 'moonscape' landscape of the tipped area
- Long views northwards to the Downs and to the landmark of Lancing Chapel
- Intermittent glimpsed views eastwards to the open land of Shoreham Airfield and the edge of Shoreham - a sense of 'openness'.
- The landscape setting of the WW2 dome trainer, a scheduled monument on the NW edge of Shoreham Airfield.

Figure 10 shows how these landscape receptors are likely to be changed as a result of the proposed (option 1) development. It uses the analysis of key landscape features, landmarks, and views within the Lancing-Shoreham Gap that is set out in the Adur Landscape Study Update¹⁴. This analysis shows the 'landscape edges' which structure the

way we perceive the landscape in views from the principal gateway approaches via road and rail and from publicly accessible footpaths and viewpoints.

The centre of Shoreham Airfield and the slopes of Mill Hill on the northern fringes of Shoreham are highlighted as prominent open spaces because they are visible in these defining views and because they enhance our appreciation of the physical, natural landscape elements that structure this landscape.

The predicted landscape effects are:

- A fundamental change to the rural character of Mash Barn Lane, which would become a neighbourhood road, accessing commercial and housing areas
- A significant and permanent change to the character of the landscape along the A27 on the approach to Lancing. The new roundabout, commercial development and travellers' site alongside the A27 would result in a change from a rural, well treed road to an 'urban' character, although there may also be new opportunities for open views across Shoreham Airfield from the new roundabout (as long as there is no earth bund or planting at this location).
- Some reduction in the untamed, relatively open and natural character of the transitional landscape to the east of Mash Barn Lane,

¹⁴ Adur landscape study update, Local Green Gap and Built-Up Area Boundary policy checks for the emerging Adur Local Plan, 2016, [Sheils Flynn](#)

although the landscape of the new country park could be designed to incorporate these qualities.

- The intermittent line of trees along Mash Barn Lane that is visible as a 'landscape edge' in views from the east would be lost but replaced by a stronger tree line within the country park.
- Significant change to the local topography. The landform in the country park area has been artificially raised by several metres; it is assumed that this spoil would be removed prior to construction so that the housing to the east of Mash Barn Lane is not at a significantly higher elevation than that to the west of the lane. However, this is not assessed at this stage and will be subject to further assessment as the masterplan evolves and the relationship between housing, landform and drainage is resolved. It is noted that the option 1 drawings show a new 'hill' in the centre of the country park, which will be prominent in views across the flat Lancing-Shoreham Gap from the path along the west bank of the River Adur.
- Enclosure of the small scaled meadow-wetland to the north west of the proposed development. The new built edge would leave it open to the wider landscape only on the eastern boundary
- Potential impact on the landscape setting of the scheduled monument (the WW2 dome trainer) as a result of the proposed commercial development, roundabout and link road to

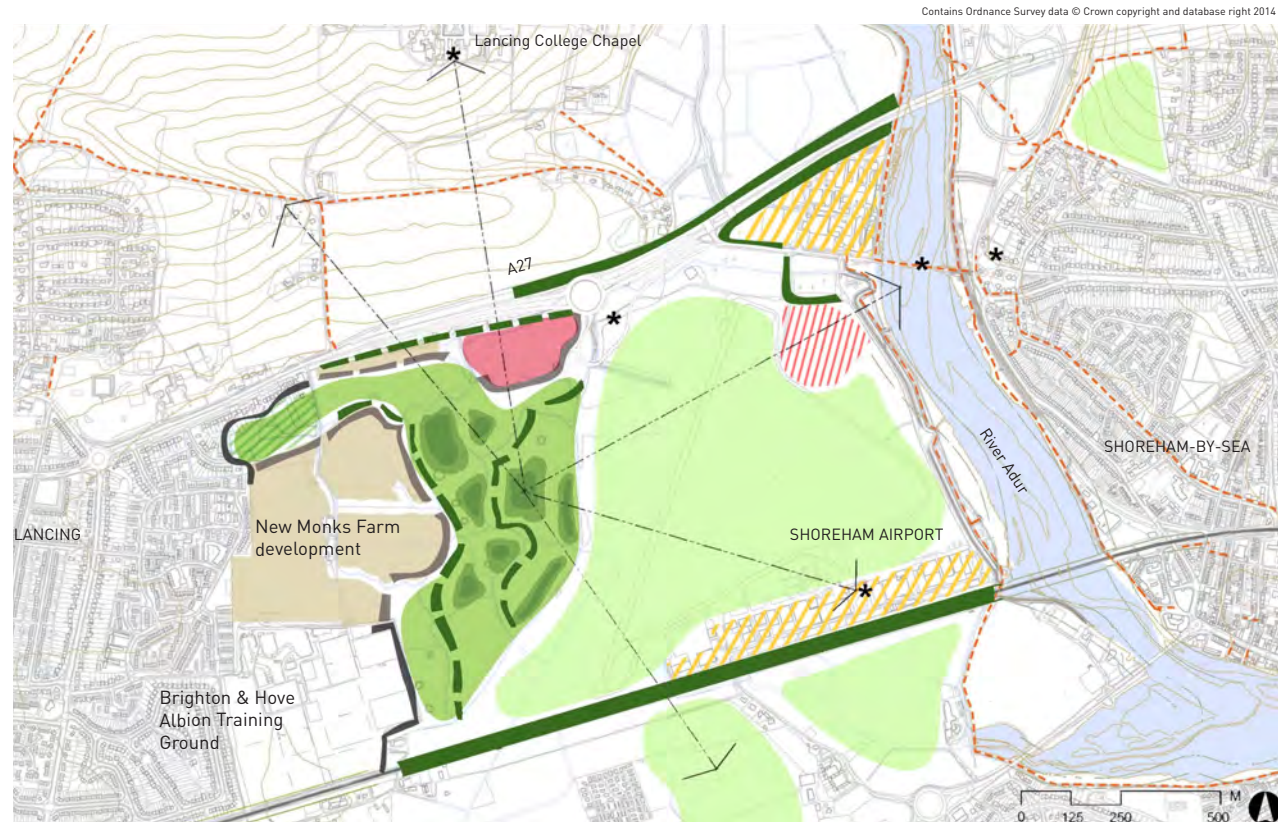


Figure 10 - Landscape site appraisal: New Monks Farm Option 1



access the New Monks Farm development¹⁵.

The proposed country park will provide an opportunity for a high quality, publicly accessible landscape with significantly enhanced amenity and biodiversity value, including new woodlands, grasslands, walks, cycle routes, picnic areas and viewpoints. New and improved native meadow and wetland habitats would enhance ecological connectivity and value.

3.3 Predicted visual effects

Figure 11 illustrates the predicted visibility (the broad zone of visual influence) of the New Monks Farm (Option 1) development proposal, taking account of the new Brighton and Hove Football Academy and the planned Adur Tidal Walls flood defence scheme.

This drawing also identifies five representative viewpoints which can be used to describe the way views to the new development might be experienced. Only publicly accessible viewpoints are used (ie views from roads, open access land, country parks, passenger trains and/or public rights of way).

The predicted broad zone of visual influence extends across the entire width of the Lancing-Shoreham Gap between Lancing and Shoreham-by-Sea and southwards to the railway line. The

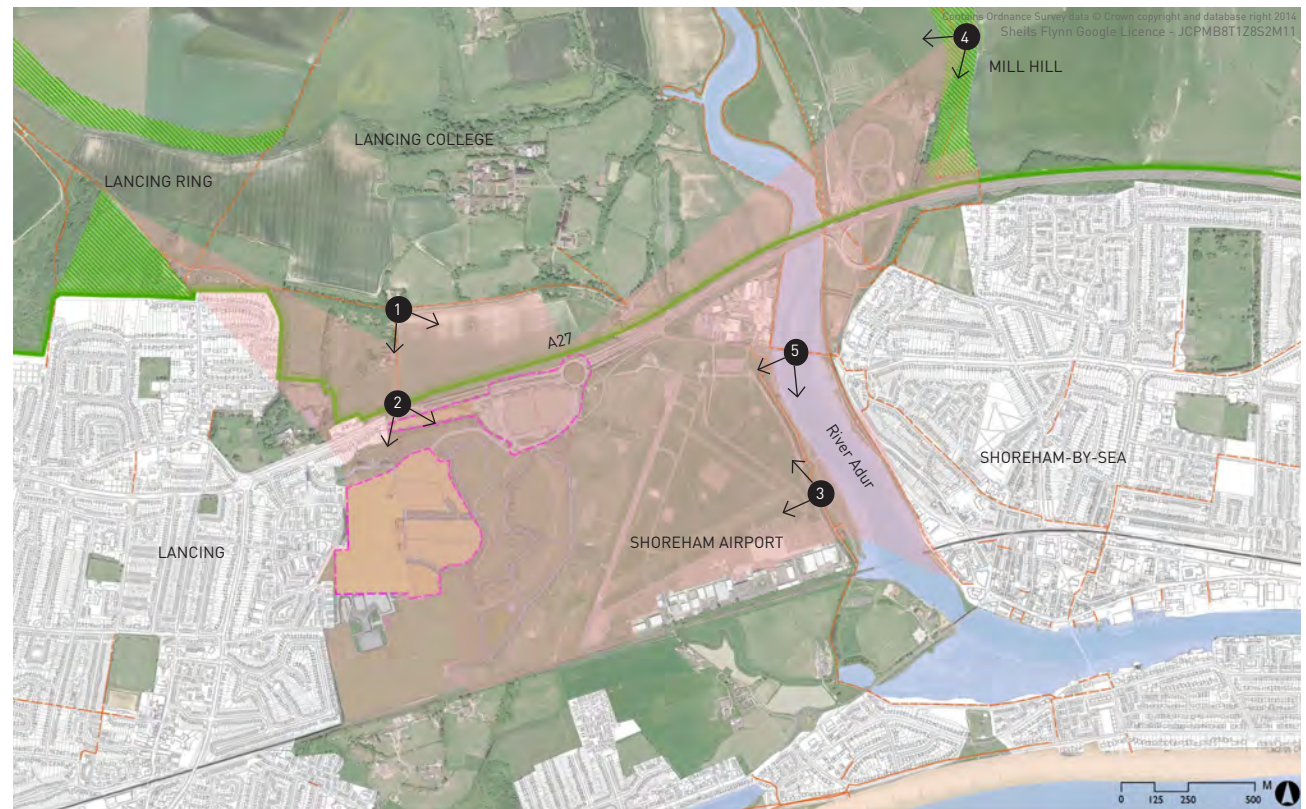
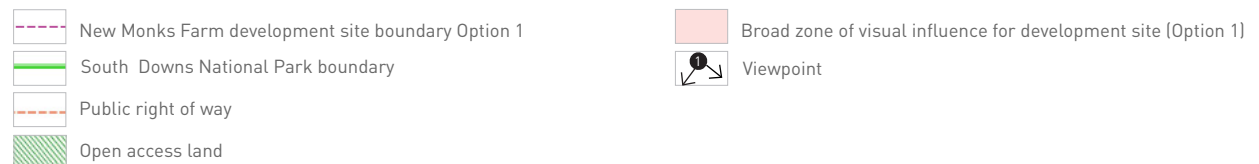


Figure 11 - New Monks Farm proposed development - broad zone of visual influence: Option 1



¹⁵ Heritage Assessment of Brighton City Airport (Shoreham), Acta, 2016



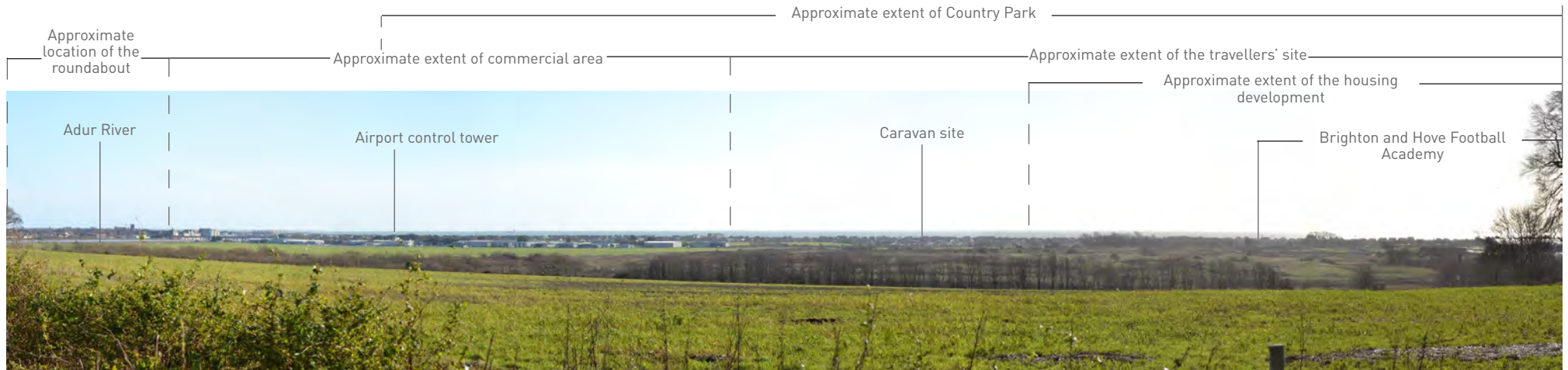
existing tree belts along the A27 generally contain short views to the north and south, but there are longer views from the elevated viewpoints on the South Downs, such as Mill Hill (viewpoint 4) and Hoe Court (viewpoint 1). The zone of visual influence is shown for the worse case scenario, including all areas from which it could be possible to see the development, which includes the road lighting and/or a tall container lorry travelling along the proposed roundabout and link road.

Note that the visibility of the development may change following implementation of the Environment Agency's Shoreham Adur Tidal Walls Scheme, which will raise the existing flood defence embankments along the River Adur. This could potentially screen some views to the airfield from

the east bank of the river, but there could equally be opportunities for more elevated views across the airfield to the New Monks Farm site, as a footpath will be provided along the crest of the new west river embankment.

Views from each of these viewpoints are illustrated on the following pages (Figures 11a -11f) along with a commentary on the sensitivity of visual receptors and notes on the visual effects predicted as a result of the development.

The 'moonscape' landscape of the site of the proposed country park, to the east of Mash Barn Lane, which is caused by tipping of recycled aggregates.



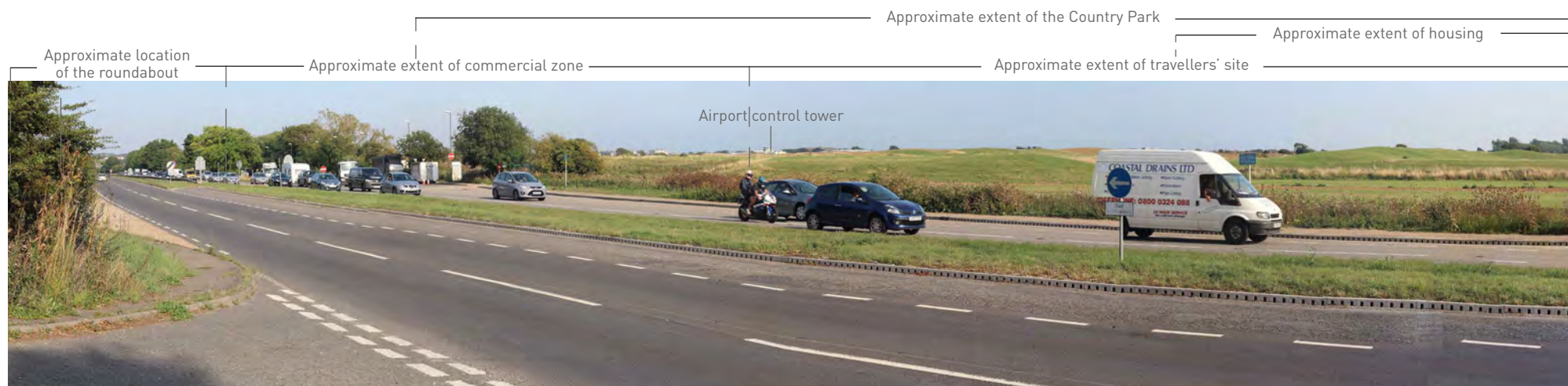
Viewpoint 1 looks south/south-east from the junction of a footpath and bridleway to the east of Lancing Ring, on the lower slopes of the Downs at Hoe Court Farm.

The viewpoint has a medium-high sensitivity as this quiet lane is also a public right of way. It provides a relatively close view of the Lancing-Shoreham Gap from an exceptionally well used and accessible route within the SDNP. The view extends to the east as far as Shoreham-by-Sea, where the buildings along the east bank of the River Adur are visible. To the south the open airfield and buildings of Shoreham Airport delimit the view; the listed terminal building is clearly visible. In the centre, a long view extends as far as the fields beyond the railway.

This view would be transformed by the new development, which would result in an urbanising effect along the A27. The new roundabout junction on the A27 and parts of the buildings of the new commercial development would be prominent in the centre-left of the view. Depending on the height and massing of the commercial development, these buildings could block the open view across the Lancing-Shoreham Gap from this viewpoint. The relocated travellers' site would be to the right of the view and may screen partially views to the new housing zone to the south, although the roof-lines of the new houses are likely to be visible.



Figure 11.a - Viewpoint 1



Viewpoint 2a is on the north side of the A27, looking east along the A27 and south directly into the Saltworks (and the New Monks Farm site).

It has medium visual sensitivity as Hoe Court is a public right of way (as well as a road) within the SDNP. The artificial 'moonscape' landform of the Saltworks LCA, which has been created by the large scale tipping of recycled aggregates, almost screens views to Shoreham Airport. The open airfield is completely screened by this landform and only the top of the tall airport control tower is visible.

The new development would be prominent straight ahead (due south). The proposed new roundabout to access the site would be to the far left of the view, with new lighting, signage and more extensive road carriageways. The two storey buildings of the proposed commercial zone would dominate the centre of the view, with the relocated traveller's site to the centre-right. The development would completely change the character of this view from an open, green landscape with a rather odd and artificial-looking mounded landform to a relatively 'urban' gateway to Lancing, with a less distinctive character.

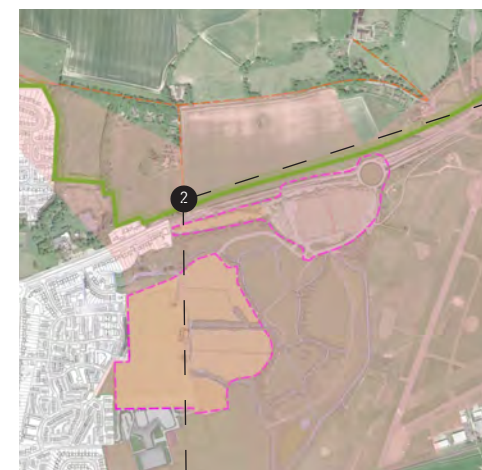
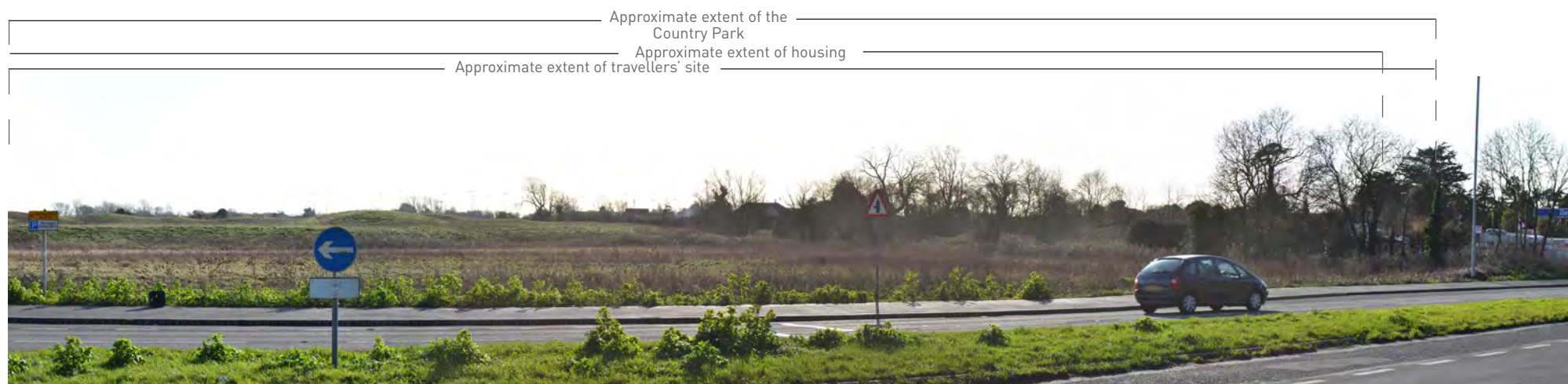


Figure 11.b - Viewpoint 2.a



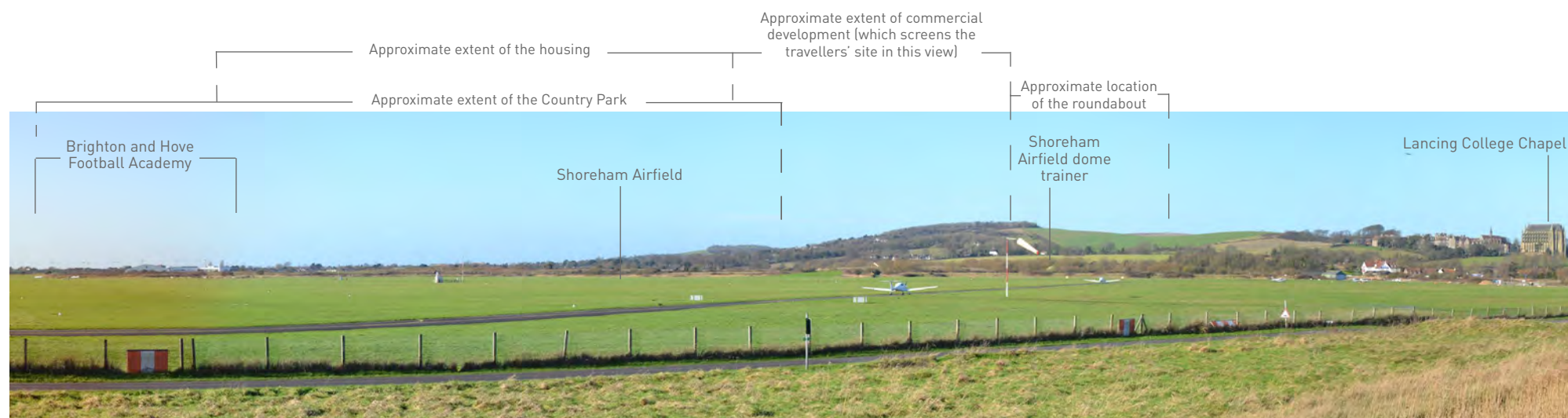
Viewpoint 2b is an extension of Viewpoint 2a. It is the view south from the junction between the A27 and Hoe Court, looking east along the A27 and south directly into the Saltworks LCA.

The viewpoint has medium visual sensitivity as Hoe Court is a public right of way (as well as a road) within the South Downs National Park. As in view 2a, the elevated and mounded landform of the Saltworks LCA contains the view so that it extends a relatively short distance from the A27.

The caravans/mobile homes of the relocated travellers' site would be prominent straight ahead (due south) and would screen views into the country park beyond. Any trees planted between the travellers' site and the New Monks Farm housing development would form a backdrop to this view and it is likely that such planting would also screen views to the housing area to the south.



Figure 11.c - Viewpoint 2.b



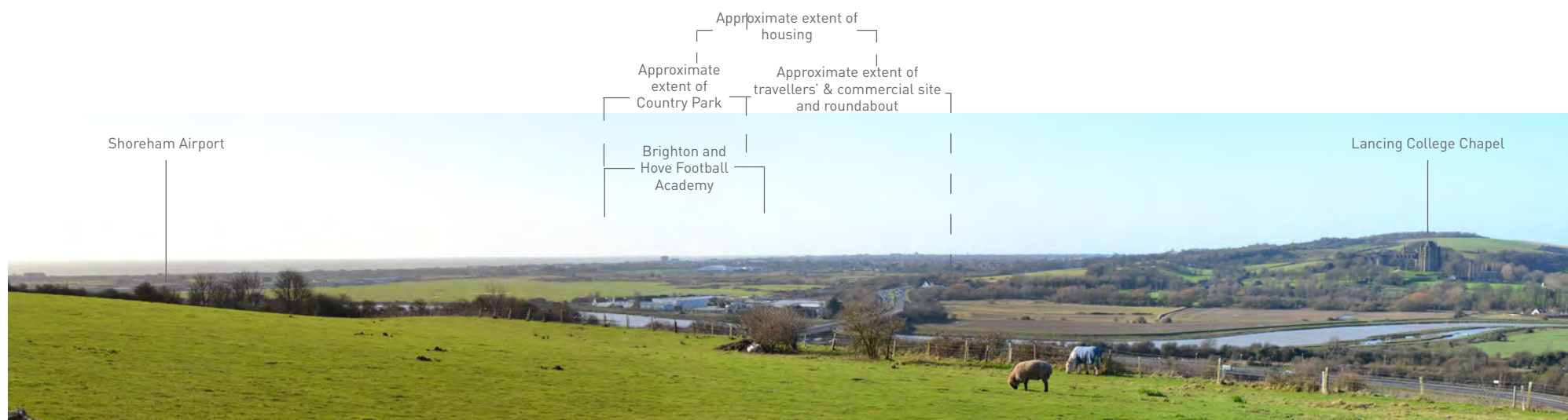
Viewpoint 3 is a panorama looking north-east from the footpath along the crest of the flood defence embankment on the east bank of the River Adur. It has a high sensitivity as this is a close, clear view across an extensive part of the Lancing-Shoreham Gap from an exceptionally well used recreational route, which is also the only public right of way within the Lancing-Shoreham Gap. It is highly accessible to residents within the urban areas of Shoreham and South Lancing, particularly as there is a car park at the Outdoor Activities Centre (just to the south of the viewpoint) and the potential to walk northwards along the embankment, across the Adur footbridge and out to the SDNP along the 'Downs Link' promoted path.

The edge of the proposed country park would form the distant backdrop within the centre of this view. The new roundabout junction and the buildings of the proposed commercial development are likely to be visible at the foot of the Downs at the far right side of the 'new development site' zone and just to the left of the dome trainer. Subject to expert advice and the detailed design of a future planting scheme, the development could potentially affect the landscape setting of this scheduled monument. It is not possible to judge whether the proposed housing would be visible from this viewpoint because the landform of the New Monks Farm site and the adjacent country park will be subject to detailed design.

This view will change with the implementation of the planned Adur Tidal Walls scheme, which will result in a raised flood defence embankment. The existing footpath will be diverted to run along the crest of the new embankment, resulting in a more elevated view than is currently possible. Overall the visual effects predicted as a result of the New Monks Farm development are likely to increase, as visibility across the gap from this viewpoint will be enhanced when the new, raised footpath is implemented.



Figure 11.d - Viewpoint 3



Viewpoint 4 is from the small car park at Mill Hill Nature Reserve (open access land), looking south west across the Lancing-Shoreham Gap to Lancing.

This viewpoint has a high sensitivity as it provides a relatively close view of the Lancing-Shoreham Gap from an exceptionally well used area and highly accessible viewpoint within the SDNP.

This is an extensive, open view from an elevated viewpoint. The northern part of the gap is visible, with the A27, River Adur and Shoreham Technical Centre prominent in the foreground. The view extends to the edge of the residential districts of Lancing in the distance and to the buildings of Shoreham Airport in the south.

The roundabout and two storey commercial buildings would be visible in the centre of the view, creating a new built edge in the centre of the view. Tree planting would soften the visual impact of the two-storey buildings in time, but it is likely that the roof would remain prominent. The edge of the proposed country park would be visible as a distant line of trees in the centre of the Lancing-Shoreham Gap. It is likely that the buildings of the housing areas would also be visible behind the trees, but as a thin, intermittent and very distant block, which would merge visually with the urban backdrop of Lancing.



Figure 11.e - Viewpoint 4



Viewpoint 5 is from the (pedestrian) Old Shoreham Bridge over the River Adur which is an historic (Grade II* Listed) structure, looking south west across the Lancing-Shoreham Gap.

The viewpoint has high sensitivity as it is from a listed structure on an exceptionally well used public right of way which connects to the South Downs Way via the Downs Link path along the Adur valley. There is a clear view to the airport buildings and to part of the enclosed landscape in the SW fringes of the Lancing-Shoreham Gap. The gable ends of the housing on the edge of Lancing are visible in the distance, demonstrating that the view extends (east-west) right across the Gap. Foreground vegetation obscures views to the northern part of the Gap.

The edge of the proposed country park would be visible as a distant line of trees and possibly some houses, which would form the skyline within the housing area shown on the photograph. The proposed two storey blocks of the commercial buildings may be visible to the far right of the view, depending on the design and massing of this development. It is not possible to judge whether the proposed housing would be visible from this viewpoint because the landform of the New Monks Farm site and the adjacent country park will be subject to detailed design.

This view will change with the implementation of the planned Adur Tidal Walls scheme, which will result in a raised foreground flood defence embankment and the loss of the existing foreground vegetation. The raised embankment will screen part of the view to Shoreham Airfield, but the loss of the vegetation will open up the view. Overall the visual effects predicted as a result of the New Monks Farm development will remain as the new trees and buildings are likely to be partially visible above the raised flood embankment.

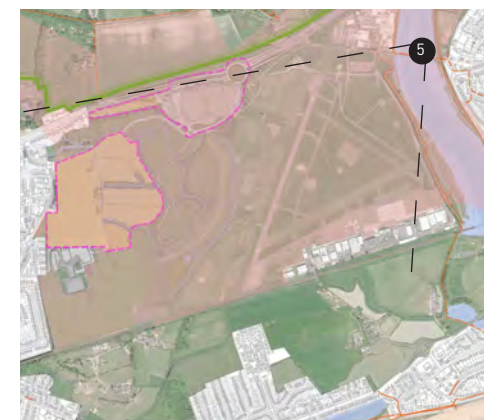


Figure 11.f - Viewpoint 5

3.4 Predicted effects of Option 1 on the proposed Lancing-Shoreham Local Green Gap

The Adur landscape study update¹⁶ describes how components of the open 'green' Lancing-Shoreham Gap landscape contribute to the landscape settings of both Lancing and Shoreham-by-Sea. Drawing on the analysis in this report, key elements of the local gap landscape that could be affected by the proposed (Option 1) development are:

- the sequence of gateway views on the approach to Lancing from the east;
- the perceived edges of the gap, particularly in views from the west bank of the River Adur; and
- the sensitive views across the proposed Lancing-Shoreham Gap from the SDNP to the north.

The principal predicted effects on the proposed Lancing-Shoreham Local Green Gap and the distinctive settings of Lancing and Shoreham are set out below:

A significant reduction in the quality and 'green' character of the gap landscape and the gateway to Lancing as experienced in views from the A27 travelling westwards. The proposed roundabout

and commercial development in the centre of the gap would become the new, relatively nondescript gateway to Lancing from the east, significantly shortening the approach sequence along the A27 (see Figure 12a). This negative effect would be balanced by opportunities for a new open view across the airfield from the roundabout.

A negative effect on the rural character of the sensitive, elevated views across the Lancing Gap from the SDNP and therefore on the setting of the SDNP as a result of the intrusive, urban character of the proposed commercial development and A27 roundabout in the centre of the gap at the foot of the downs. Some of these views are analysed in the updated landscape sensitivity assessment report¹⁷ and the predicted effects on a selection of the relevant views is shown in Figure 12b (viewpoint 12 from the River Adur embankment) and Figure 12c (viewpoint 9 from Hoe Court). Figure 12d is an analysis of the predicted effect on a sample view from the train as it crosses the centre of the Lancing Gap.

Figures 12b-12d focus on predicted effects on the landscape within the proposed Local Green Gap boundary. However, the visual connection between the landscape within the gap and the wider landscape, of the Downs to the north or the seascape to the south, is also an important

consideration and the key views across the gap benefit from this wider dimension.

Enhancements to the quality and accessibility of the landscape in the central part of the Lancing-Shoreham Gap, where the new woodland edges and landforms within the proposed country park would change the western 'landscape edge' of the Lancing-Shoreham Gap, resulting in a greener, more rural character.

The negative effects on the gateway views on the A27 corridor and the long views from the SDNP would increase the perception of coalescence between the settlements of Lancing and Shoreham and result in significant negative effects on the landscape of the Lancing-Shoreham Local Green Gap.

The potential effect of the New Monks Farm Option 1 development is further complicated because there would be a cumulative landscape and visual impact associated with the allocated commercial development site at Shoreham Airport, together with the New Monks Farm development. The Shoreham Airport development is therefore also shown on the Figure 12 drawings.

¹⁶ Adur landscape study update, Local Green Gap and Built-Up Area Boundary policy checks for the emerging Adur Local Plan, 2016, Sheils Flynn

¹⁷ Assessment of landscape sensitivity for the Adur Local Plan area, 2016, Sheils Flynn

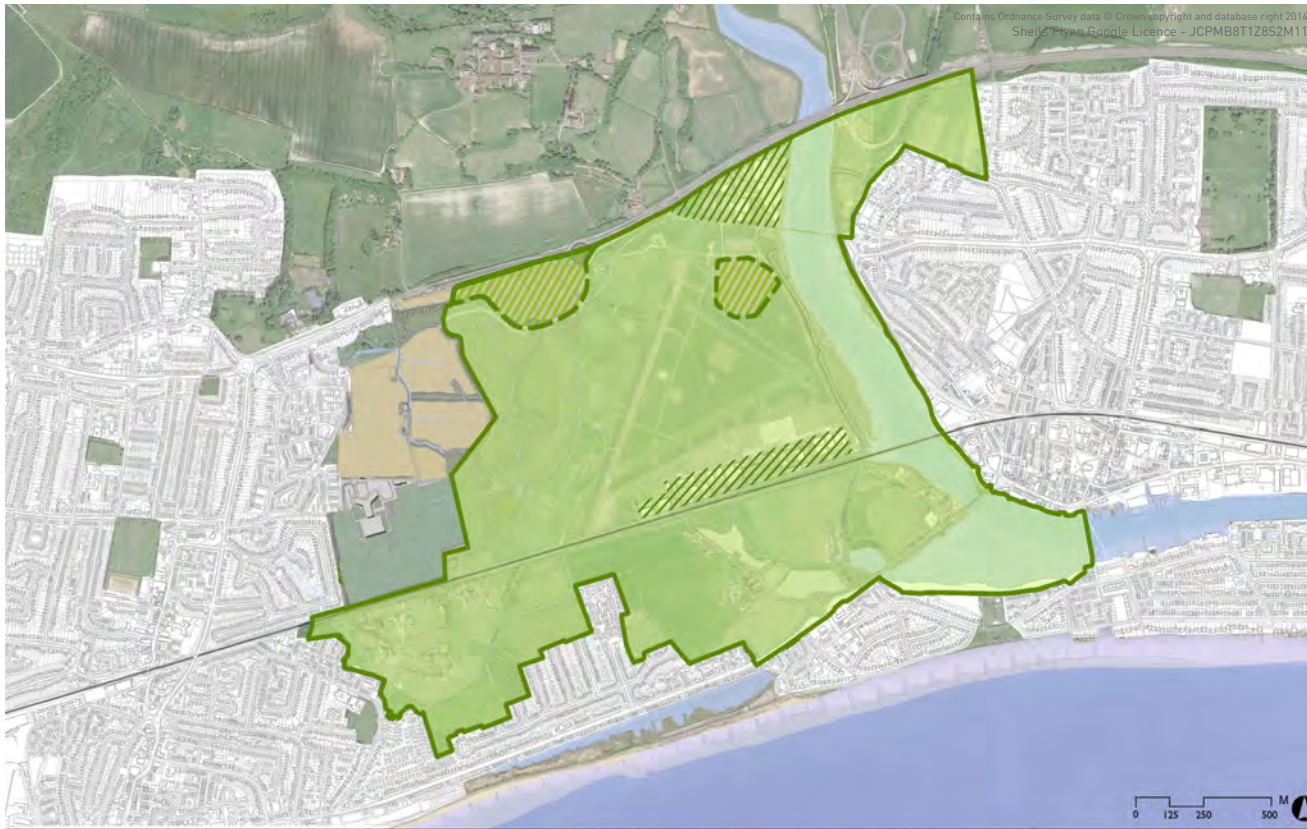


Figure 12a - Predicted effects of Option 1 on the proposed Lancing -Shoreham Local Green Gap

Figure 12a shows that implementation of Option 1, with a commercial development on the A27 roundabout, would cause the perceived western edge of the proposed Lancing-Shoreham Local Green Gap to be extended further east along the A27 so that the perceived extent of the gap would be significantly reduced and the new roundabout and commercial development would become the new gateway to Lancing from the east.

Figures 12b-d show the degree of visual intrusion on existing views across the proposed Lancing-Shoreham Local Green Gap. Note the need for careful design of the allocated Shoreham Airport development to mitigate any negative effects on these open views.






-  New Monks Farm (Option 1) and allocated Shoreham Airport development site (Proposed Submission Adur Local Plan 2014)
-  Lancing - Shoreham Local Green Gap (Proposed Submission Adur Local Plan 2014)
-  Existing development within the proposed Local Green Gap (Ricardos and Shoreham Airport) which is relevant to the landscape and visual analysis for the New Monks Farm (Option 1) development
-  Potential intrusive effect of New Monks Farm development (Option 1) and the allocated Shoreham Airport site on the proposed Lancing-Shoreham Local Green Gap
-  Predicted cumulative visual effect of New Monks Farm (option 1) and existing/allocated developments in the proposed Lancing-Shoreham Local Green Gap



Figure 12b - Predicted effects on view from the River Adur



Figure 12c - Predicted effects on view from Hoe Court



Figure 12d - Predicted effects on view north from railway

4.1 Description of development proposals for New Monks Farm - Option 2

The Option 2 masterplan is composed of separate zones for residential development, commercial development, education, a traveller's park and a country park. As Figure 13b shows, the relocated travellers' site is located next to the proposed roundabout junction which provides vehicular access from the A27 and to the north of the country park. The commercial development zone is placed alongside the A27, to the west of the travellers' site. A link road with two smaller roundabouts will provide access to:

Extract: Outline landscape assessment & commercial feasibility study
New Monks Farm, 16.10.2015, HED
3.1 - Zoning Diagram Option 2

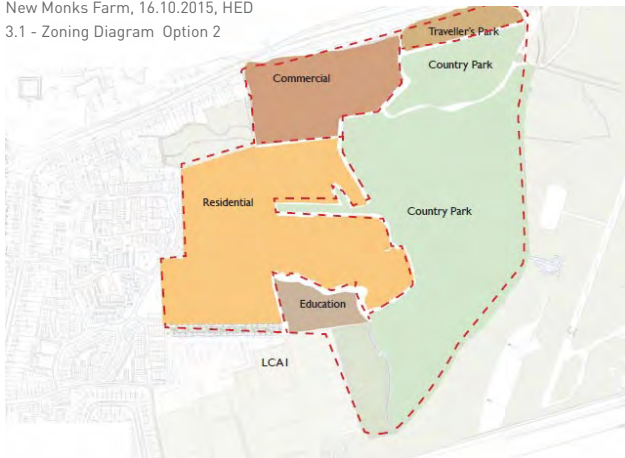


Figure 13b - Zoning diagram: Option 2

Extract: Outline landscape assessment & commercial feasibility study
New Monks Farm, 16.10.2015, HED
3.3 - Landscape Concept Plan Option 2



Figure 13a - New Monks Farm HED landscape proposal: Option 2

- the new commercial development at Shoreham Airport to the east; and
- the commercial development and new residential neighbourhoods to the south-west of the travellers' site.

The proposal conserves the small woodland and meadow area to the north west of the site and integrates green infrastructure connections to the existing urban neighbourhoods in Lancing.

4.2 Predicted landscape effects

Predicting the landscape effects that may result from new development involves identifying the components of the landscape that are likely to be affected by the scheme (the 'landscape receptors') and considering how they will be affected by the new development. For Option 2, the **landscape receptors** are:

- The nationally important landscape of the South Downs National Park, particularly the local chalk downland (open access) landscape of Lancing Ring, which is highly accessible from North Lancing and from which there are panoramic views across the Lancing-Shoreham Gap.
- The rural character of Mash Barn Lane, a historic route enclosed by hedges/trees which is visible as a 'landscape edge' in westward views from the banks of the River Adur
- The small area of woodland and meadows

enclosed by hedgerows and hedgerow trees on the edge of Lancing accessed off Manor Close

- The drainage ditches and ponds associated with this small-scale meadow/wetland landscape and with Mash Barn Lane
- The rough, natural and almost 'wild' character of the Saltworks LCA, which contrasts with the urban development of Lancing to the west and Shoreham Airport to the east.
- The enclosed character of the A27, which is well treed with only glimpsed views southwards across the open 'moonscape' landscape of the tipped area
- Long views northwards to the Downs and to the landmark of Lancing Chapel
- Intermittent glimpsed views eastwards to the open land of Shoreham Airfield and the edge of Shoreham - a sense of 'openness'.
- The landscape setting of the WW2 dome trainer, a Scheduled Monument on the NW edge of Shoreham Airfield.

Figure 14 shows how these landscape receptors are likely to be changed as a result of the proposed (option 2) development. It uses the analysis of key landscape features, landmarks, and views within the Lancing-Shoreham Gap that is set out in the Adur Landscape Study Update¹⁸. This analysis shows the 'landscape edges' which structure the way we perceive the landscape in views from the principal gateway approaches via road and rail and

from publicly accessible footpaths and viewpoints.

The centre of Shoreham Airfield and the slopes of Mill Hill on the northern fringes of Shoreham are highlighted as prominent open spaces because they are visible in these defining views and because they enhance our appreciation of the physical, natural landscape elements that structure this landscape.

The predicted landscape effects are:

- A fundamental change to the rural character of Mash Barn Lane, which would become a neighbourhood road, accessing commercial and housing areas
- A significant and permanent change to the character of the landscape along the A27 on the approach to Lancing. The new roundabout, relocated travellers' site and commercial development alongside the A27 would result in a change from a rural, well treed road to an 'urban' character, although there would also be new opportunities for open views across Shoreham Airfield from the new roundabout (as long as there is no earth bund or planting at this location).
- Some reduction in the untamed, relatively open and natural character of the transitional landscape to the east of Mash Barn Lane, although the landscape of the new country

¹⁸ Adur landscape study update, Local Green Gap and Built-Up Area Boundary policy checks for the emerging Adur Local Plan, 2016, [Sheils Flynn](#)

park could be designed to incorporate these qualities.

- The intermittent line of trees along Mash Barn Lane that is visible as a 'landscape edge' in views from the east would be lost but replaced by a stronger tree line within the country park.
- Significant change to the local topography. The landform in the country park area has been artificially raised by several metres; it is assumed that this spoil would be removed prior to construction so that the housing to the east of Mash Barn Lane is not at a significantly higher elevation than that to the west of the lane. However, this is not assessed at this stage and will be subject to further assessment as the masterplan evolves and the relationship between housing, landform and drainage is resolved. It is noted that the option 1 drawings show a new 'hill' in the centre of the country park, which will be prominent in views across the flat Lancing-Shoreham Gap from the path along the west bank of the River Adur.
- Enclosure of the small scaled meadow-wetland to the north west of the proposed development, which would be completely surrounded by proposed and existing built development.
- Potential impact on the landscape setting of the scheduled monument (the WW2 dome trainer) as a result of the proposed commercial development, roundabout and link road to access the New Monks Farm development¹⁹

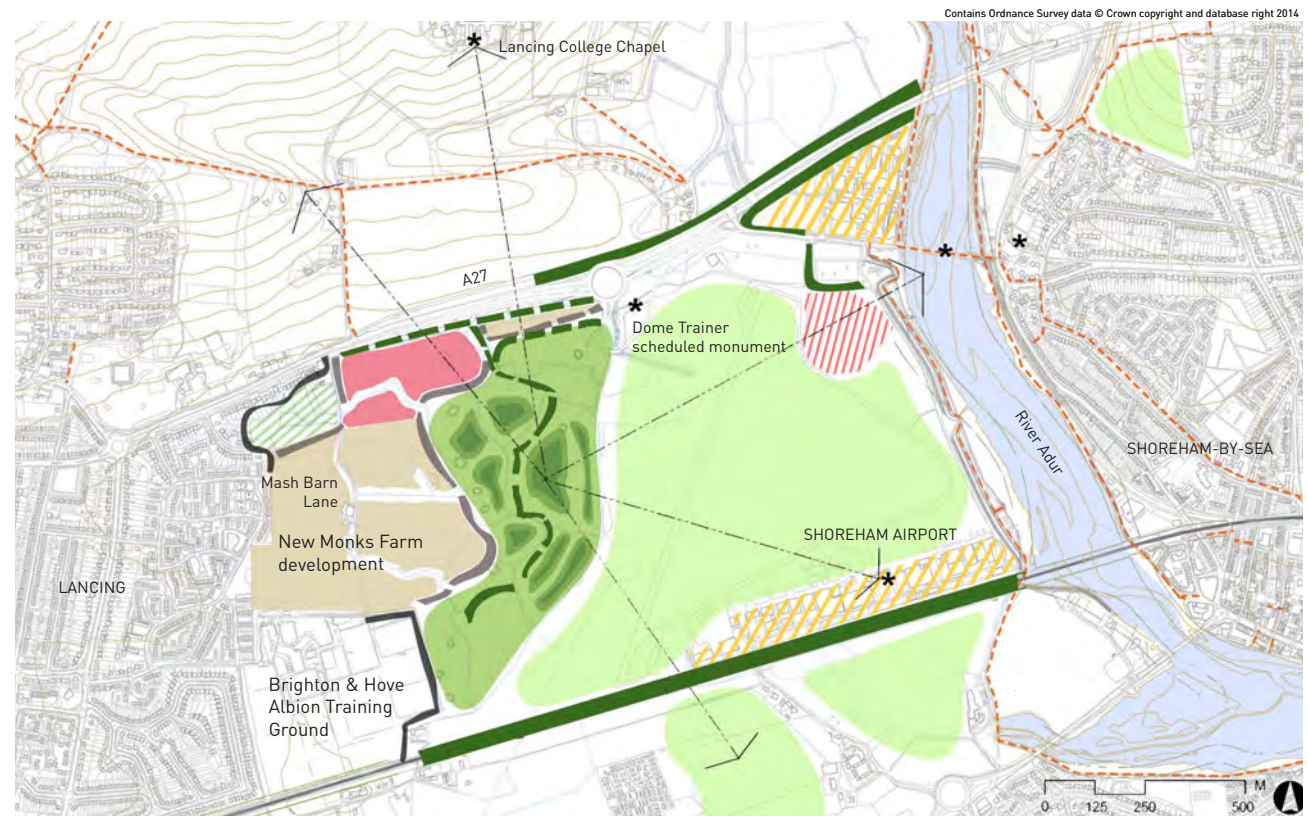


Figure 14 - Landscape site appraisal: New Monks Farm Option 2



The proposed country park will provide an opportunity for a high quality, publicly accessible landscape with significantly enhanced amenity and biodiversity value, including new woodlands, grasslands, walks, cycle routes, picnic areas and viewpoints. New and improved native meadow and wetland habitats would enhance ecological connectivity and value.

4.3 Predicted visual effects

Figure 15 illustrates the predicted visibility (the broad zone of visual influence) of the New Monks Farm (Option 2) development proposal, taking account of the new Brighton and Hove Football Academy and the planned Adur Tidal Walls flood defence scheme.

This drawing also identifies five representative viewpoints which can be used to describe the way views to the new development might be experienced. Only publicly accessible viewpoints are used (ie views from roads, open access land, country parks, passenger trains and/or public rights of way).

The predicted broad zone of visual influence extends across the entire width of the Lancing-Shoreham Gap between Lancing and Shoreham-by-Sea and southwards to the railway line. The existing tree belts along the A27 generally contain short views to the north and south, but there are

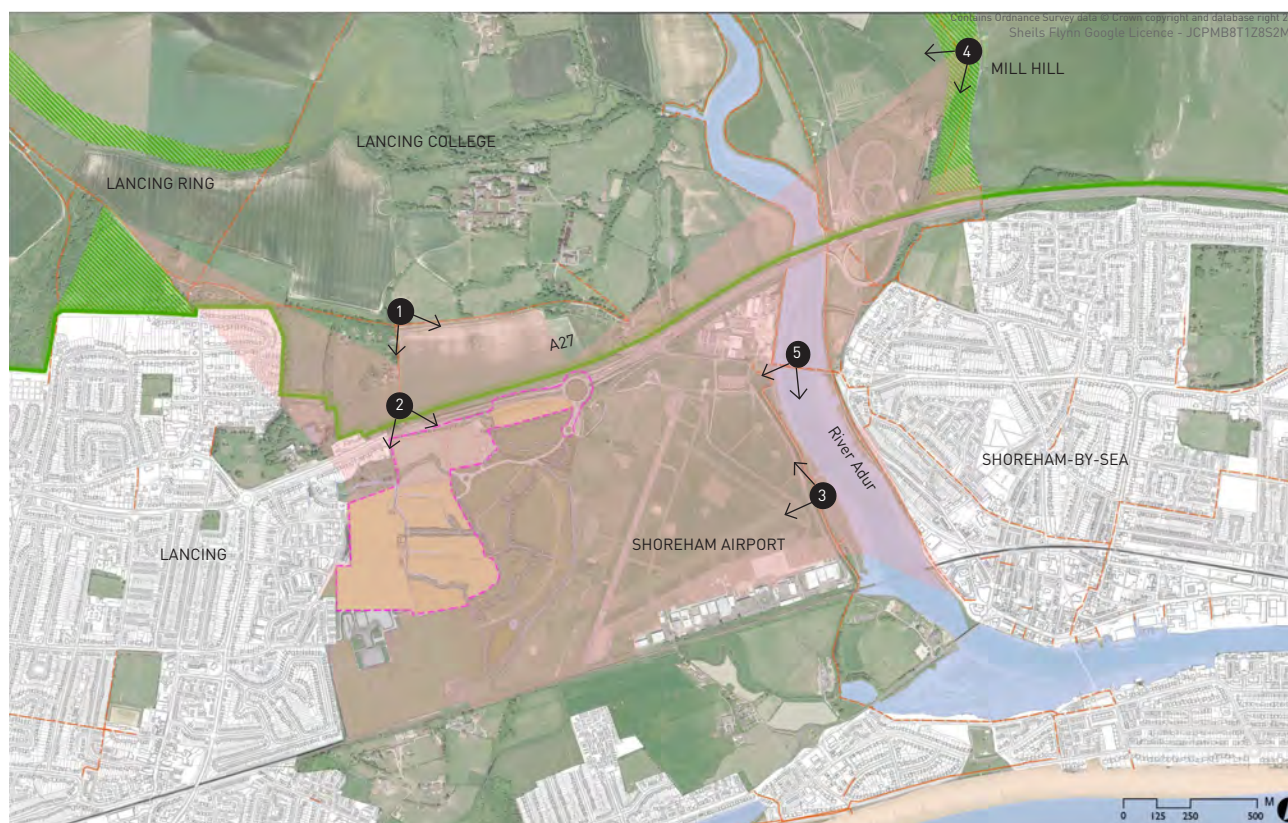
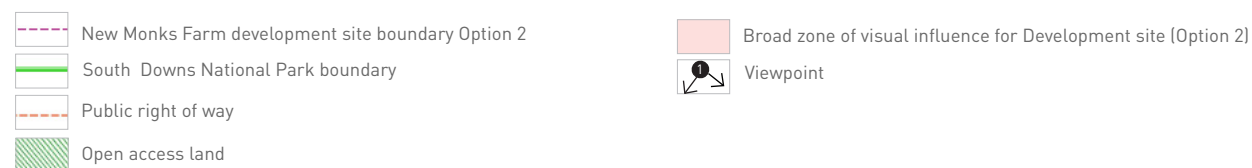


Figure 15 - New Monks Farm proposed development - broad zone of visual influence: Option 2



¹⁹ Heritage Assessment of Brighton City Airport (Shoreham), Acta, 2016

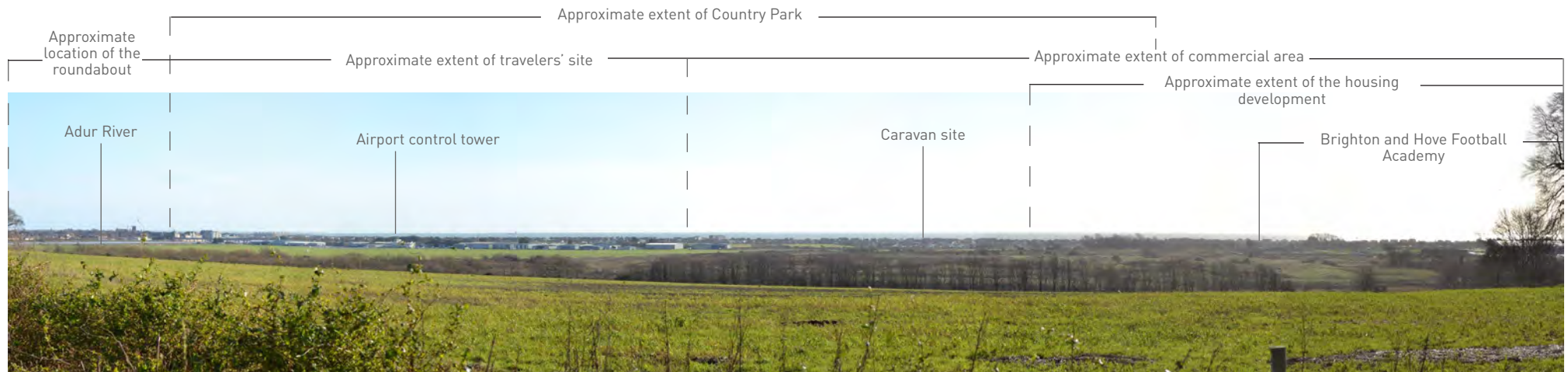
longer views from the elevated viewpoints on the South Downs, such as Mill Hill (viewpoint 4) and Hoe Court (viewpoint 1). The zone of visual influence is shown for the worse case scenario, including all areas from which it could be possible to see the development, which includes the road lighting and/or a tall container lorry travelling along the proposed roundabout and link road.

Note that the visibility of the development may change following implementation of the Environment Agency's Shoreham Adur Tidal Walls Scheme, which will raise the existing flood defence embankments along the River Adur. This could potentially screen some views to the airfield from the eastern bank of the river, but there could equally be opportunities for more elevated views across the airfield to the New Monks Farm site, as a footpath will be provided along the crest of the new west river embankment.

Views from each of these viewpoints are illustrated on the following pages (Figures 15a -15f) along with a commentary on the sensitivity of visual receptors and notes on the visual effects predicted as a result of the development.



The existing enclosed character of the A27 between Shoreham Airport and Lancing.



Viewpoint 1 looks south/south-east from the junction of a footpath and bridleway to the east of Lancing Ring, on the lower slopes of the Downs at Hoe Court Farm.

The viewpoint has a medium-high sensitivity as this quiet lane is also a public right of way. It provides a relatively close view of the Lancing Gap from an exceptionally well used and accessible route within the SDNP. The view extends to the east as far as Shoreham-by-Sea, where the buildings along the east bank of the River Adur are visible. To the south the open airfield and buildings of Shoreham Airport delimit the view; even the listed terminal building is clearly visible. In the centre, a long view extends as far as the fields beyond the railway.

This view would be transformed by the proposed development. The new roundabout junction on the A27 would be to the left of the view, the relocated travellers' site alongside the A27 in the centre and the buildings of the new commercial development would be prominent towards the right side of the view. Depending on their design and massing, these buildings may screen the new housing zone. Any roadside tree planting associated with the development would contribute to the screening effect of these buildings and structures, but would urbanise the existing open view across the Lancing-Shoreham Gap.

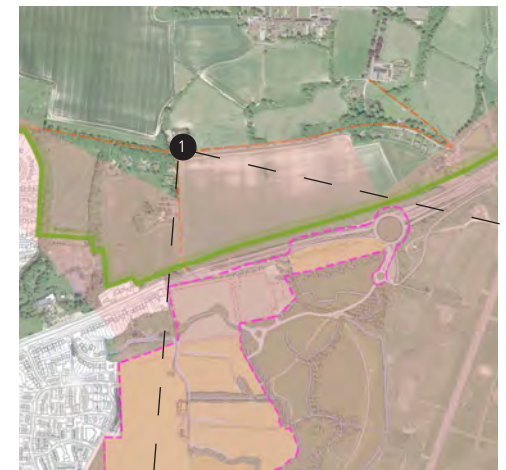
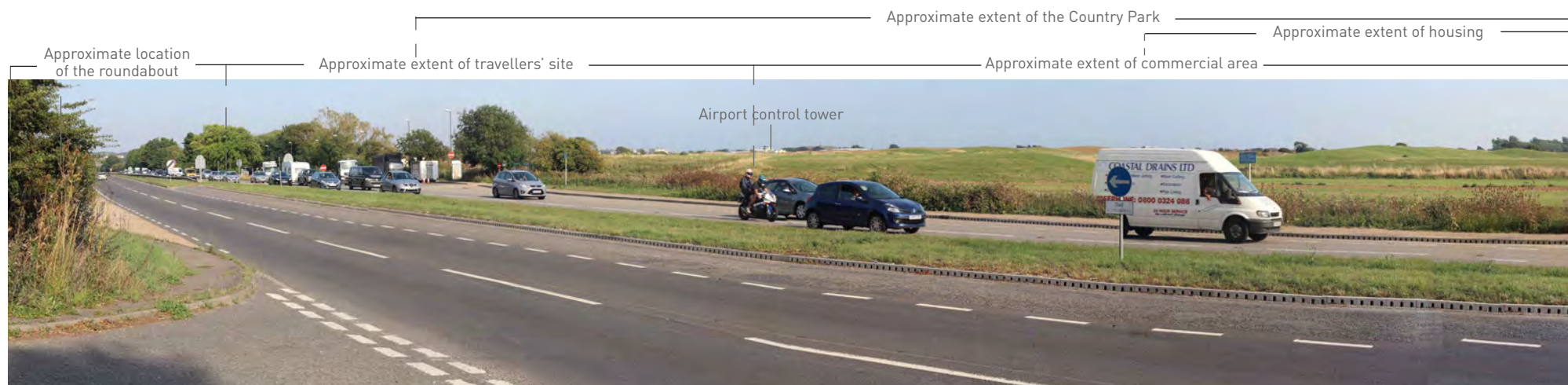


Figure 15.a - Viewpoint 1



Viewpoint 2a is on the north side of the A27, looking east along the A27 and south directly into the Saltworks (and the New Monks Farm site).

It has medium visual sensitivity as Hoe Court is a public right of way (as well as a road) within the SDNP. The artificial 'moonscape' landform of the Saltworks LCA, which has been created by the large scale tipping of recycled aggregates, almost screens views to Shoreham Airport. The open airfield is completely screened by this landform and only the top of the tall airport control tower is visible.

The new development would be prominent straight ahead (due south). The proposed new roundabout to access the site would be to the left of the view, with new lighting, signage and more extensive road carriageways. Subject to detailed design of landform and planting, there could potentially be more open views into the relocated travellers' site. The two storey buildings of the proposed commercial zone would be prominent in the centre of the view and may completely screen the view across the gap from this close viewpoint. The development would change the character of this view from an open, green landscape with a rather odd and artificial-looking mounded landform to a relatively 'urban' gateway to Lancing, with a less distinctive character.

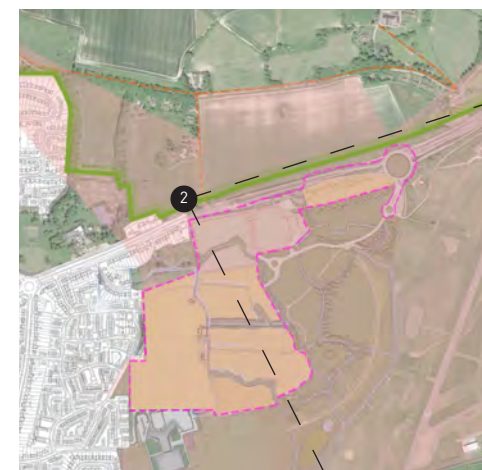
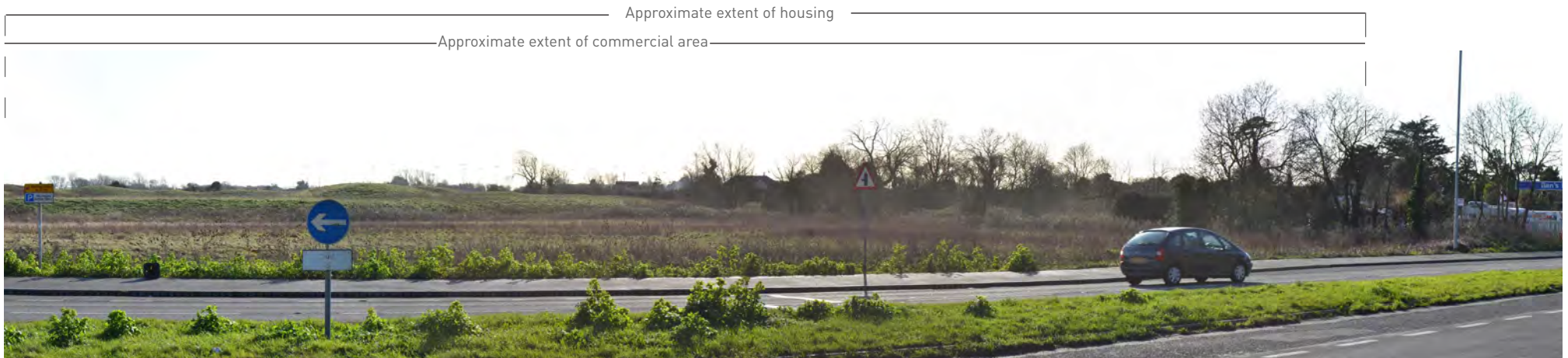


Figure 15.b - Viewpoint 2.a



Viewpoint 2b is an extension of Viewpoint 2a. It is the view south from the junction between the A27 and Hoe Court, looking east along the A27 and south directly into the Saltworks LCA. The vegetation and trees to the right of the view mark the edge of Mash Barn Lane.

The viewpoint has medium visual sensitivity as Hoe Court is a public right of way (as well as a road) within the South Downs National Park. As in view 2a, the elevated and mounded landform of the Saltworks LCA contains the view so that it extends a relatively short distance from the A27.

This view would change from an open 'green' view across the fields and trees to the east of Lancing to a new commercial development alongside the A27. The new buildings can be expected to completely dominate the view from this close, roadside viewpoint, screening views to the proposed housing zone to the south.



Figure 15.c - Viewpoint 2.b



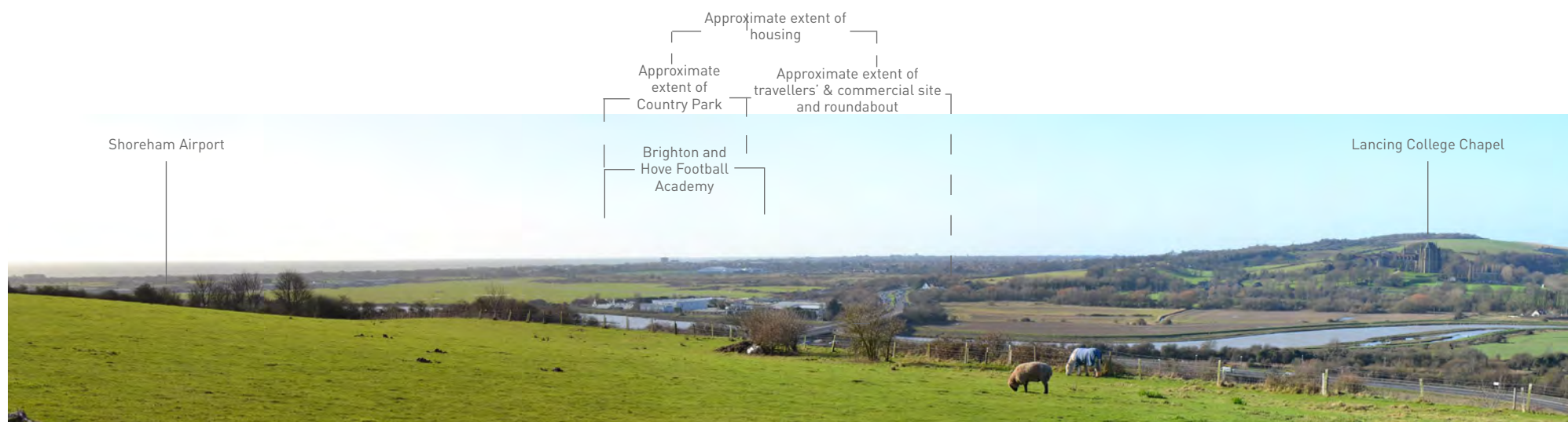
Viewpoint 3 is a panorama looking north-east from the footpath along the crest of the flood defence embankment on the east bank of the River Adur. It has a high sensitivity as this is a close, clear view across an extensive part of the Lancing Gap from an exceptionally well used recreational route, which is also the only public right of way within the Lancing Gap. It is highly accessible to residents within the urban areas of Shoreham and South Lancing, particularly as there is a car park at the Outdoor Activities Centre (just to the south of the viewpoint) and the potential to walk northwards along the embankment, across the Adur footbridge and out to the SDNP along the 'Downs Link' promoted path.

The edge of the proposed country park would form the distant backdrop within the centre of this view. The new roundabout junction, the relocated travellers' site and the buildings of the proposed commercial development are likely to be visible at the foot of the Downs at the far right side of the 'new development site' zone and just to the left of the dome trainer. Subject to expert advice and the detailed design of a future planting scheme, the development could potentially effect the landscape setting of this scheduled monument. It is not possible to judge whether the proposed housing would be visible from this viewpoint because the landform of the New Monks Farm site and the adjacent country park will be subject to detailed design.

This view will change with the implementation of the planned Adur Tidal Walls scheme, which will result in a raised flood defence embankment. The existing footpath will be diverted to run along the crest of the new embankment, resulting in a more elevated view than is currently possible. Overall the visual effects predicted as a result of the New Monks Farm development are likely to increase, as visibility across the gap from this viewpoint will be enhanced when the new, raised footpath is implemented.



Figure 15.d - Viewpoint 3



Viewpoint 4 is from the small car park at Mill Hill Nature Reserve (open access land), looking south west across the Lancing-Shoreham Gap to Lancing.

This viewpoint has a high sensitivity as it provides a relatively close view of the Lancing-Shoreham Gap from an exceptionally well used area and highly accessible viewpoint within the SDNP.

This is an extensive, open view from an elevated viewpoint. The northern part of the gap is visible, with the A27, River Adur and Shoreham Technical Centre prominent in the foreground. The view extends to the edge of the residential districts of Lancing in the distance and to the buildings of Shoreham Airport in the south.

The edge of the proposed country park would be visible as a distant line of trees in the centre of this view. It is likely that the buildings of the commercial zone and the housing areas would also be visible behind the trees, but as thin, intermittent and very distant blocks, which would merge visually with the urban backdrop of Lancing.

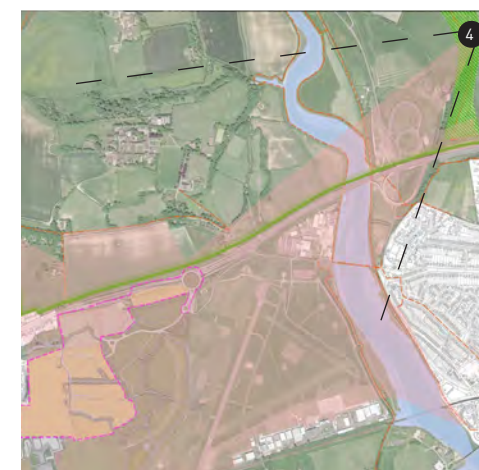


Figure 15.e - Viewpoint 4



Viewpoint 5 is from the (pedestrian) Old Shoreham Bridge over the River Adur which is an historic (Grade II* Listed) structure, looking south west across the Lancing-Shoreham Gap.

The viewpoint has high sensitivity as it is from a listed structure on an exceptionally well used public right of way which connects to the South Downs Way via the Downs Link path along the Adur valley. There is a clear view to the airport buildings and to part of the enclosed landscape in the SW fringes of the Lancing-Shoreham Gap. The gable ends of the housing on the edge of Lancing are visible in the distance, demonstrating that the view extends (east-west) right across the Gap. Foreground vegetation obscures views to the northern part of the Gap.

The edge of the proposed country park would be visible as a distant line of trees and possibly some houses and, to the far right of the view, some larger commercial buildings. These buildings would form the skyline within the 'housing development' area shown on the photograph. It is not possible to judge whether the proposed housing would be visible from this viewpoint because the landform of the New Monks Farm site and the adjacent country park will be subject to detailed design.

This view will change with the implementation of the planned Adur Tidal Walls scheme, which will result in a raised foreground flood defence embankment and the loss of the existing foreground vegetation. The raised embankment will screen part of the view to Shoreham Airfield, but the loss of the vegetation will open up the view. Overall the visual effects predicted as a result of the New Monks Farm development will remain as the new trees and buildings are likely to be partially visible above the raised flood embankment.

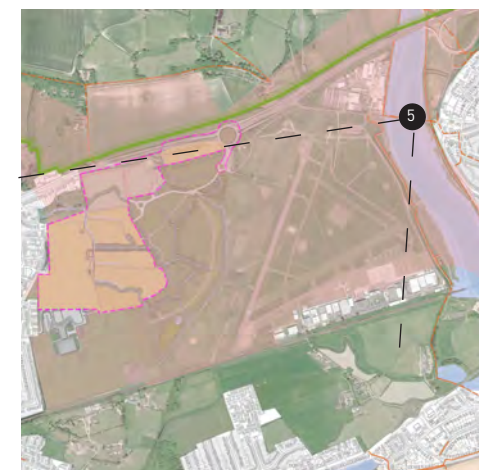


Figure 15.f - Viewpoint 5

4.4 Predicted effects of Option 2 on the Lancing-Shoreham Local Green Gap

The Adur landscape study update²⁰ describes how components of the open 'green' Lancing-Shoreham Gap landscape contribute to the landscape settings of both Lancing and Shoreham-by-Sea. Drawing on the analysis in this report, key elements of the local gap landscape that could be affected by the proposed (Option 2) development are:

- the sequence of gateway views on the approach to Lancing from the east;
- the perceived edges of the gap, particularly in views from the west bank of the River Adur; and
- the sensitive views across the Lancing Gap from the SDNP to the north.

The principal predicted effects on the proposed Lancing-Shoreham Local Green Gap and the distinctive settings of Lancing and Shoreham are set out below:

A slight reduction in the quality and 'green' character of the gap landscape and the gateway to Lancing as experienced in views from the A27 travelling westwards. With careful design and planting, the proposed roundabout in the centre

of the gap could be perceived as part of the open 'green' landscape of the gap, with opportunities for new open views across the airfield from the roundabout.

The relocated traveller's site adjacent to the roundabout could (over a 5-8 year period) be screened by landform and a belt of native tree planting so there is scope to mitigate some of the potential negative impact of this development. It is also relevant to note that the built development within the travellers' site will consist of low, single-storey buildings, which could be easily screened in local and long distance views across the gap.

Some negative effects on the rural character of the sensitive, elevated views across the Lancing-Shoreham Gap from the SDNP and therefore on the setting of the SDNP as a result of the development of the relocated travellers site and particularly the A27 roundabout in the centre of the gap at the foot of the downs. Some of these views are analysed in the updated landscape sensitivity assessment report²¹ and the predicted effects on a selection of the relevant views is shown in Figure 16b (viewpoint 12 from the River Adur embankment) and Figure 16c (viewpoint 9 from Hoe Court). Figure 16d is an analysis of the predicted effect on a sample view from the train as it crosses the centre of the Lancing-Shoreham Gap.

Figures 16b-16d focus on predicted effects on

the landscape within the proposed Local Green Gap boundary. However, the visual connection between the landscape within the gap and the wider landscape, of the Downs to the north or the seascape to the south, is also an important consideration and the key views across the gap benefit from this wider dimension.

Enhancements to the quality and accessibility of the landscape in the central part of the Lancing-Shoreham Gap, where the new woodland edges and landforms within the proposed country park would change the western 'landscape edge' of the Lancing-Shoreham Gap, resulting in a greener, more rural character.

The negative effects on the gateway views along the A27 corridor and the long views from the SDNP would increase the perception of coalescence between the settlements of Lancing and Shoreham and result in moderate negative effects on the landscape of the Lancing-Shoreham Local Green Gap.

The potential effect of the New Monks Farm development is further complicated because there would be a cumulative landscape and visual impact associated with the allocated commercial development site at Shoreham Airport, together with the New Monks Farm development. The Shoreham Airport development is therefore also shown on the Figure 16 drawings.

²⁰ Adur landscape study update, Local Green Gap and Built-Up Area Boundary policy checks for the emerging Adur Local Plan, 2016, Sheils Flynn

²¹ Assessment of landscape sensitivity for the Adur Local Plan area, 2016, Sheils Flynn

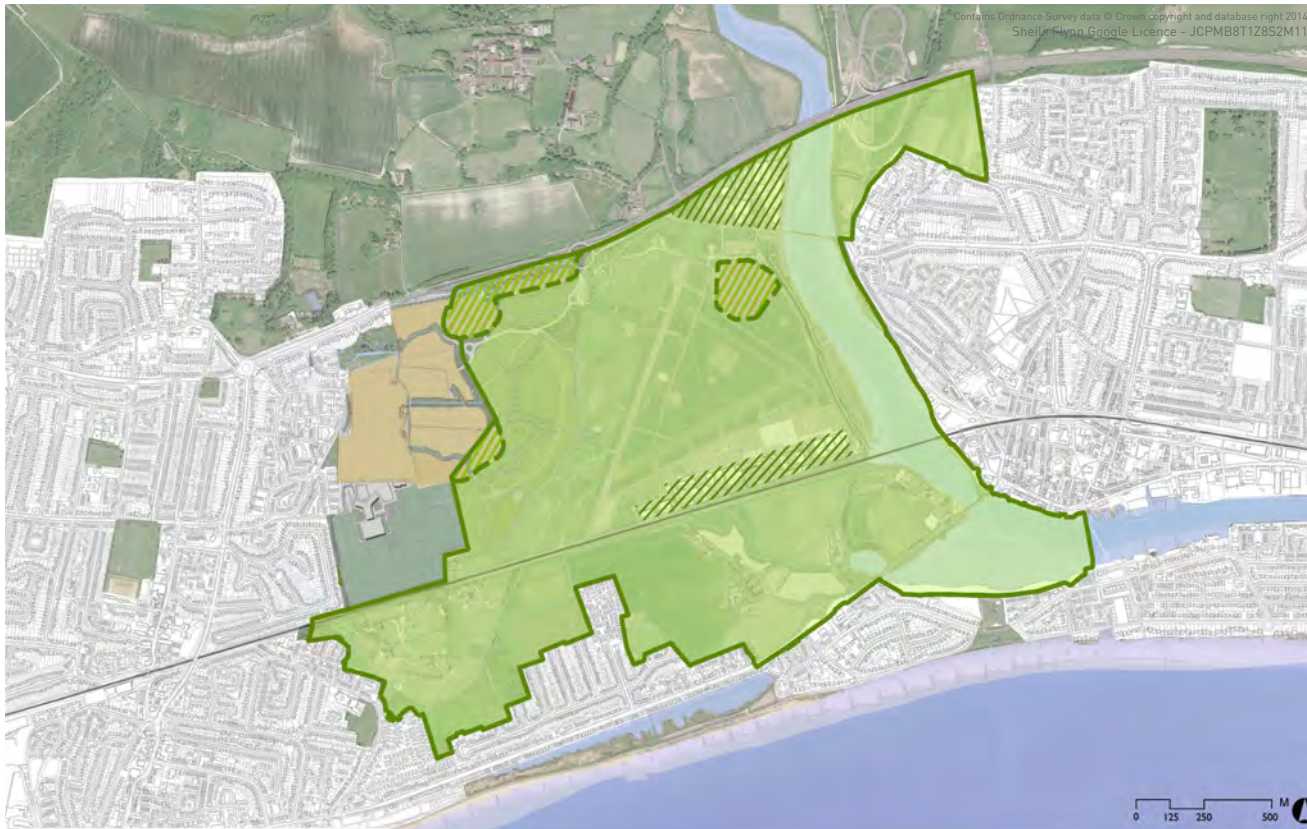


Figure 16a - Predicted effects of Option 2 on the proposed Lancing-Shoreham Local Green Gap

Figure 16a shows that implementation of Option 2, with the relocated travellers' site adjacent to the proposed roundabout, would cause the perceived western edge of the proposed Lancing-Shoreham Local Green Gap to be extended further east along the A27 so that the perceived extent of the gap would be slightly reduced. There would be scope to mitigate the negative urbanising effect of the travellers' site by implementing a dense belt of (native) tree planting between the travellers' site and the A27.

Figures 16b-d show the potential degree of visual intrusion on selected views across the proposed Local Green Gap. Note the need for careful design of the allocated Shoreham Airport development to mitigate any negative effects on these open views.






-  New Monks Farm (Option 2) and allocated Shoreham Airport development site (Proposed Submission Adur Local Plan 2014)
-  Lancing-Shoreham Local Green Gap (Proposed Submission Adur Local Plan 2014)
-  Existing development within the proposed Local Green Gap (Ricardos and Shoreham Airport) which is relevant to the landscape and visual analysis for the New Monks Farm (Option 2) development
-  Predicted intrusive effect of the New Monks Farm development (Option 2) and the allocated Shoreham Airport site on the proposed Lancing-Shoreham Local Green Gap
-  Predicted cumulative visual effect of New Monks Farm (option 2) and existing/allocated developments in the proposed Lancing-Shoreham Local Green Gap



Figure 16b - Predicted effects on view from the River Adur



Figure 16c - Predicted effects on view from Hoe Court



Figure 16d - Predicted effects on view north from railway

5.1 Comparative analysis between predicted landscape and visual impacts for Options 1 and 2

The analysis in sections 3 and 4 suggests that Option 2 is preferred from a landscape and visual impact perspective and particularly in terms of predicted impacts on the Lancing-Shoreham Local Green Gap. This is because:

- The commercial component of the development, which is the part that will consist of large, potentially prominent buildings, will be further to the west in Option 2 than in option 1, where the commercial development would be more prominent in the centre of the gap
- Option 2 offers more scope to mitigate the predicted negative landscape and visual impacts on the gap as experienced in views from the A27 because the relocated travellers' site alongside the A27 will consist of low buildings, set back from the road, which could be partially screened by a combination of tree planting and earth bunds in local and long distance views across the gap. By contrast, in Option 1, the buildings alongside the road would be a large commercial development which requires a roadside presence and which could not be screened. A semi-rural landscape character could be retained along the western part of the A27 in Option 2, but this roadside landscape character would be changed to a

relatively urban character if Option 1 were to be developed.

- Option 2 would have a lower degree of landscape and visual impact on the rural character of the sensitive elevated views across the Lancing-Shoreham Gap from the SDNP because the combination of a new roundabout and relocated travellers' site (which could be partially screened by a bund and tree planting) would be less visually intrusive than the Option 1 alternative, which would consist of a new roundabout and blocks of two storey large commercial buildings.
- The layout of the commercial component of the development in Option 2 ensures that the woodlands along the eastern edge of the country park are more likely to be effective in screening views to these larger buildings in the sensitive views from the Adur riverside path (view 3) than they could be if Option 1 were to be developed.

However, Option 1 has the advantage of retaining a coherent landscape and ecological corridor which connects the meadow in the north-west corner of the site with the country park. In Option 2 this meadow landscape is completely isolated and surrounded by built development.

The predicted effects of the New Monks Farm development should be considered in conjunction with the predicted effects of the allocated commercial development at Shoreham Airport as

there will be cumulative effects.

5.2 Scope to mitigate predicted landscape and visual effects

Box 2 suggests some guiding design principles which would mitigate the negative effects associated with the Option 2 masterplan for development at New Monks Farm

BOX 2

Guiding design principles - for Option 2

- Retain a minimum 10m setback along the A27 between the travellers' site and the carriageway to allow sufficient depth of tree planting to completely screen views to the travellers' site. A 10m wide tree/shrub planting belt is recommended by the Highways England - to provide a visual screen, an area of planting that can be adequately maintained and to provide wildlife benefits.
- Avoid large (tall and wide) commercial buildings - New Monks Farm's commercial buildings should not have a negative visual effect on local views - for instance along the A27, from Hoe Court Farm and from the Adur Tidal Walls embankment. Building materials used for the commercial buildings should be selected to minimise landscape and visual impacts in views across the gap, particularly from the SDNP and Adur riverside path. Buildings should be clad or painted with relatively dull finishes so that they do not stand out as prominent landmark in local views
- Allow open views to the country park and across Shoreham Airfield from the new roundabout to enhance the perception of 'openness and greenness' in the gap landscape.
- Minimise the perceived artificiality of the topography within the country park by shaping the landform in a natural way and using planting to create flowing lines that distract from the 'moonscape' character.
- Create a broken, natural 'landscape edge' of native tree planting running broadly north south through the country park between the housing and the airfield, but not along the edge of either. This will provide a sense of space and depth in eastward views from the new housing areas and in westward views across the gap from the River Adur corridor.
- Provide a broad landscape corridor from the north-west meadow through the commercial development area to the country park. This corridor should be sufficiently wide to function as a viable ecological network
- Minimise upward glare from street lighting at the new roundabout and along access roads to the New Monks Farm and Shoreham Airport developments
- New tree planting within the centre of the new roundabout and along parts of the development access roads would help to reinforce the existing belts of trees along the A27 that give visual emphasis to the break of slope and provide a backdrop to views from the south and east. However, some open views should be retained (see above).
- Avoid tree planting along the access road to the New Monks Farm development - instead design the road so that it is integrated within the surrounding landscape of the country park, avoiding any alignment of landscape elements that would draw attention to the road within views across this area.
- Take account of the findings of the forthcoming heritage assessment of Brighton City (Shoreham) Airport to ensure that the landscape setting of the WW2 dome trainer, (a scheduled monument) is conserved.

