




A27 - options for development access

Landscape and visual impact appraisal

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1.1 Study scope

Sheils Flynn was appointed to prepare landscape and visual assessments of alternative options for the highway access associated with two development sites at New Monk's Farm and Shoreham Airport. Adur District Council (ADC) is seeking a coordinated access strategy for both developments, with a single point of access to and from the A27. However, there has not yet been agreement on the location and design of an access junction and each of the development proposals submitted to ADC as part of the Local Plan process has provided an alternative layout.

ADC has proposed an amended version of each scheme within its Revised Draft Adur Local Plan 2013. These ADC proposals are the subject of this landscape and visual appraisal report, which compares the predicted landscape and visual impacts for each layout.

The location of the two development sites - New Monk's Farm and Shoreham Airport - is shown on Figure 1. This study focuses on the proposals for highway access associated with each scheme, but takes account of the screening potential of the associated built developments. The development proposals assessed in the study are those shown in the Revised Draft Adur Local Plan prepared by ADC in September 2013. The schemes presented in the Revised Draft Adur Local Plan differ from the development proposals submitted by the developer/landowner for each development.



Figure 1 - Site Location

However the assessment of landscape and visual impacts in sections 3 and 4 includes comment on variations and issues that could be expected to arise as a result of the developers' proposals.

Taking each of the highway access proposals in turn, this report assesses:

- potential impacts on landscape character and the landscape setting of the site and surroundings
- the potential visual effects that can be anticipated, taking account of the likely visual envelope for the development and the key viewpoints from which it could be expected to be visible.

This report is an appraisal of potential landscape and visual impacts based on schematic drawings at an early stage in the design process. It is not a full Landscape and Visual Impact Assessment (as part of an Environmental Statement) but it has been carried out in accordance with the approach outlined in the (recently updated) Guidelines for Landscape and Visual Impact Assessment¹. It will form part of the evidence base to inform the publication version of the Adur Local Plan.

¹ Guidelines for Landscape and Visual Impact Assessment, Third Edition, Landscape Institute and Institute of Environmental Management and Assessment, April 2013



Hoe Court, looking south towards the Lancing Strategic Gap at New Monks Farm

1.2 Landscape context

The two sites are 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 sequence of urban settlements along the coastal plain.

Figure 2 shows patterns of topography and drainage in the vicinity of the two sites. The River Adur has cut a deep, dramatic valley through the ridge of the South Downs. The river curves across the coastal plain to meet the sea at Shoreham. A wide swathe of the coastal plain, including all of 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 six sections:

- **Section 2** describes the relevant landscape baseline for both sites, outlining the landscape planning context, together with the context and character of the wider landscape setting and finally the value of the landscape as evidenced in its designations.
- **Section 3** sets out the landscape and visual appraisal of the New Monk's Farm highway access scheme. It provides a description

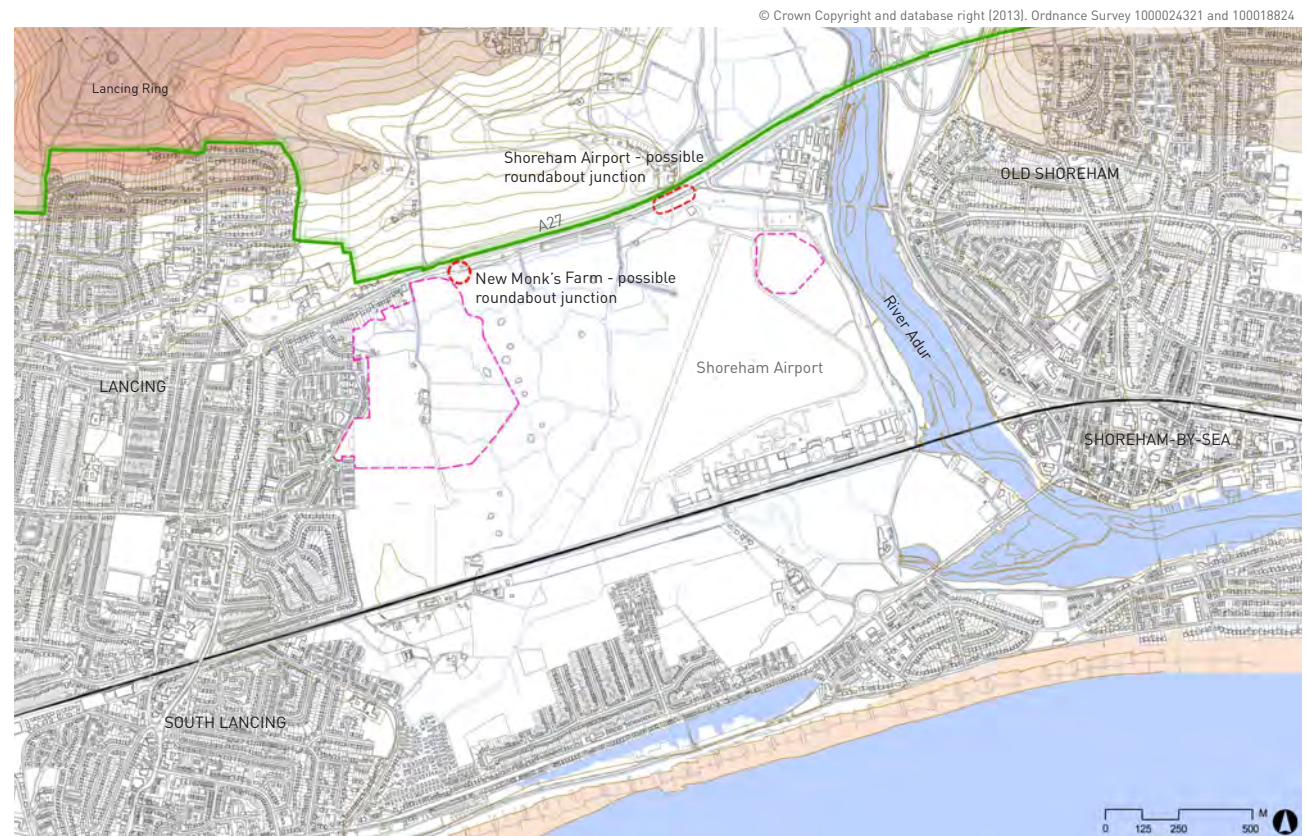


Figure 2 - Landscape Context



of the project, an assessment of landscape effects, a description of the relevant visual baseline for the site (including the zone of potential visibility and relevant viewpoints and an assessment of visual effects). Finally this section includes notes on the scope for mitigating any predicted landscape and visual effects.

- **Section 4** sets out the landscape and visual appraisal of the Shoreham Airport highway access scheme. It provides a description of the project, an assessment of landscape effects, a description of the relevant visual baseline for the site (including the zone of potential visibility and relevant viewpoints and an assessment of visual effects). Finally this section includes notes on the scope for mitigating any predicted landscape and visual effects.
- **Section 5** provides a comparative summary of the landscape and visual effects for the two development proposals, with recommendations from a landscape and visual impact perspective.



Panorama - looking south west from Mill Hill

2 Landscape baseline (for both sites)

2.1 Landscape planning policy context

2.1.1 National planning policy

The strategic policy context is provided by the National Planning Policy Framework (NPPF)² March 2012, which is a strategic document that seeks to encourage high quality, sustainable development. Paragraph 14 states that *Local Plan should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change*.

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 planning context for this study is provided by the need to balance the objectives of conserving and enhancing the natural environment with promoting sustainable development to meet the objectively assessed local need.

² National Planning Policy Framework, Communities and Local Government, March 2012

³ The South East Plan, Regional Spatial Strategy for the South East of England, May 2009

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 SDNP (the Lancing-Shoreham Gap and the Sompting Gap) are protected by the Strategic Gap policy (AC4) in the adopted local plan⁴, which has a presumption against development.

The policy aims to prevent coalescence of the settlements and to retain their separate identities and amenities. Only in 'compelling' circumstances, will development be permitted and in relation to uses such as agriculture and forestry or to meet a demand for recreation. The Local Plan policy also states that opportunities will be sought to conserve and enhance the value of the Strategic Gaps as open countryside.

The Lancing-Shoreham Gap is shown on Figure 3, along with public rights of way, open access land, public open spaces, industrial/employment areas and the Conservation Areas.

ADC is currently preparing a new Local Plan and is exploring all available options to meet the local assessed needs for development within the relatively small area available. The Council aims to retain the principle of the Strategic Gaps as they are considered to be part of the character of the district. This landscape and visual assessment provides part of the evidence base to assist the judgements which must be made in striking

⁴ Adur District Local Plan, Adopted 1996

an appropriate balance between providing new development to meet the needs of the district and maintaining and enhancing the local landscape character and the individual identity of settlements.

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 Downs form the backdrop to views from residential areas throughout Shoreham-by-Sea, Lancing and Sompting and 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 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, leads from the Old Shoreham Bridge (pedestrian bridge over the River Adur) along the Adur Valley to link with the South Downs Way.

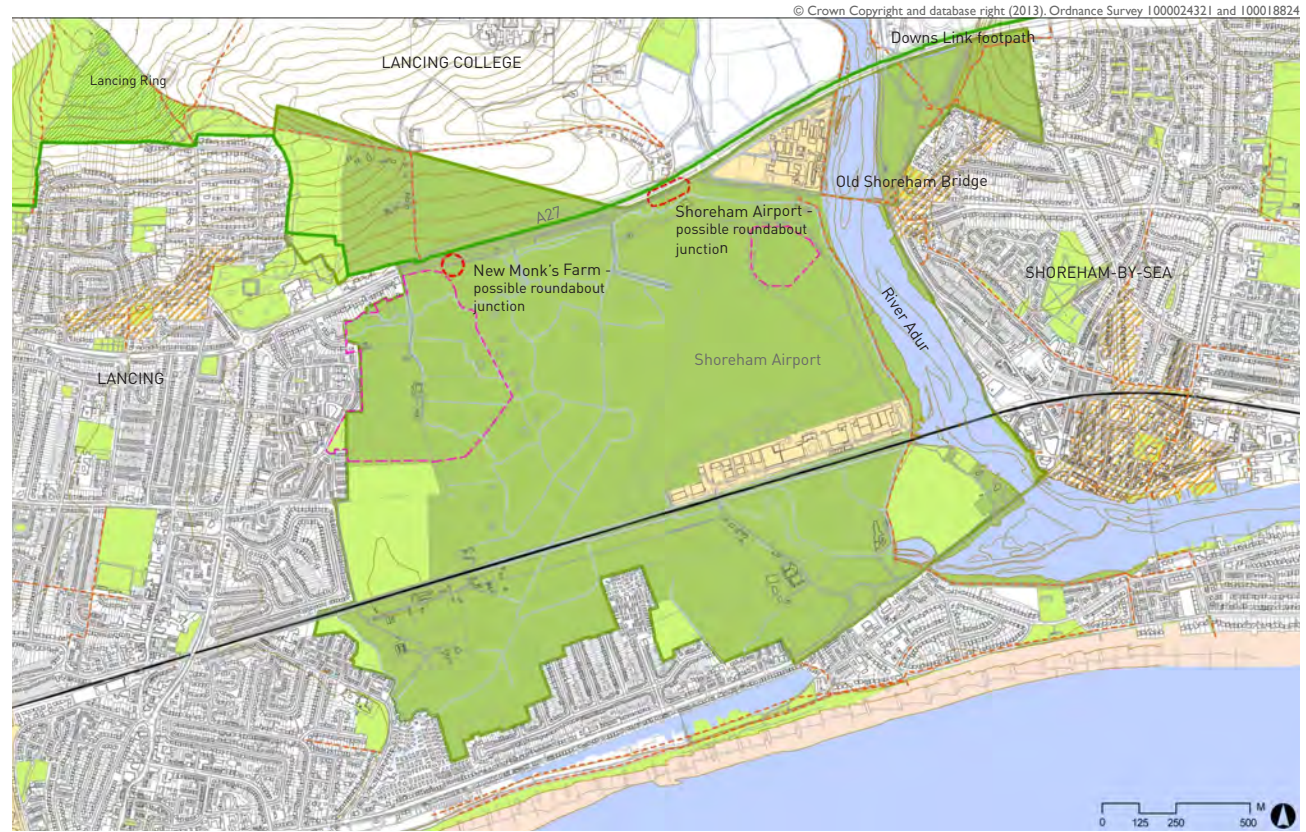



Figure 3 - Landscape Policy Context

-  Possible roundabout junction
-  Development site
-  South Downs National Park boundary
-  Public right of way
-  Open access land
-  Industrial/employment areas (from Adopted Adur District Local Plan, 1996)
-  Public Open Space (from Adur Open Space, Sport & Recreation Study, 2005)
-  Strategic Gap (from Adopted Adur District Local Plan, 1996)
-  Conservation Area

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 Study⁵ and in the Adur Landscape and Ecological Surveys report⁶. The latter provides a comparative analysis of the landscape and visual sensitivity of the Sompting and Lancing 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 under consideration by Adur District Council as potential strategic allocations. The New Monk's Farm and Shoreham Airport sites were two of these potential allocation sites, although the site boundary for the Shoreham Airport site used in the Landscape and Ecological Surveys report is different to that used in this current study. It should be noted that the landscape characterisation and analysis of landscape sensitivity is covered in the Annex to the 2012 Landscape and Ecological Surveys report.

The New Monk's Farm roundabout junction falls into Lancing Gap Landscape Character Area (LCA) 2 - Saltworks. Relevant key characteristics include:

- *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 mown grassland, peppered with patches of scrub - highly textured character, which contrasts with the smoothness of the Downs*
- *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*
- *Mash Barn Lane provides a strong linear landscape structuring element along the western boundary of the LCA, which contrasts with the random pattern of the emerging golf course landscape*
- *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*
- *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.*

Along the northern boundary of the LCA (and alongside the A27) a layby provides access to an 11 pitch traveller's site, which is partially enclosed by tree belts. To the west of the traveller's site, the

tree belt ends and there are open views across the area.

This LCA is described as being in transition. The area 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 to change.*

The analysis of landscape character sensitivity in relation to the Saltworks LCA makes the following comments about the contribution that the area makes to the landscape setting of Lancing:

This central part of the Lancing Strategic Gap makes an important contribution to the strategic gap because of its open, 'green' natural character and its lack of development. The views to open green landscape from the A27 are valuable and contribute to the perception of the gap and the separation between Shoreham and Lancing.

The Shoreham Airport roundabout junction falls within Lancing Gap LCA 3 - Shoreham Airport. Relevant key characteristics include:

- *Completely flat, open airport landscape of mown grass with runways and taxiways*
- *Simple, uniform landscape character within airport; contrasts with the sweeping natural*

⁵ Urban Fringe Study, Adur District Council (Baker Associates and Enderby Associates), December 2006

⁶ Landscape and Ecological Surveys of Key Sites within the Adur District, Sheils Flynn & The Ecology Consultancy, 2012

curve and textured pattern of the River Adur and its mudflats alongside

- *Well used public footpath along the crest of the River Adur flood embankment with panoramic views (connects to the Downs Link promoted path leading up the Adur Valley to the South Downs Way)*
- *Panoramic views to the Downs beyond the A27 to the north (Lancing Chapel is a prominent landmark) and along the River Adur to the east (the pedestrian Shoreham Tollbridge, St Nicholas' Church and the railway bridge are prominent local landmarks)*
- *Industrial area and elevated junction of A27 detract from views to NE*
- *Views to eastern edge of Lancing broken by overlapping effect of sparse vegetation within intervening land to west - urban edge indistinct*
- *The airport buildings (including the Art Deco Terminal Building) are prominent along the southern edge of the LCA and the area is busy, with regular aircraft movement on the airfield and traffic along road along its eastern edge.*

Within the immediate vicinity of the A27 (and therefore of particular relevance to this study) the belt of mixed woodland along the A27 at the northern edge of the LCA contrasts with the open grassland landscape of the airport and screens views to and from the A27.

Within the description of the Shoreham Airport LCA, the sub-section entitled vulnerability to

change describes the simple, expansive open landscape of the airport and natural wetland habitats of the Adur corridor as being highly vulnerable to change. The 1930s Terminal building at Shoreham Airport is a Grade II Listed Building; the adjacent Municipal Hangar is also listed and classified as Grade II.*

The extensive open landscape of the Shoreham Airport LCA is described as making a strong contribution to the impression of open, extensive greenspace in the Lancing Strategic Gap, enhancing the sense of separation between Shoreham and Lancing and providing a striking landscape setting for the lower stretches of the River Adur as it winds towards the sea.

The condition of the Shoreham Airport landscape is described as being highly functional and fit for purpose.... The landscape is accessible and in good condition, with every part used efficiently.

2.2.2 Landscape value

The updated Guidelines for Landscape and Visual Impact Assessment⁷ highlight 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

⁷ Guidelines for Landscape and Visual Impact Assessment, Third Edition, Landscape Institute and Institute of Environmental Management and Assessment, 2013



LCA 2 - Saltworks looking west from Mash Barn Lane. 'Moonscape' landform and views across the Lancing Strategic Gap towards Shoreham Airport



LCA 3 - Shoreham Airport looking north west from Cecil Pashley Way. Simple uniform character of grassed airfield seen against the backdrop of the South Downs

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 4.

Relevant planning policy designations have been described in Section 2.1.3. Key planning policies to be taken into account are:

- the South Downs National Park - designated in recognition of its nationally important scenic beauty and recreational value; and
- the Lancing-Shoreham Strategic Gap - designated under Policy AC4 of the Adur Local Plan 1996 to prevent coalescence of settlements and to retain their separate identities.

The sites are to the south of the South Downs National Park, but form part of the setting of this nationally important scenic landscape. The A27 forms a barrier to pedestrian and cycle access from parts of Shoreham-by-Sea and Lancing and the provision of high quality footpath (and if possible cycle) connections at places where public rights of way cross the road is an important consideration. The footpaths and open access land within the South Downs National Park which are accessible from the towns on the coastal plain are highly valued for their scenery and for recreational use and views from publicly accessible viewpoints within the National Park (such as Lancing Ring

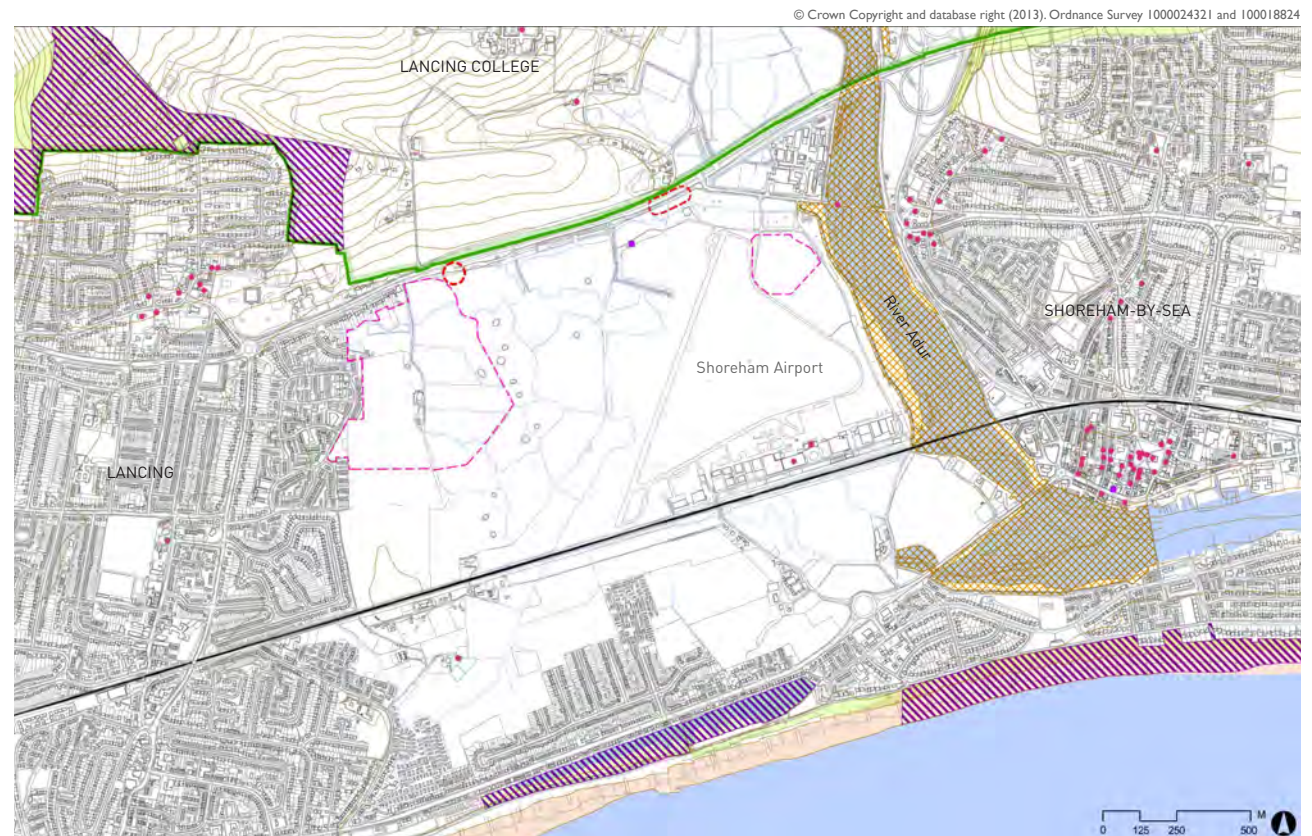
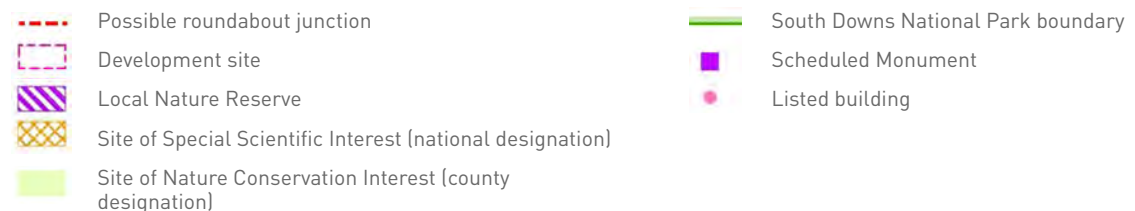


Figure 4 - Environmental and Cultural Heritage Designations



and the Mill Hill Nature Reserve) are highly valued by local residents and visitors to the National Park alike.

The adoption of the Strategic Gap policy recognises that the few remaining tracts of undeveloped land along this part of the South Coast are highly valued and merit protection.

In addition to the above policy designations, the principal environmental and cultural designations (shown on Figure 4) are:

- 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.
- Scheduled Monument - the World War II dome trainer to the NW of Shoreham Airfield⁸
- Listed buildings at Shoreham Tollbridge, St Nicholas' Church (Old Shoreham), Shoreham Airport's Terminal building and the adjacent Municipal Hangar.

2.2.3 Landscape sensitivity

With reference to the Topic Paper on techniques for judging landscape capacity and sensitivity

⁸ <http://list.english-heritage.org.uk/resultsingle.aspx?uid=1005818>

prepared by the former Countryside Agency (now Natural England)⁹ the Adur Landscape and Ecological Surveys report concluded that judgements about the overall landscape sensitivity of different landscape character areas should take account of two aspects:

- 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 5 shows the landscape character sensitivity of the Lancing-Shoreham Strategic Gap, as assessed by the Adur Landscape and Biodiversity 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

⁹ Landscape Character Assessment Series: Topic Paper Six - Techniques and Criteria for Judging Capacity and Sensitivity, The Countryside Agency and Scottish Natural Heritage, 2005

features and elements which make up local landscape character

- contribution to landscape setting (of the settlements surrounding the strategic gap).

Landscape character sensitivity is classified as 'medium' for LCA 2 - Saltworks and 'medium-high' for LCA 3 - Shoreham Airport.

Figure 6 illustrates the visual sensitivity of the LCAs within the Lancing-Shoreham Strategic Gap. For this analysis, 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 LCA 2 - Saltworks and 'medium-high' for LCA 3 - Shoreham Airport. The table on p47 of the Technical Annex to the Adur Landscape and Ecological Surveys Report summarises the visual sensitivity classification for the Lancing strategic gap.

The 'medium-high' rating for the Shoreham Airport LCA reflects the fact that this LCA has exceptionally high visibility in long distance and local views. This is the most accessible LCA in the Lancing-Shoreham Strategic Gap and its open, expansive character is a key characteristic. The LCA has a relatively large number of high

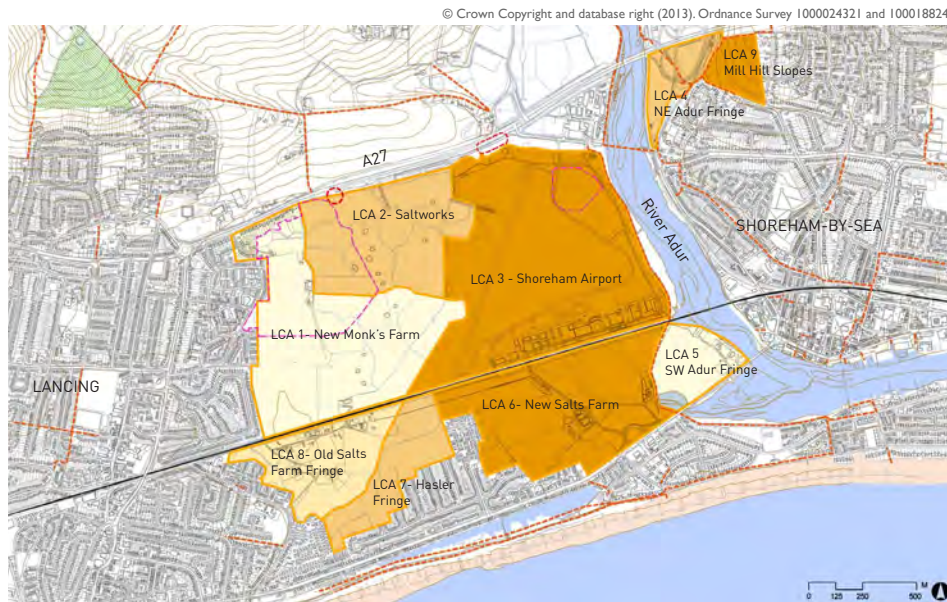


Figure 5 - Lancing-Shoreham Strategic Gap - Landscape Character Sensitivity

- Possible roundabout junction
- Development site
- High landscape character sensitivity
- Medium-high landscape character sensitivity
- Medium landscape character sensitivity
- Medium-low landscape character sensitivity
- Low landscape character sensitivity

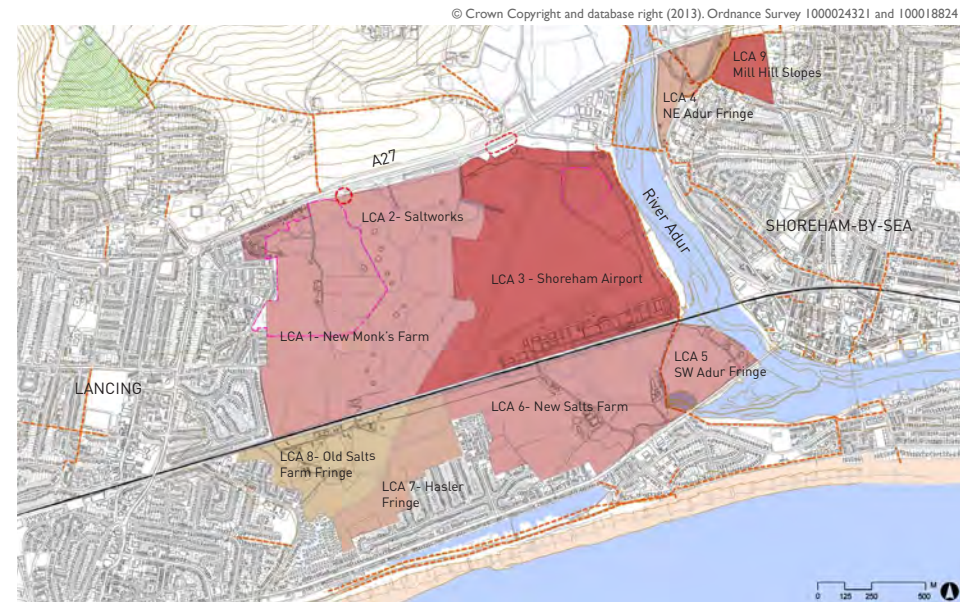


Figure 6 - Lancing-Shoreham Strategic Gap - Visual Sensitivity

- Possible roundabout junction
- Development site
- Open access land
- Public right of way
- High visual sensitivity
- Medium-high visual sensitivity
- Medium visual sensitivity
- Medium-low visual sensitivity
- Low visual sensitivity



Figure 7 - Lancing-Shoreham Strategic Gap - Overall Landscape Sensitivity

- Possible roundabout junction
- Development site
- Open access land
- Public right of way
- High overall landscape sensitivity
- Medium-high overall landscape sensitivity
- Medium overall landscape sensitivity
- Medium-low overall landscape sensitivity
- Low overall landscape sensitivity

sensitivity viewers, including close range views (eg from the Adur flood embankment footpath) and from the train. The LCA forms part of the landscape setting for the Scheduled Monument of the WW 2 dome trainer near the A27, Grade 1 listed buildings (Lancing Chapel and St Nicholas' Church, Shoreham) and the Grade II* and Grade II listed Shoreham Airport terminal building and municipal hangar.

Finally, the landscape character of this LCA offers *very little scope for mitigation as any planting would change the fundamental open character of the LCA and particularly the contrasting curve of the River Adur against the adjacent grassland, which is a distinctive landscape feature.*

The 'medium' rating for the Saltworks LCA is because this area is rather less visible overall. It can be seen from the highly sensitive and accessible viewpoints of Mill Hill on the South Downs and the River Adur flood embankments, although the LCA is distant in these views. It can be seen at close quarters from the layby along the A27, but there are no public rights of way across the LCA and road users are judged to have relatively low sensitivity.

Overall, there is considered to be *good potential to mitigate the impacts of landscape change, particularly in areas where the waste tipping operation 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 strategic gap.*

Figure 7 shows the classification of overall landscape sensitivity for the Lancing-Shoreham Strategic Gap, taking account of the combined scores for landscape character sensitivity and visual sensitivity. LCA 2 - Saltworks is classified as having 'medium' overall landscape sensitivity and LCA 3 - Shoreham Airport is classified as having 'high' overall landscape sensitivity.

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

3 New Monks Farm roundabout junction

3.1 Description of proposal for highway access at New Monk's Farm

3.1.1 Proposal presented in Adur District's Revised Draft Local Plan 2013

This study assesses the proposal for a roundabout junction at New Monks Farm that is presented in the Adur District Revised Draft Local Plan 2013 (Figure 8b). The development proposals submitted by the developer are shown for reference in Figure 8a below.

The landscape and visual assessment will focus on the schematic layout shown in Figure 8b. This is a signalised roundabout on the A27, with a link



Figure 8a - New Monk's Farm development proposals, as submitted by the developer

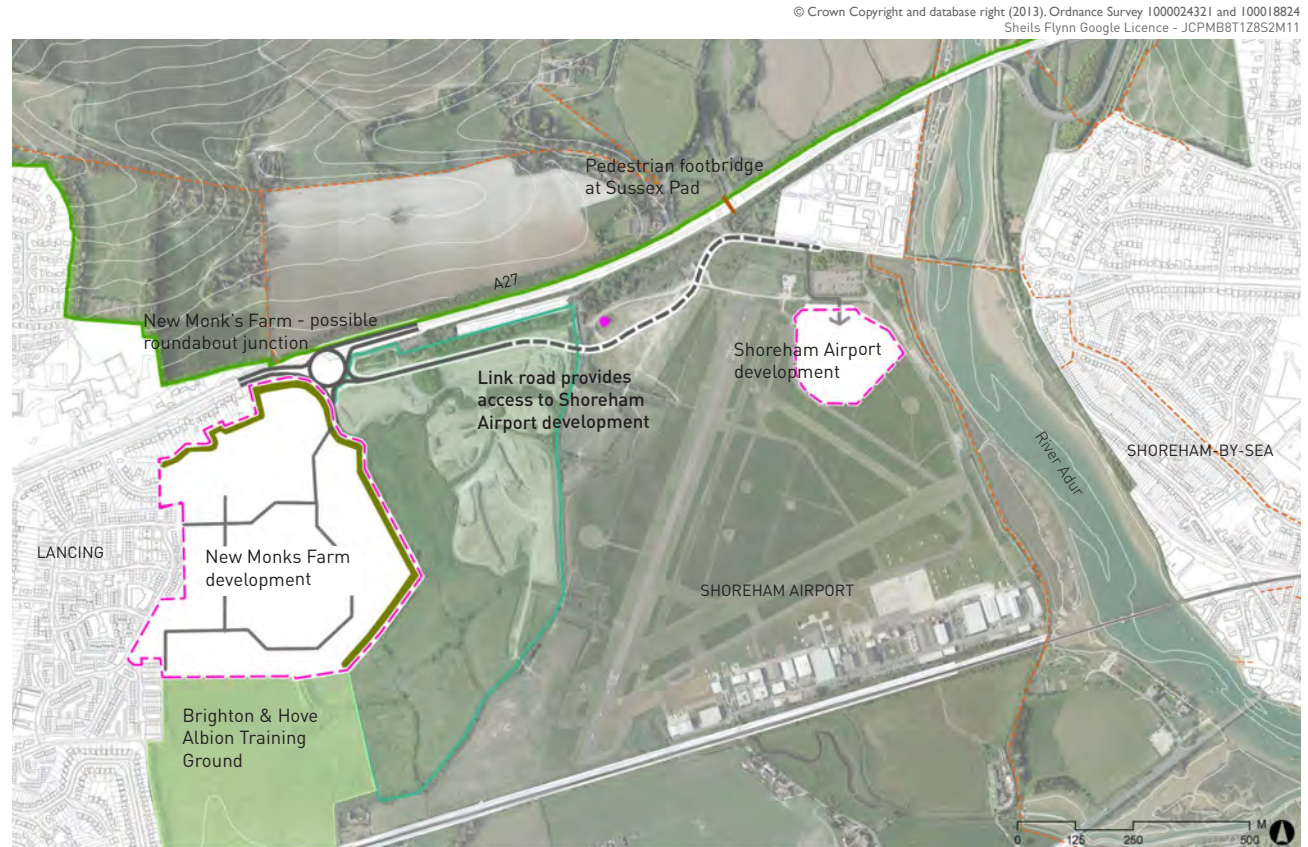
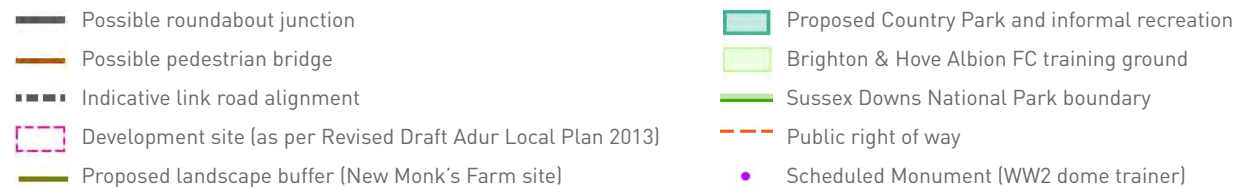


Figure 8b - New Monk's Farm roundabout junction (as presented in Revised Draft Local Plan)



road providing vehicular access to the Shoreham Airport development which is aligned broadly parallel to the A27. The link road crosses the proposed Country Park on land to the east of the New Monks Farm development and skirts around the Scheduled Monument to avoid disrupting the landscape setting of this historic building.

The proposed roundabout is located on land which is currently a layby immediately to the south of the A27.

A technical report providing details of the proposed highway layout at New Monks Farm is available for the developer's layout¹⁰ but not for the schematic layout put forward in the Revised Draft Adur Local Plan 2013. For the purposes of this assessment, the key design principles are:

- the new signalised roundabout on the A27 at the access to New Monks Farm would be illuminated by street lighting;
- the existing all movement signalised junction at Sussex Pad would be downgraded
- provision of a pedestrian footbridge at the Sussex Pad junction.

The landscape and visual assessment of the proposal for the New Monks Farm roundabout junction also takes account of the link road to the Shoreham Airport development; it does not

include an assessment of the associated proposed developments at New Monks Farm and Shoreham Airport, but provides comment on the screening potential of these built developments (in relation to views of the proposed road infrastructure).

3.1.2 Development proposals submitted by the developer/landowner for New Monks Farm

Figure 8a shows the development proposals submitted by the landowner/developer for the New Monks Farm site. The principal differences between this (developer-led) proposal and the version presented in the Revised Draft Adur Local Plan 2013 are:

- roadside facilities adjacent to the A27 roundabout
- a golf facility in the centre of the Country Park. Details of this proposal are not available, but it is likely that such a facility would require a club house, car park, fencing, lighting, signage etc.

3.2 Assessment of landscape effects for the highway access at New Monk's Farm

3.2.1 Landscape receptors

The assessment of predicted landscape effects involves considering how the proposal will affect the elements that make up the landscape, the aesthetic and perceptual aspects of the landscape and its distinctive character, including the key characteristics that contribute to this.

The components of the landscape that are potentially affected by the scheme (the 'landscape receptors') are:

- The overall scale and 'green' character of the Lancing-Shoreham Strategic Gap (which contributes to the sense of separation between Shoreham-by-Sea and Lancing), particularly as perceived in views from the A27 and Mash Barn Lane.
- 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 Strategic Gap.
- The transitional industrial character of LCA 2 - Saltworks, which has been used for the tipping of recycled aggregates.
- The rough, natural and almost 'wild' character

¹⁰ Land at New Monks Farm and Shoreham Airport: New Monks Farm Western Access Solution. A27(T) Access Appraisal, Russell Giles Partnership, November 2012

of the Saltworks LCA, which contrasts with the urban development of Lancing to the west and Shoreham Airport to the east.

- Long views across the Saltworks LCA, northwards to the Downs and eastwards to Shoreham.
- The simple, uniform landscape character of the Shoreham Airport LCA and, in particular, the contrast between the open, closely mown grassland of the airfield and the relatively wooded northern boundary of the airfield, which screens views to the A27, provides a backdrop to views across the airfield from the River Adur and reinforces the visual edge of the Downs by emphasising the break of slope and contour line along the A27.
- The landscape setting of the WW2 dome trainer, a Scheduled Monument on the NW edge of Shoreham Airfield.

Overall the landscape character context for the roundabout junction proposal, LCA 2 - Saltworks, is considered to have a 'medium' level of landscape sensitivity, while that for the link road to the Shoreham Airport development is considered to have 'high' overall landscape sensitivity (see Figure 7).

3.2.2 Predicted landscape effects

The introduction of a new signalised roundabout would provide a standard road junction layout which would reduce the distinctive identity of the existing urban gateway to Lancing along the

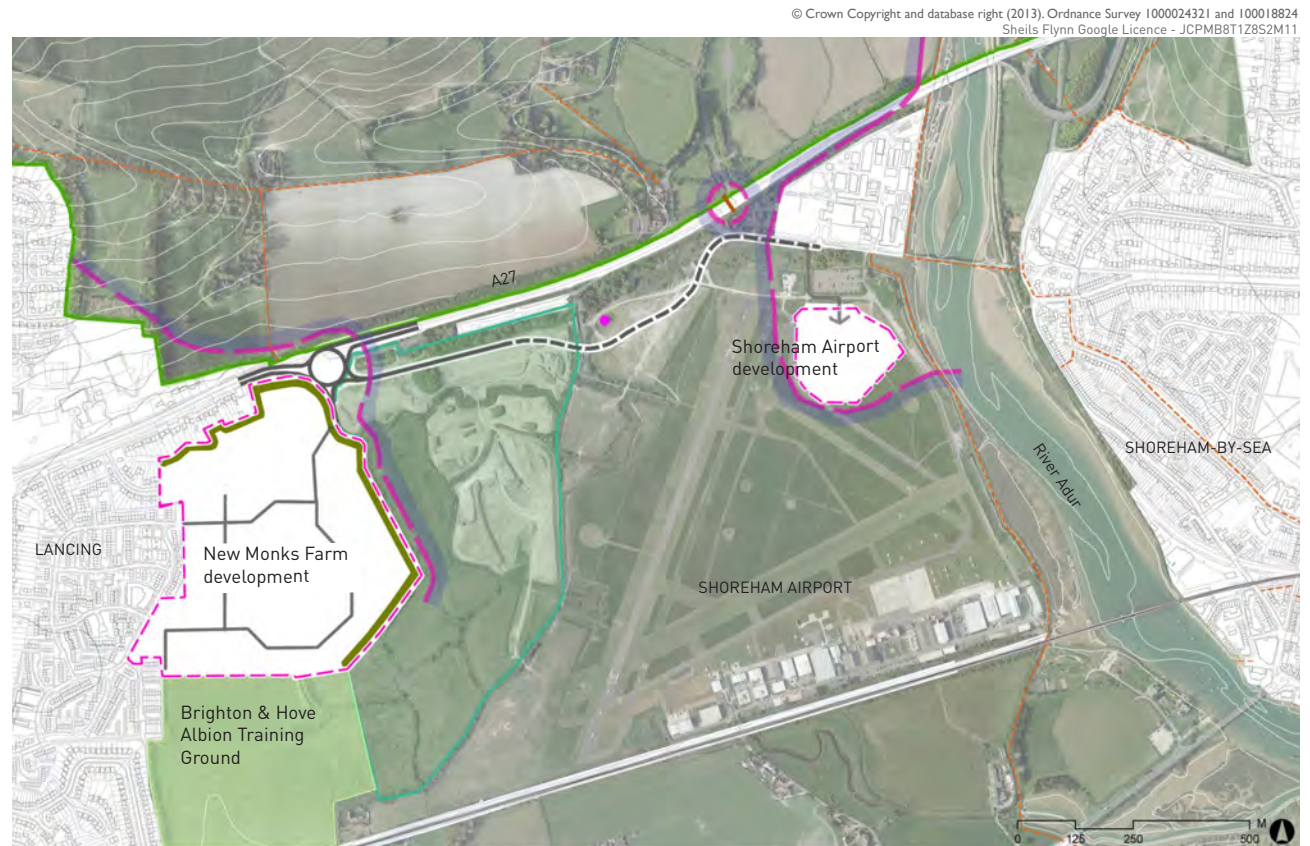


Figure 9 - New Monk's Farm roundabout junction - predicted landscape effects



A27. The degree of negative impact will depend on the way the landscape buffer is designed and implemented in this area - planting a substantial block of woodland could completely mitigate such negative landscape effects, but a low band of ornamental shrub planting would add to the impression of an 'anywhere' standardised urban gateway.

Figure 9 shows that the perceived extent of the Lancing-Shoreham Strategic Gap would be reduced as a result of the construction of the proposed New Monks Farm roundabout junction and link road because the eastern edge of Lancing would begin further to the east, at the roundabout.

The proposed pedestrian footbridge over the A27 to the east of the Sussex Pad Hotel could also serve to reduce the perceived 'rural' character of the Lancing-Shoreham Strategic Gap by introducing an eye catching element of built infrastructure. However this impact could be perceived as negative or positive, depending on the design of the bridge. The impact of the new footbridge should be considered alongside the reduced scale and 'urban' character of the Sussex Pad junction, which would be downgraded as a result of the implementation of the New Monks Farm roundabout junction.

Construction of a new roundabout at New Monks Farm and a pedestrian footbridge to the east of the Sussex Pad Hotel would impinge on the rural character and quality of the setting to the chalk downlands in this part of the South Downs National Park. The alignment of the band of trees which

clothes the lower slopes of the chalk downland would be disrupted, but the effect would be to extend the existing urban influence of Lancing (at the proposed roundabout) and the Shoreham Technical Centre (at the proposed pedestrian footbridge).

The existing A27, the cars and lorries parked in the layby and the active aggregate tipping operation are intrusive, both visually and in terms of noise, dust and the presence of industrial vehicles/plant. The proposed development would reduce these levels of intrusion as the industrial activity would cease and be replaced by traffic along a link road through a Country Park.

The distinctive rough and natural character of the Saltworks LCA would be compromised by the addition of the new road infrastructure, but the area to the north of the LCA is less 'wild' than the landscape to the south and so is less sensitive to change.

The long views eastwards and northwards across the Saltworks LCA (from Lancing or from the New Monks Farm development) would not be affected by the new road scheme.

The simple, uniform character of the Shoreham Airport LCA could be compromised by the addition of a new link road along the northern boundary of the airfield, but the conservation of the belts of mature trees and scrub between the A27 and the airfield would help to reduce this potentially negative landscape effect.

There is a risk that the link road could detract from the landscape setting of the historic WW2

dome trainer, a Scheduled Monument of national importance, because the new road (as currently aligned) runs between the dome trainer and the airfield.

3.2.3 Comment on predicted landscape effects for the development proposals submitted by the developer/landowner

The scheme presented by the developer (Figure 8a) has two additional components that would reduce the 'green' rural character of the Lancing-Shoreham Strategic Gap:

- The roadside facilities adjacent to the roundabout junction would become the first buildings seen on the eastern edge of Lancing, extending the perceived urban edge eastwards into the strategic gap and making this roundabout junction the 'gateway' to the town. Such facilities are associated with strongly branded signage and generally create a predictable environment which would dilute the identity of Lancing.
- The development of a golf facility to the south of the A27 in the centre of the proposed Country Park would introduce an urbanising influence which would detract from the existing natural, textured character of this part of the strategic gap. By their nature, golf courses tend to 'standardise' the landscape, reducing local sense of place. In addition, the car park, signage, lighting, fencing and club house associated with a golf facility could have an urbanising effect.

3.3 Visual baseline and assessment of visual effects for the highway access at New Monk's Farm

Section 3.3.1 predicts the visibility of the proposed roundabout junction and link road and identifies representative viewpoints which can be used to describe the way views to the development might be experienced. The views from these selected viewpoints are described in Section 3.3.2, along with notes on the predicted visual impact of the development proposals on these views. Finally, Section 3.4 sets out the scope for mitigation of the predicted landscape and visual effects.

3.3.1 Visibility of the proposed development

The baseline study for assessing visual effects establishes the area in which the proposed development may be visible, the different groups of people who may experience views of the development and the nature of the views at these points.

Figure 10 illustrates the predicted broad zone of visual influence for the New Monks Farm roundabout junction, taking account of the proposed roundabout junction to the north of the New Monks Farm development, the link road to the Shoreham Airport development and the extent to which these infrastructure elements might be screened by either of the proposed built developments.

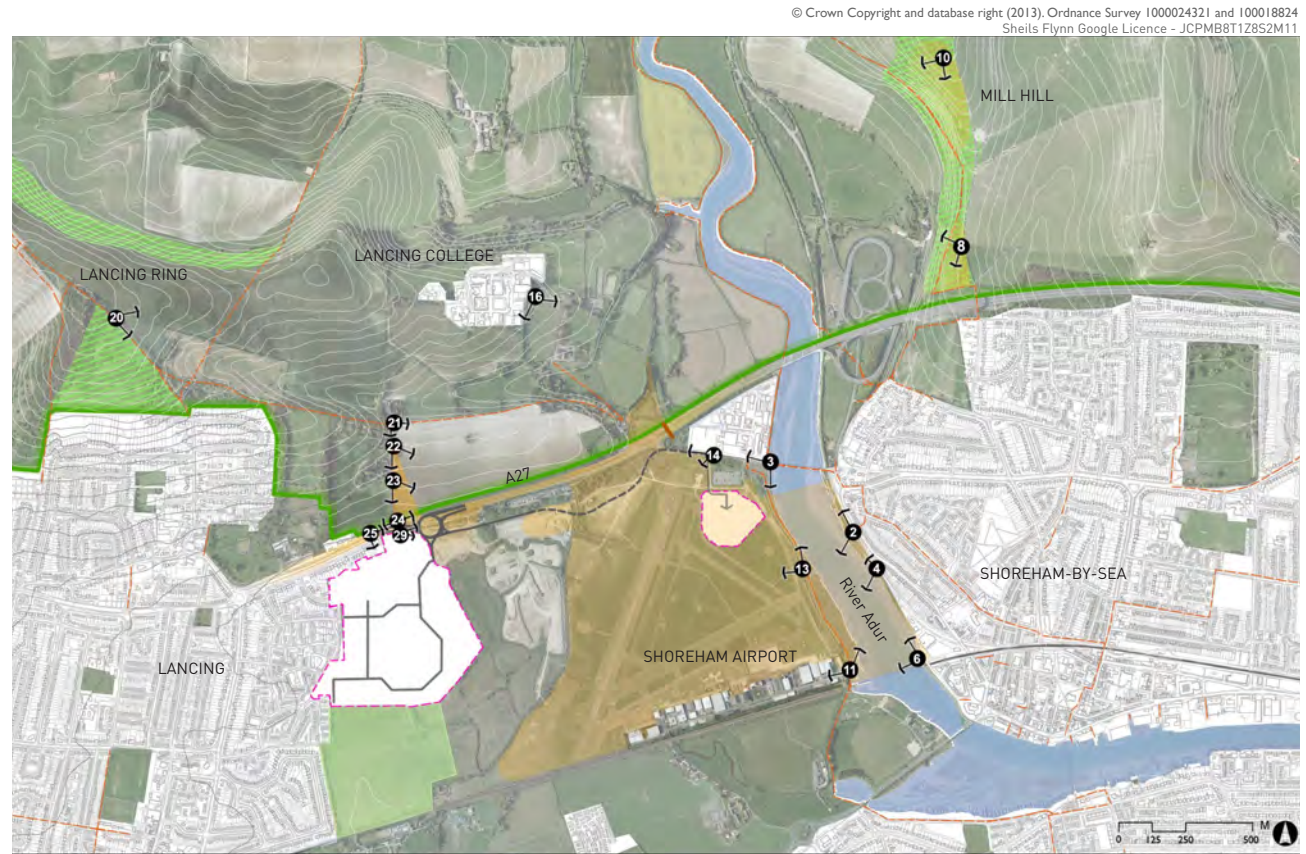
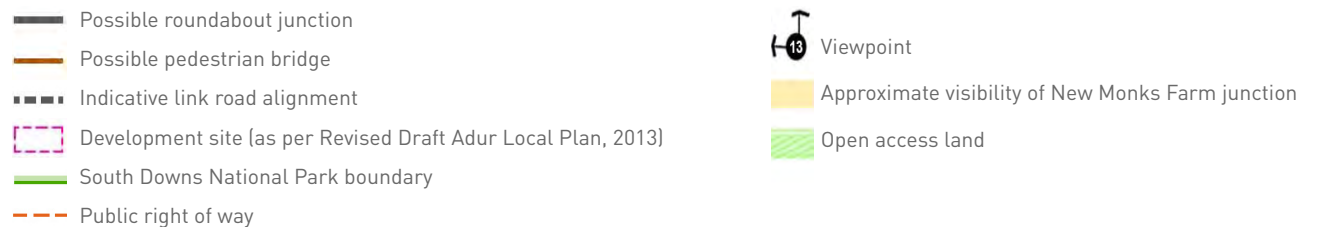


Figure 10 - New Monk's Farm roundabout junction - broad zone of visual influence



Only publicly accessible viewpoints are used (ie views from roads, open access land, country parks, passenger trains and/or public rights of way).

The zone of visual influence extends along the A27 between the River Adur (from which the new pedestrian footbridge could be visible) to the eastern fringes of Lancing (from which the new roundabout junction could be visible). The existing tree belts along the A27 contain views to the north and south, but visibility extends to the north along Hoe Court and to the south to the northern margins of the New Monks Farm development.

It is assumed that the combined effect of buildings and proposed landscape buffer on the New Monks Farm development will screen views to the roundabout junction from publicly accessible viewpoints along the A27 in Lancing. However, it is also assumed that the larger buildings and more open layout of the proposed Shoreham Airport development will be relatively porous to views and unlikely to provide a full visual screen for all views from the publicly accessible viewpoints along the banks of the River Adur. This explains why the Shoreham Airport development site is shown within the zone of approximate visibility.

At this preliminary stage in the design process, the predicted broad zone of visual influence is shown for the worse case scenario, including all areas from which it could be possible to see road lighting and/or a tall container lorry travelling along the link road on the north side of the airfield.

Note that views from the east bank of the River Adur (Viewpoints 14, 15 and 16) show the extent of existing views. The predicted broad zone of visual influence may change in this area following implementation of the Environment Agency's Shoreham Adur Tidal Walls Scheme, which will raise the existing embankments along the River Adur. The raised embankments resulting from this scheme 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, if footpaths are provided along the crest of the new embankments.

3.3.2 Viewpoints and predicted visual effects

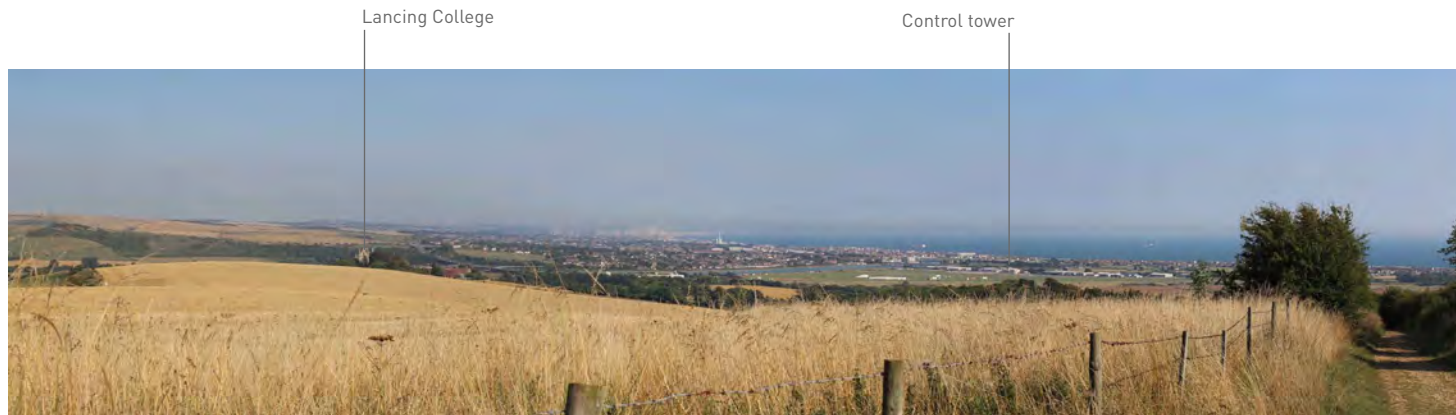
The viewpoints on Figure 10 have been identified through a combination of fieldwork and desk-top study. They have been selected because they represent potential publicly accessible viewpoints from which the proposed roundabout junction and link road could be expected to be visible. Some additional viewpoints have been included to demonstrate that the proposed road infrastructure could not be seen from some sensitive viewpoints within the South Downs National Park.

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

3.3.3 Comment on predicted visual effects for development proposals submitted by the developer/landowner

The scheme presented by the developer (Figure 8a) could be expected to result in additional visual effects for the following viewpoints:

- Viewpoints 3, 4, 5, 6 and 7 - The roadside facilities adjacent to the roundabout junction would be highly visible in these viewpoints. However, the significance of this additional visual effect, and the extent to which it is perceived as positive or negative, would depend on the design of the facilities and the character and extent of the proposed landscape buffer in this area.
- Viewpoints 4, 6 and 7 - The development of a golf facility to the south of the A27 in the centre of the proposed Country Park and Lancing-Shoreham Gap could cause additional visual effects in this view as a result of signage, lighting, fencing, car parking and built facilities. Together these changes are likely to have an urbanising effect.



View eastwards and slightly to the south from the track alongside the car park at Lancing Ring, an area of open access land on the slopes of the South Downs to the north of Lancing. The central part of Shoreham Airport is visible in the centre of the view, but the A27 corridor is screened by the landform of the South Downs and by the existing vegetation on the slope.

The photograph shows that the potential new roundabout at New Monks Farm on the A27 and its associated link road to the Shoreham Airport development would not be visible in this view.

Visual receptors at Lancing Ring have high visual sensitivity as this is accessible open access land within the South Downs National Park.

Viewpoint 1 Data

Grid Reference: E 688393.29 N 5636114.71
Elevation: 105m AOD

Conditions

Weather: Sunny day

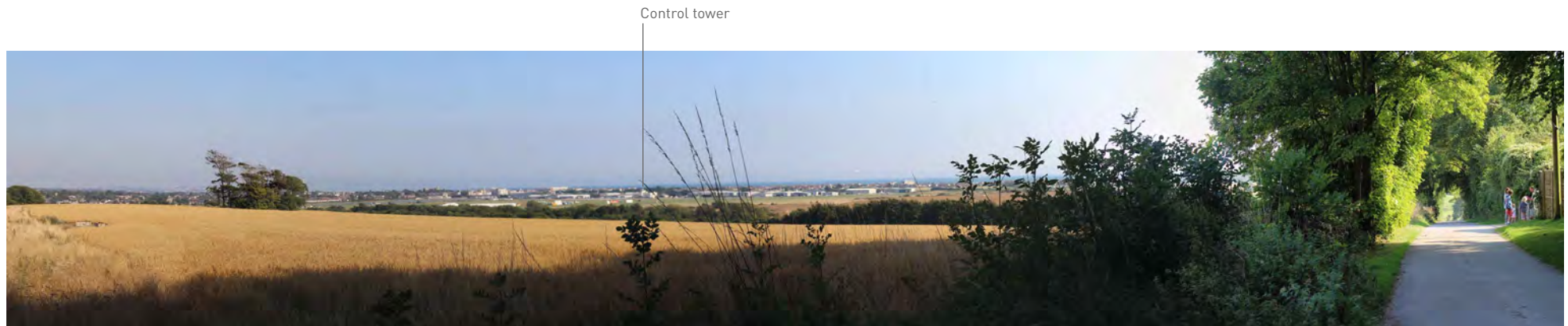
Photograph

Horizontal View Angle: 63 degrees
Direction: 123 degrees SE
Number of Frames: 7
Date: 29.08.13
Time: 4.11 PM

Keyplan



Figure 11.a - Viewpoint 1



View south east from the T-junction of Hoe Court. The central part of Shoreham Airport and part of the Saltworks LCA are visible in the centre of the view, but the A27 corridor is screened by the landform of the South Downs and by the existing vegetation on the slope.

The photograph shows that the potential new roundabout at New Monks Farm on the A27 would not be visible in this view. However there could possibly be glimpsed views of traffic moving along the potential link road to Shoreham Airport, depending on the alignment of this road. It is possible that there could be a glow from lighting at the junction after dark, depending on the design of the lighting proposals

Visual receptors at Hoe Court have high visual sensitivity as this quiet lane is also a public right of way within the South Downs National Park.

Viewpoint 2 Data

Grid Reference: E 689419.27 N 5635735.44
Elevation: 28m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 94 degrees
Direction: 160 degrees SE
Number of Frames: 10
Date: 29.08.13
Time: 4.40 PM

Keyplan

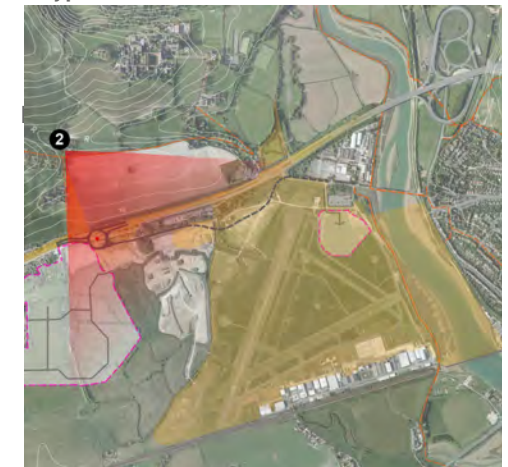
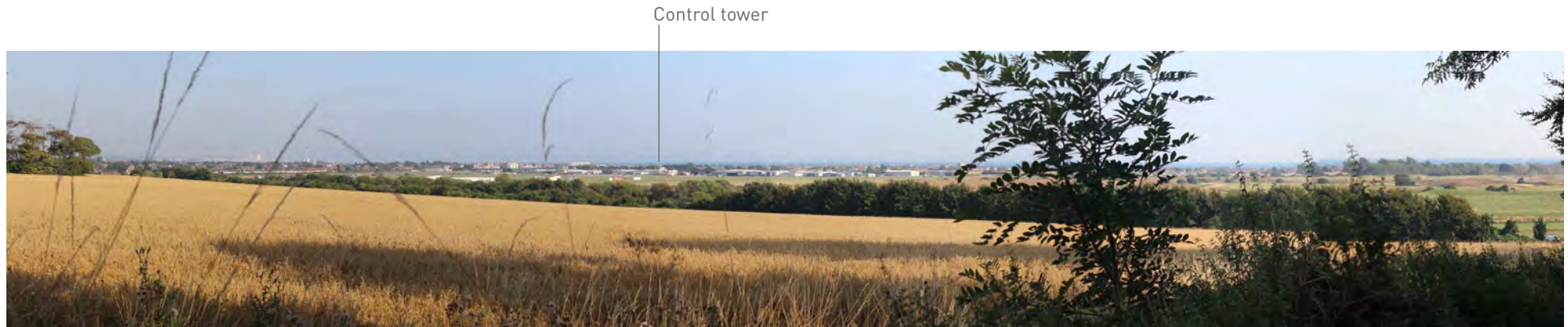


Figure 11.b - Viewpoint 2



View south east from part way up the steep lane of Hoe Court. The central part of Shoreham Airport is visible in the centre of the view and part of the Saltworks LCA is clearly visible to the right of the photograph, but the A27 corridor is screened by the landform of the South Downs and by the existing vegetation on the slope.

The potential new roundabout at New Monks Farm on the A27 and part of the link road infrastructure would be visible straight ahead (due south), at the end of Hoe Court. It is possible that there could be a glow from lighting at the junction after dark, depending on the design of the lighting proposals

Visual receptors at Hoe Court have high visual sensitivity as this quiet lane is also a public right of way within the South Downs National Park.

Viewpoint 3 Data

Grid Reference: E 689386.70 N 5635625.94
Elevation: 25m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 91 degrees
Direction: 156 degrees SE
Number of Frames: 9
Date: 29.08.13
Time: 4.47 PM

Keyplan

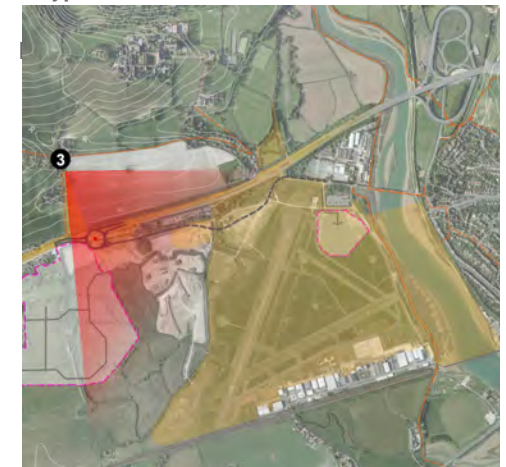


Figure 11.c - Viewpoint 3



View south east from the lower part of Hoe Court, which extends into the Saltworks LCA. However, the A27 corridor is screened by the landform of the South Downs and by the existing vegetation on the slope.

The potential new roundabout at New Monks Farm on the A27 and part of the link road infrastructure would be clearly visible straight ahead (due south), at the end of Hoe Court. The roundabout would be dominant, with new lighting, signage and more extensive road carriageways to the right of the view. It is possible that there could also be a glow from lighting at the junction after dark, depending on the design of the lighting proposals

Visual receptors at Hoe Court have high visual sensitivity as this quiet lane is also a public right of way within the South Downs National Park.

Viewpoint 4 Data

Grid Reference: E 689434.84 N 5635532.72
Elevation: 15m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 100 degrees
Direction: 141 degrees SE
Number of Frames: 8
Date: 29.08.13
Time: 4.52 PM

Keyplan

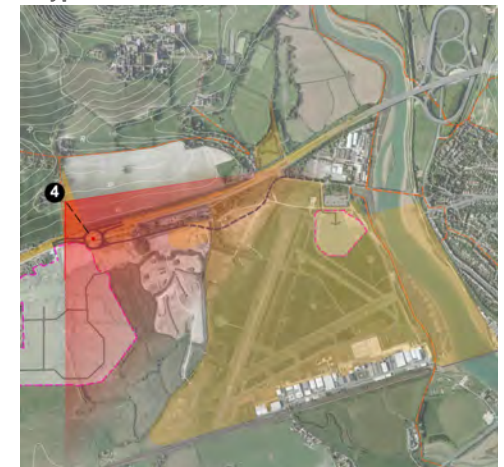
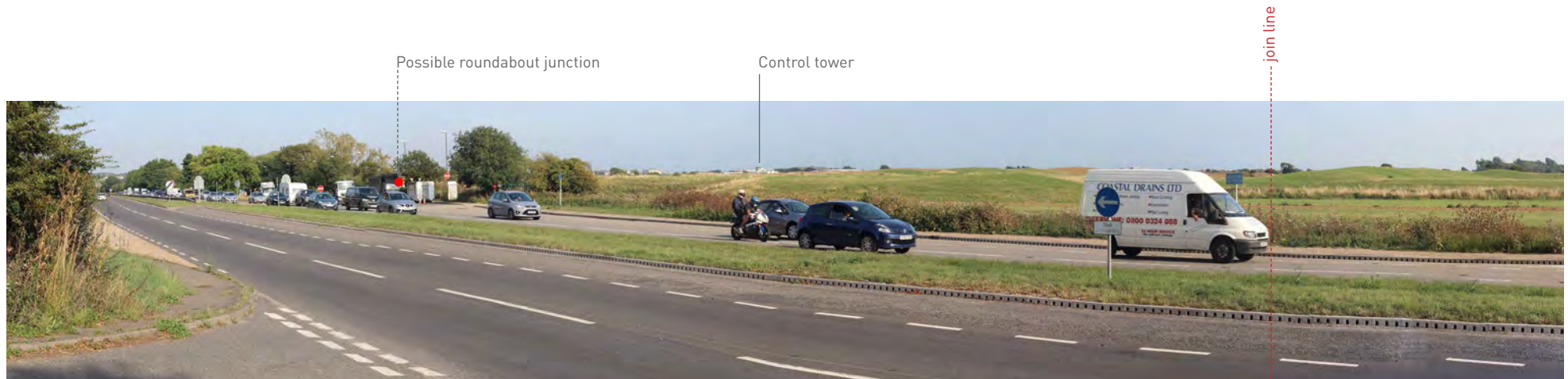


Figure 11.d - Viewpoint 4



View south from the junction between the A27 and Hoe Court, looking east along the A27 and south directly into the Saltworks LCA.

The potential new roundabout at New Monks Farm, together with an extensive section of the link road to the Shoreham Airport development, would be visible straight ahead (due south) within the Saltworks LCA. The roundabout would be dominant, with new lighting, signage and more extensive road carriageways. It is possible that there could also be a glow from lighting at the junction after dark, depending on the design of the lighting proposals

Visual receptors at Hoe Court have medium visual sensitivity as Hoe Court is a public right of way (as well as a road) within the South Downs National Park.

Viewpoint 5.a Data

Grid Reference: E 689460.78 N 5635379.83
 Elevation: 5m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 173 degrees
 Direction: 100 degrees SE
 Number of Frames: 10
 Date: 29.08.13
 Time: 5.00 PM

Keyplan



Figure 11.e - Viewpoint 5.a



An extension of Viewpoint 5a. View south from the junction between the A27 and Hoe Court, looking directly into the Saltworks LCA.

The potential new roundabout at New Monks Farm, together with an extensive section of the link road to the Shoreham Airport development, would be visible straight ahead (due south) within the Saltworks LCA. The roundabout would be dominant, with new lighting, signage and more extensive road carriageways. It is possible that there could also be a glow from lighting at the junction after dark, depending on the design of the lighting proposals

Visual receptors at Hoe Court have medium visual sensitivity as Hoe Court is a public right of way (as well as a road) within the South Downs National Park.

Viewpoint 5.b Data

Grid Reference: E 689460.78 N 5635379.83
Elevation: 5m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 173 degrees
Direction: 100 degrees SE
Number of Frames: 7
Date: 29.08.13
Time: 5.00 PM

Keyplan



Figure 11.f - Viewpoint 5.b

Possible roundabout junction



View west along the A27 and into the Saltworks LCA, from just east of the Mash Barn Lane junction.

The potential new roundabout at New Monks Farm would dominate this view, with new lighting, signage and more extensive road carriageways. It is possible that there could also be a glow from lighting at the junction after dark, depending on the design of the lighting proposals. There may also be views (beyond the new roundabout) to part of the link road to the Shoreham Airport development within the Saltworks LCA.

Visual receptors have low sensitivity as this is a roadside view which would be experienced by motorists.

Viewpoint 6 Data

Grid Reference: E 689380.36 N 5635347.01
Elevation: 5m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 30 degrees
Direction: 71 degrees NE
Number of Frames: 12
Date: 29.08.13
Time: 6.52 PM

Keyplan



Figure 11.g - Viewpoint 6



View south east from the A27 at the gateway to Lancing. The view is eastwards along the A27 and south east into the Saltworks LCA.

The potential new roundabout at New Monks Farm, together with a section of the link road to the Shoreham Airport development, would be visible in the centre of the view, just to the left of the existing garage, although it is possible that the view would be partially screened by the proposed roadside facilities (part of the New Monks Farm development proposals). It is possible that there could also be a glow from lighting at the junction after dark, depending on the design of the lighting proposals

Visual receptors have medium low sensitivity as this is a roadside view. There are pavements for pedestrians (who could be walking along the pavement to join the public footpath at Hoe Court), but viewers are likely to be predominantly motorists with low visual sensitivity.

Viewpoint 7 Data

Grid Reference: E 689337.43 N 5635328.73
Elevation: 5m AOD

Conditions

Weather: Sunny day

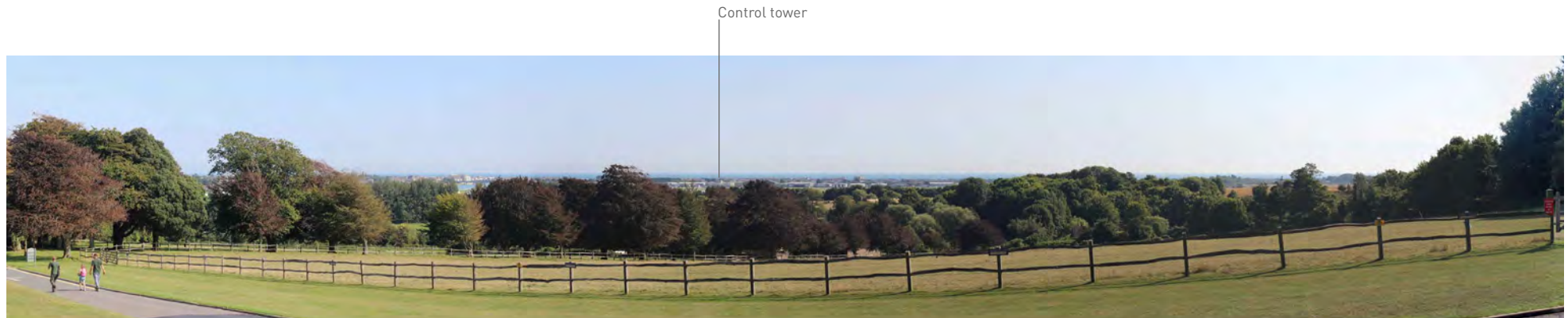
Photograph

Horizontal View Angle: 80 degrees
Direction: 84 degrees NE
Number of Frames: 7
Date: 29.08.13
Time: 5.04 PM

Keyplan



Figure 11.h - Viewpoint 7



View south from the open grassed area outside Lancing College Chapel on the slopes of the South Downs to the north of the A27 - part of the landscape setting to a historic (Grade 1 listed) building. The majority of Shoreham Airport is not visible as it is screened by a combination of trees (in the grounds of Lancing College) and the slopes of the South Downs.

The photograph shows that the potential new roundabout at New Monks Farm on the A27 and its associated link road to the Shoreham Airport development would not be visible in this view.

Visual receptors at Lancing College Chapel have high visual sensitivity as this is a heritage visitor destination within the South Downs National Park.

Viewpoint 8 Data

Grid Reference: E 689929.22 N5636197.69
Elevation: 30m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 111 degrees
Direction: 205 degrees SW
Number of Frames: 8
Date: 29.08.13
Time: 3.36 PM

Keyplan



Figure 11.i - Viewpoint 8



View eastwards along the A27 to the west of the Sussex Pad junction. The slopes of Mill Hill form the backdrop to the view.

The potential new pedestrian footbridge over the A27 would be prominent in the centre of this view; the visual impact could be positive or negative, depending on the design of the bridge.

Visual receptors have low visual sensitivity as they are travelling within moving vehicles.

Viewpoint 9 Data

Grid Reference: E 690151.78 N 5635562.31
Elevation: 5m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 16 degrees
Direction: 252 degrees SW
Number of Frames: 3
Date: 29.08.13
Time: 1.52 PM

Keyplan



Figure 11.j - Viewpoint 9



View from Old Shoreham Road looking west towards the existing junction with the A27 at Sussex Pad. The white gables of the Sussex Pad Hotel are clearly visible on the far side of the junction.

Views to the potential link road to Shoreham Airport are likely to be partially screened by existing vegetation, but there is a chance that there may be glimpsed views some larger vehicles moving along the link road. Traffic accessing the new Shoreham Airport development will use the Old Shoreham Road and Almond Avenue so the junction in the foreground of this view would become busier, with additional signage.

Visual receptors have relatively high visual sensitivity as the Old Shoreham Road is used by walkers and cyclists who access the footpaths onto the Downs and Lancing Ring from Sussex Pad, often making the connection from the Downs Link.

Viewpoint 10 Data

Grid Reference: E 690397.81 N 5635477.98
Elevation: 5m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 51 degrees
Direction: 256 degrees SW
Number of Frames: 8
Date: 29.08.13
Time: 1.43 PM

Keyplan



Figure 11.k - Viewpoint 10



View from the Shoreham Tollbridge, looking west along Old Shoreham Road towards the existing junction with the A27 at Sussex Pad. The white gables of the Sussex Pad Hotel are clearly visible on the other side of the junction.

Existing vegetation to the south of Old Shoreham Road would screen views to the potential link road so there is unlikely to be a change in the view as a result of the new road infrastructure development.

Visual receptors have high visual sensitivity as they are pedestrians on a popular and highly accessible pedestrian/cycle bridge over the River Adur which is also a Grade II* listed structure.

Viewpoint 11 Data

Grid Reference: E 690807.87 N 5635618.98
 Elevation: 2.33m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 101 degrees
 Direction: 260 degrees SW
 Number of Frames: 11
 Date: 29.08.13
 Time: 10.55 AM

Keyplan



Figure 11.1 - Viewpoint 11



View from the footpath along the crest of the embankment on the west bank of the River Adur, looking north-west across part of Shoreham Airfield to the South Downs. Lancing Chapel is a prominent landmark on the slopes of the South Downs and the white gables of the Sussex Pad Hotel are visible. Vehicles travelling along the A27 are visible through gaps in the vegetation along the south side of the road.

Vehicles travelling along the potential link road to Shoreham Airport could be visible from this viewpoint, increasing the visibility of road infrastructure. However, such vehicle movements would be seen within the context of the airport and the associated movement of airplanes and vehicles.

Visual receptors have high visual sensitivity as they are pedestrians on a riverside public footpath which connects the urban area of Shoreham-By-Sea with the South Downs National Park via the Downs Link.

Viewpoint 12 Data

Grid Reference: E 691032.96 N 5635091.22
 Elevation: 2.33m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 83 degrees
 Direction: 277 degrees NW
 Number of Frames: 10
 Date: 29.08.13
 Time: 1.28 PM

Keyplan



Figure 11.m - Viewpoint 12



View from the footpath along the crest of the embankment on the west bank of the River Adur, looking north-west across part of Shoreham Airfield to the South Downs. Lancing Chapel is a prominent landmark on the slopes of the South Downs and the white gables of the Sussex Pad Hotel are visible. There are existing glimpsed views of vehicles travelling along the A27 through gaps in the vegetation along the south side of the road.

Vehicles travelling along the potential link road to Shoreham Airport could be visible from this viewpoint, increasing the visibility of road infrastructure. However, such vehicle movements would be seen within the context of the airport and the associated movement of airplanes and vehicles.

Visual receptors have high visual sensitivity as they are pedestrians on a riverside public footpath which connects the urban area of Shoreham-By-Sea with the South Downs National Park via the Downs Link.

Viewpoint 13 Data

Grid Reference: E 691319.05 N 5634874.25
 Elevation: 2.33m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 130 degrees
 Direction: 289 degrees NW
 Number of Frames: 9
 Date: 29.08.13
 Time: 1.14 PM

Keyplan



Figure 11.n - Viewpoint 13



A very distant view from the riverside path along the east bank of the River Adur. The white gables of the Sussex Pad Hotel are visible against the backdrop of the South Downs and there are existing glimpsed views of vehicles travelling along the A27 through gaps in the vegetation along the south side of the road.

Vehicles travelling along the link road to the Shoreham Airport development could be visible from this viewpoint, increasing the visibility of road infrastructure. However, such vehicle movements would be seen within the context of the airport and the associated movement of airplanes and vehicles.

Visual receptors have high visual sensitivity as they are pedestrians on a popular and highly accessible riverside path.

Viewpoint 14 Data

Grid Reference: E 691414.45 N 5634898.85
 Elevation: 2.33m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 83 degrees
 Direction: 286 degrees NW
 Number of Frames: 10
 Date: 29.08.13
 Time: 11.24 AM

Keyplan



Figure 11.o - Viewpoint 14



A distant view from the riverside path which follows the alignment of a disused railway line along the east bank of the River Adur. The white gables of the Sussex Pad Hotel are visible against the backdrop of the South Downs and there are existing glimpsed views of vehicles travelling along the A27 through gaps in the vegetation along the south side of the road.

Vehicles travelling along the potential link road to the Shoreham Airport development could be visible from this viewpoint, increasing the visibility of road infrastructure. However, such vehicle movements would be seen within the context of the airport and the associated movement of airplanes and vehicles.

Visual receptors have high visual sensitivity as they are pedestrians on a popular and highly accessible riverside path.

Viewpoint 15 Data

Grid Reference: E 691218.70 N 5635233.51
 Elevation: 2.33m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 103 degrees
 Direction: 275 degrees NW
 Number of Frames: 10
 Date: 29.08.13
 Time: 11.10 AM

Keyplan



Figure 11.p - Viewpoint 15



A distant view from the footpath along the east bank of the River Adur, looking north-west across Shoreham Airfield. The white gables of the Sussex Pad Hotel are clearly visible against the backdrop of the South Downs and there are existing glimpsed views of vehicles travelling along the A27 through gaps in the vegetation along the south side of the road.

Vehicles travelling along the link road to the Shoreham Airport development could be visible from this viewpoint, marginally increasing the visibility of road infrastructure. However, such vehicle movements would be seen within the context of the airport and the associated movement of airplanes and vehicles.

Visual receptors have high visual sensitivity as they are pedestrians on a popular and highly accessible riverside path at a point where the former railway line path meets a public right of way connecting streets within Shoreham-by-Sea to the east bank of the River Adur.

Viewpoint 16 Data

Grid Reference: E 691132.87 N 5635365.22
Elevation: 2.33m AOD

Conditions

Weather: Sunny day

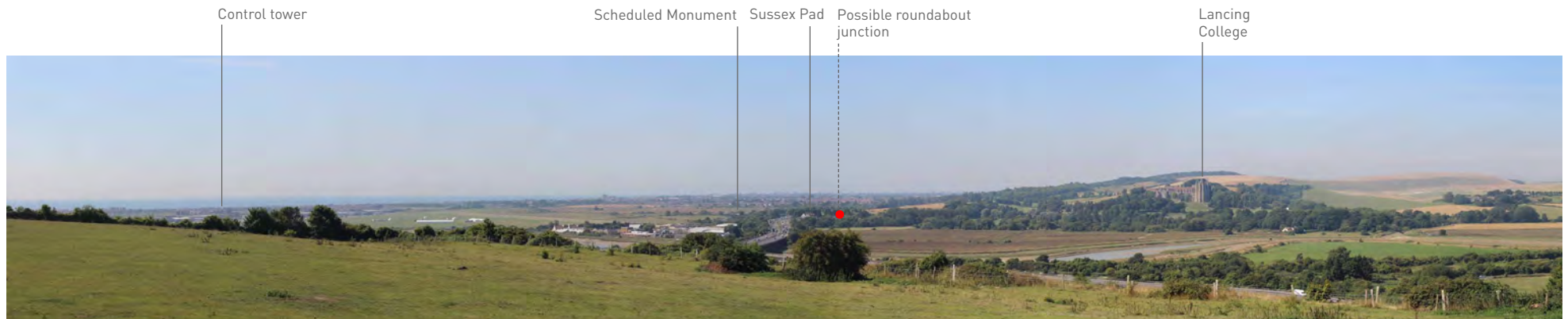
Photograph

Horizontal View Angle: 125 degrees
Direction: 271 degrees NW
Number of Frames: 12
Date: 29.08.13
Time: 10.39 AM

Keyplan



Figure 11.q - Viewpoint 16



A very distant view from the car park on the road leading up to Mill Hill. From this viewpoint, there are long oblique aerial views south-west across the Lancing-Shoreham Strategic Gap. The white gables of the Sussex Pad Hotel are visible amidst the trees on the north side of the A27 and the dome of the Scheduled Monument is also clearly visible on the north-west side of Shoreham Airfield.

Construction of the New Monks Farm roundabout junction and link road to Shoreham Airport would create a larger gap in the existing vegetation on the western margins of the Lancing-Shoreham Gap, but it is likely that this proposed road infrastructure would be partially screened by the existing trees on both sides of the A27. However, the proposed pedestrian footbridge near to the Sussex Pad Hotel would be visible from Mill Hill, as could lighting associated with the proposed New Monks Farm roundabout after dark. Both of these potential visual impacts would reduce the perceived rural character of the Lancing-Shoreham Strategic Gap.

Visual receptors have high visual sensitivity as they are pedestrians at a popular and highly accessible viewpoint within the South Downs National Park.

Viewpoint 17 Data

Grid Reference: E 691555.50 N 5639382.83
Elevation: 50m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 88 degrees
Direction: 242 degrees SW
Number of Frames: 10
Date: 29.08.13
Time: 11:51 AM

Keyplan



Figure 11.r - Viewpoint 17



A very distant view from the car park at the Mill Hill Nature Reserve. From this viewpoint, there are long oblique aerial views south-west across the Lancing-Shoreham Strategic Gap. The white gables of the Sussex Pad Hotel are visible amidst the trees on the north side of the A27.

Construction of the New Monks Farm roundabout junction and link road to Shoreham Airport would create a larger gap in the existing vegetation on the western margins of the Lancing-Shoreham Gap, but it is likely that this proposed road infrastructure would be partially screened by the existing trees on both sides of the A27. The proposed pedestrian footbridge near to the Sussex Pad Hotel would also be screened by existing landform and vegetation in views from this part of Mill Hill. However, the lighting associated with the proposed New Monks Farm roundabout could be visible after dark, reducing the perceived rural character of the Lancing-Shoreham Strategic Gap.

Visual receptors have high visual sensitivity as they are pedestrians at a popular and highly accessible viewpoint within the South Downs National Park.

Viewpoint 18 Data

Grid Reference: E 691428.64 N 5637100.83
Elevation: 85m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 84 degrees
Direction: 228 degrees SW
Number of Frames: 9
Date: 29.08.13
Time: 12.43 PM

Keyplan



3.4 Scope for mitigating predicted landscape and visual effects

The design of the roundabout junction and link road is at an early, schematic stage so there is an opportunity to use this landscape and visual appraisal to influence the design process. Key points to note are:

- The character and design of the proposed landscape buffer will be important, particularly on the south west side of the new roundabout, where the addition of a substantial block of new woodland planting would extend the alignment of the existing blocks of woodland along both sides of the A27, reinforcing the 'green', rural character of the strategic gap so that the potential 'urbanising' effect of the new roundabout junction would, in time, be countered by new woodland. The new road infrastructure would then be viewed against a backdrop of existing and new woodland planting so there would be a good opportunity to integrate with existing landscape character.
- The addition of a small block of new woodland planting on the north west side of the proposed roundabout junction would help to mitigate the predicted landscape and visual effects of the new infrastructure, reducing the scale of the zone of visual influence from Hoe Court and reinforcing the existing belts of trees along the A27 which contribute to the perceived rural character of the Lancing Strategic Gap and highlight the break of slope at the foot of the South Downs
- The Country Park could be designed with an informal character, drawing on the existing 'wild' and rough textured qualities of the existing landscape
- The link road to the Shoreham Airport development could be integrated within the existing landscape if it can be aligned to follow (as far as possible) the existing track along the northern edge of the airfield.
- By aligning the link road to skirt around the northern edge of the WW2 dome trainer, the landscape setting of this Scheduled Monument could be conserved and its historic relationship with the airfield retained.
- The design of the pedestrian footbridge will be important and has the potential to turn potentially negative landscape and visual effects into positives.
- The design of the road lighting scheme at the roundabout junction could be influential; street lights should be selected to minimise upward glare.

4 Shoreham Airport roundabout junction

4.1 Description of proposal for highway access at Shoreham Airport

4.1.1 Proposal presented in the Revised Draft Adur Local Plan 2013

This part of the study assesses the proposal for a roundabout junction at Shoreham Airport that is presented in the Revised Draft Adur Local Plan 2013 (Figure 12b). The scheme proposed by the developer is shown for reference in Figure 12a below.

The landscape and visual assessment will focus on the schematic layout shown in Figure 12b. The existing Sussex Pad junction would be replaced with a signalised roundabout on the A27, with a

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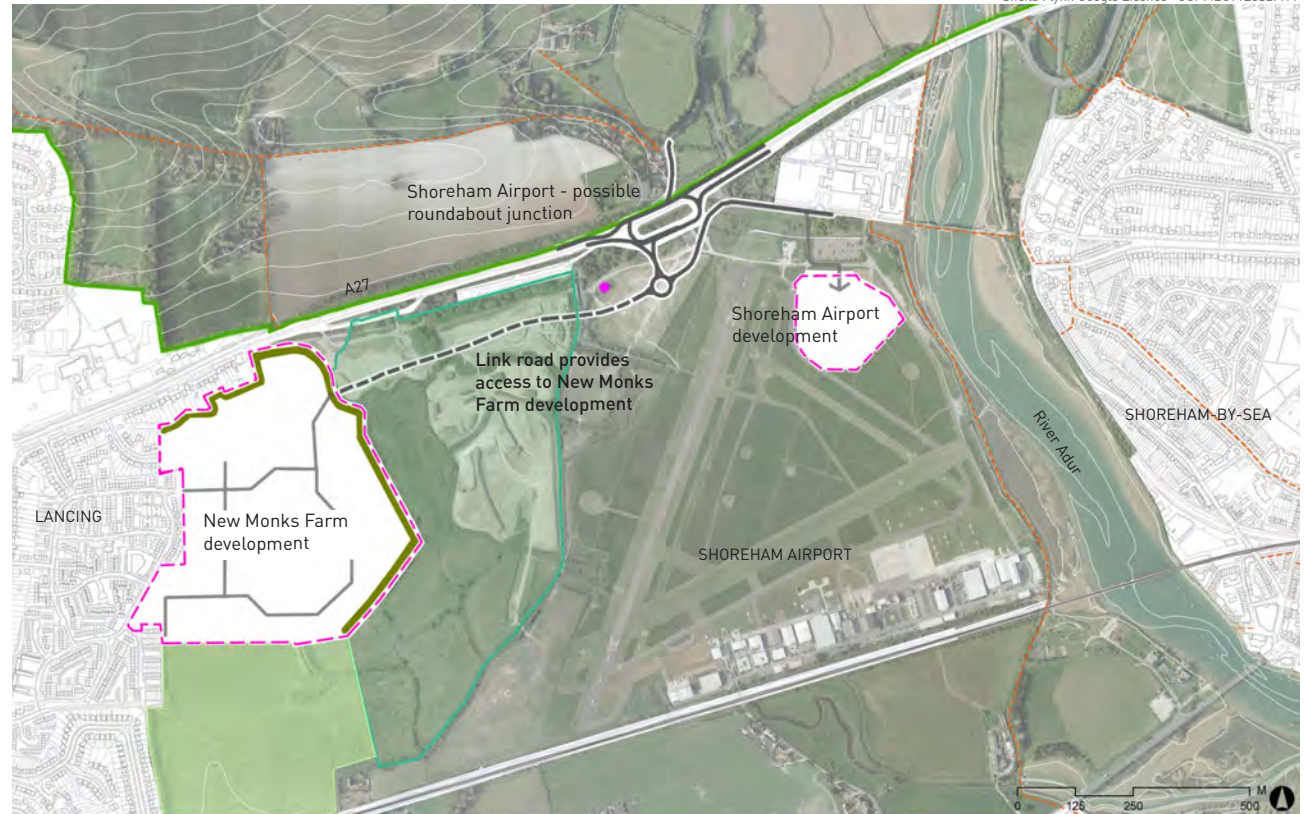


Figure 12b - Shoreham Airport roundabout junction (as presented in Revised Draft Adur Local Plan)



Figure 12a - Shoreham Airport development proposals, as submitted by the developer

- Possible roundabout junction
- Possible pedestrian bridge
- Indicative link road alignment
- Development site (as per Revised Draft Adur Local Plan, 2013)
- Proposed landscape buffer (New Monk's Farm site)
- Proposed Country Park and informal recreation
- Brighton & Hove Albion FC training ground
- Sussex Downs National Park boundary
- Public right of way
- Scheduled Monument (WW2 dome trainer)

spur leading south to a second smaller roundabout on the northern edge of the airfield. From this smaller roundabout, there would be access to Cecil Pashley Way and the proposed Shoreham Airport development, as well as to a link road leading to the New Monks Farm development.

To the north of the signalised roundabout, the Coombes Road junction would be realigned to maintain vehicle movements in all directions to and from Coombes Road. An at grade pedestrian crossing can be provided as an integrated part of this layout so there is no need for a pedestrian footbridge. It is assumed that the new signalised junction on the A27 would be illuminated by street lighting.

This description of the proposed highway layout at Shoreham Airport has been informed by a Technical Report prepared in support of the developer's layout¹¹ which is similar to the schematic layout put forward in the Revised Draft Adur Local Plan 2013.

The landscape and visual assessment of the proposal for the Shoreham Airport roundabout junction also takes account of the link road to the New Monks Farm development; it does not include an assessment of the associated proposed developments at Shoreham Airport and New Monks Farm, but provides comment on the screening potential of these built developments

(in relation to views of the proposed road infrastructure).

4.1.2 Development proposals submitted by the developer/landowner for Shoreham Airport

Figure 12a shows the development proposals submitted by the landowner/developer for the Shoreham Airport site. The principal differences between this (developer-led) proposal and the version presented in the Revised Draft Adur Local Plan are:

- commercial development in the north-west part of Shoreham Airport, in the vicinity of the Scheduled Monument (WW2 dome trainer), accessed by a second roundabout which also provides upgraded access to the Withy Patch traveller's site and, via a link road, to the New Monks Farm development.
- a more extensive block of commercial development in the north-east part of Shoreham Airport.
- proposed shrub planting defining the outer margins of the site (car park and buildings).

¹¹ A27(T) Access Appraisal : Shoreham Airport, i-Transport, December 2012

4.2 Assessment of landscape effects for the highway access at Shoreham Airport

4.2.1 Landscape receptors

The assessment of predicted landscape effects involves considering how the proposal will affect the elements that make up the landscape, the aesthetic and perceptual aspects of the landscape and its distinctive character, including the key characteristics that contribute to this.

The components of the landscape that are potentially affected by the scheme (the 'landscape receptors') are:

- The impression of open, extensive greenspace in the Lancing-Shoreham Strategic Gap, which contributes to the sense of separation between Shoreham-by-Sea and Lancing and provides a striking landscape setting for the lower stretches of the River Adur as it winds towards the sea.
- The nationally important landscape of the South Downs National Park, particularly the publicly accessible landscape of the Mill Hill Nature Reserve, from which there are long gateway views to the River Adur valley and the Lancing-Shoreham strategic gap.
- The distinctive character of the Shoreham Airport LCA. In particular, the extensive uniform landscape character of the airfield, which contrasts with the sweeping natural

curve and textured pattern of the River Adur and the relatively well treed, northern boundary of the airfield.

- The sensitive landscape of the River Adur which contributes to the distinctive and striking landscape setting of the town of Shoreham-by-Sea. The high quality riverside landscape is experienced from the well used public footpath (west bank) and riverside walk (east bank) along and beside the River Adur flood embankments, which connect the urban areas with the South Downs National Park along the Downs Link.
- The belts of woodland, trees and scrub along the northern fringes of the airfield, which form a backdrop to views across the airfield from the south and east. These trees screen views to the A27 and reinforce the character of the South Downs landscape by giving visual emphasis to the contour line and break of slope at the foot of the Downs.
- The historic character of Shoreham Airport, which is Britain's oldest licensed airport and was used as a military airfield in both the First and Second World Wars. The key designated features - the World War II dome trainer (a Scheduled Monument), the 1930s Art Deco Terminal building (a Grade II* listed building) and the Municipal Hangar (a Grade II listed building) are important landscape receptors - the buildings themselves and their historic landscape settings.
- The transitional industrial character of LCA

2 - Saltworks, which has been used for the tipping of recycled aggregates.

- 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.

Overall the landscape character context for the roundabout junction proposal, LCA 3 - Shoreham Airport, is considered to have a 'high' level of landscape sensitivity, while that for the link road to the New Monks Farm development is considered to have 'medium' overall landscape sensitivity (see Figure 7).

4.2.2 Predicted landscape effects

Figure 13 shows that the perceived extent of the Lancing-Shoreham Strategic Gap would be interrupted by the construction of a relatively large piece of road infrastructure in the centre of the gap.

A new signalised roundabout at the Sussex Pad junction would be sited on an area of naturalised tree and scrub cover on the northern fringes of the airport. These trees and scrubby vegetation are important components of the local landscape because they help to structure and enclose views along the A27 corridor, reinforcing the sense of a rural 'green' gap between Shoreham-by-Sea and Lancing and screening views to buildings and activity at Shoreham Airport and the Shoreham Technical Centre.

The proposed roundabout junction is sited in an area where the existing tree cover is reduced compared to the relatively dense tree belts which enclose other parts of the A27 corridor through the Lancing Strategic Gap. Nevertheless, removal of the existing light tree cover and scrubby vegetation would open up views across the airport. These airport views would be influenced by the new road and roundabout junction immediately to the south of the A27 signalised junction so road infrastructure and traffic would become a more dominant component of the landscape on the northern fringes of the airport. The loss of tree and scrub cover at this point would also reduce the distinctive character of the South Downs landscape because it would interrupt the strong

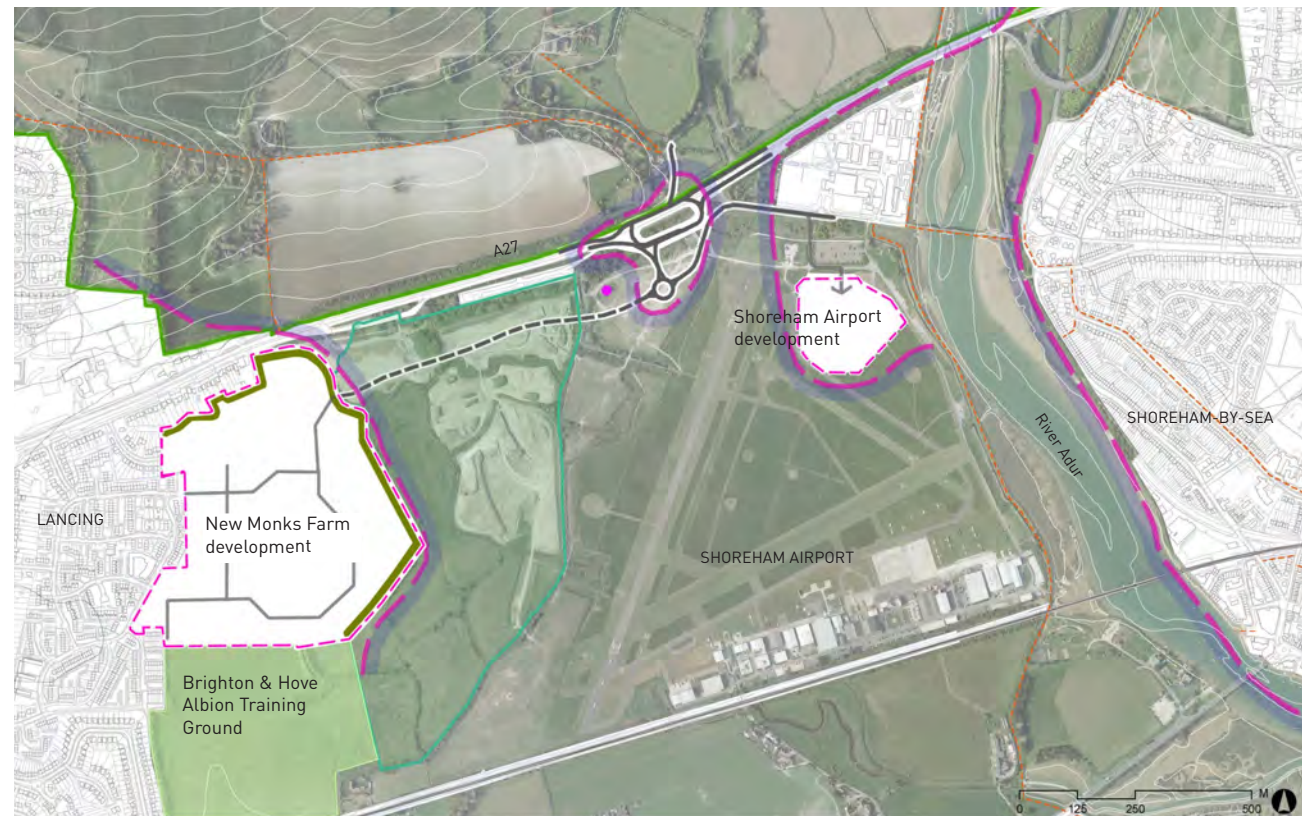
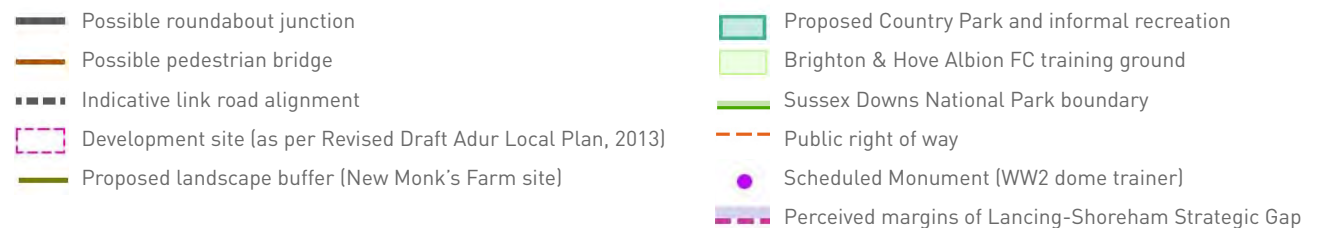


Figure 13 - Shoreham Airport roundabout junction - predicted landscape effects



line of trees which reinforces the break of slope at the foot of the Downs and emphasises the height and scale of the chalk slopes. New tree planting along the southern edge of the proposed roundabout would help to reduce the impact of the removal of the trees, but there is a risk that this large scale road infrastructure would dominate local landscape character.

The simple, uniform character of the airfield and River Adur landscape in the Shoreham Airport LCA would be compromised by the introduction of the new road infrastructure, although this change should be set against the relatively busy existing character of the airport landscape, where there is a fairly constant flow of traffic, movement and associated noise.

There is a risk that the link road to the New Monks Farm development could detract from the landscape setting of the historic WW2 dome trainer, a Scheduled Monument of national importance, because the new road (as currently proposed) runs between the dome trainer and the airfield.

The distinctive rough and natural character of the Saltworks LCA would be compromised by the addition of the new road infrastructure, but the area to the north of the LCA is less 'wild' than the landscape to the south and so is less sensitive to change.



From the east bank of the River Adur, looking west across the airfield to the South Downs

4.2.3 Comment on predicted landscape effects for the development proposals submitted by the developer

The additional landscape effects arising from the development proposals submitted by the landowner/developer (Figure 12a) are likely to be:

- The additional blocks of commercial development and road infrastructure in the north west part of the airfield would have a strong urbanising influence in the centre of the Lancing-Shoreham Strategic Gap.

This development would intrude on the undeveloped, 'green' character of the gap, conflicting with this longstanding planning policy.

- The new commercial development and associated car parking would have a negative influence on the historic landscape setting of the Scheduled Monument, which would be surrounded by a car park; views across the airfield from the WW2 dome trainer would be interrupted by a new commercial building.

4.3 Visual baseline and assessment of visual effects for the highway access at Shoreham Airport

Section 4.3.1 predicts the visibility of the proposed roundabout junction and link road and identifies representative viewpoints which can be used to describe the way views to the development might be experienced. The views from these selected viewpoints are described in Section 4.3.2, along with notes on the predicted visual impact of the development proposals on these views. Finally, Section 4.4 sets out the scope for mitigation of the predicted landscape and visual effects.

4.3.1 Visibility of the proposed development

The baseline study for assessing visual effects establishes the area in which the proposed development may be visible, the different groups of people who may experience views of the development and the nature of the views at these points.

Figure 14 illustrates the predicted broad zone of visual influence for the Shoreham Airport roundabout junction, taking account of the proposed roundabout junction at Sussex Pad, the link road to the New Monks Farm development and the extent to which these infrastructure elements might be screened by either of the proposed built developments.

Only publicly accessible viewpoints are used (ie

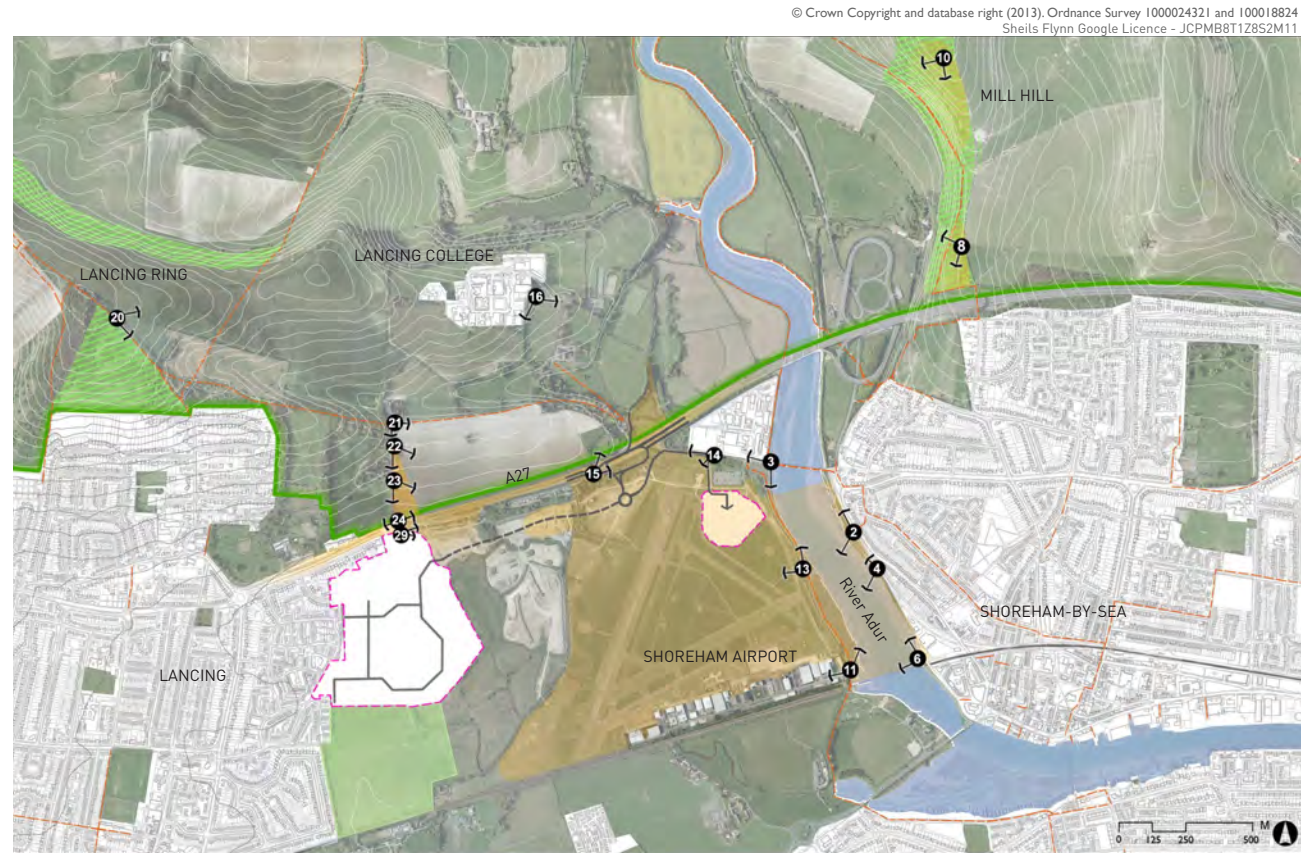


Figure 14 - Shoreham Airport roundabout junction - broad zone of visual influence



views from roads, open access land, country parks, passenger trains and/or public rights of way.

The zone of visual influence extends along the A27 between the road bridge over the River Adur to the east and the layby to the west. The new road junctions (and gap in the trees which will occur as a result of their construction) could be visible from parts of Coombes Road to the north of the Sussex Pad and from the entire airfield zone, extending to the railway line to the south and the west bank of the River Adur to the east.

The proposed commercial development in the north-east part of the airport will consist of large buildings and carparks. It is assumed that the buildings would be relatively large in scale and well spaced and that they would be permeable to some views from the River Adur footpath to the south and east. At this preliminary stage in the design process, the predicted broad zone of visual influence is shown for the worse case scenario - all areas from which it could be possible to see a tall container lorry travelling across the new roundabout junctions and along the link road on the north side of the airfield.

Note that views from the east bank of the River Adur (Viewpoints 14, 15 and 16) show the extent of existing views. The predicted broad zone of visual influence may change in this area following implementation of the Environment Agency's Shoreham Tidal Walls Scheme, which will raise the existing embankments along the River Adur. The raised embankments resulting from this

scheme 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, if footpaths are provided along the crest of the new embankments.

4.3.2 Viewpoints and predicted visual effects

The viewpoints on Figure 14 have been identified through a combination of fieldwork and desk-top study. They have been selected because they represent potential publicly accessible viewpoints from which the proposed roundabout junction and link road could be expected to be visible. Some additional viewpoints have been included to demonstrate that the proposed road infrastructure could not be seen from some sensitive viewpoints within the South Downs National Park.

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

4.3.3 Comment on predicted visual effects for the development proposals submitted by the developer/landowner

The scheme presented by the developer (Figure 12a) could be expected to result in additional visual effects for the following viewpoints:

- Viewpoints 10-18 - The additional blocks

of commercial development and road infrastructure in the north west part of the airfield would be visible in the long cross airfield views from the River Adur embankment footpath (Viewpoints 12, 13, 14, 15 and 16) and potentially also in the panoramic views from Mill Hill (Viewpoints 17 and 18) and would have an urbanising influence on the undeveloped, 'green' character of the Lancing-Shoreham Strategic Gap.



View eastwards and slightly to the south from the track alongside the car park at Lancing Ring, an area of open access land on the slopes of the Downs to the north of North Lancing. The central part of Shoreham Airport is visible in the centre of the view, but the A27 and vegetation along the road is screened by the landform of the Downs and by the existing vegetation on the slope.

The potential new roundabout on the A27 would not be visible in this view.

Visual receptors at Lancing Ring have high visual sensitivity as this is accessible open access land within the South Downs National Park.

Viewpoint 1 Data

Grid Reference: E 688393.29 N 5636114.71
Elevation: 105m AOD

Conditions

Weather: Sunny day

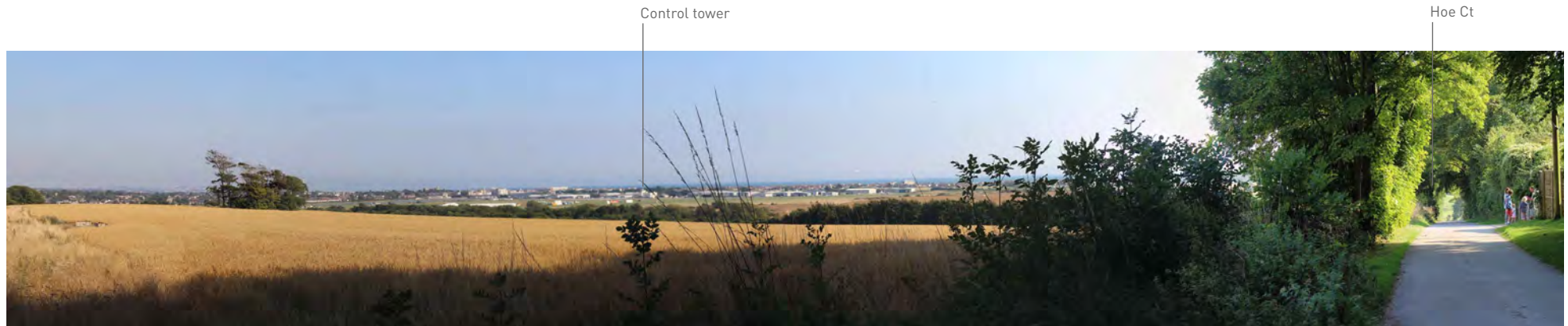
Photograph

Horizontal View Angle: 63 degrees
Direction: 105 degrees SE
Number of Frames: 7
Date: 29.08.13
Time: 4.11 PM

Keyplan



Figure 15.a - Viewpoint 1



View south east from the T-junction of Hoe Court. The central part of Shoreham Airport and part of the Saltworks LCA is visible in the centre of the view, but the A27 and vegetation along the road is screened by the landform of the Downs and by the existing vegetation on the slope.

The potential new roundabout on the A27 would not be visible in this view.

Visual receptors at Hoe Court have high visual sensitivity as this quiet lane is also a public right of way within the South Downs National Park.

Viewpoint 2 Data

Grid Reference: E 689419.27 N 5635735.44
Elevation: 28m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 94 degrees
Direction: 99 degrees SE
Number of Frames: 10
Date: 29.08.13
Time: 4.40 PM

Keyplan

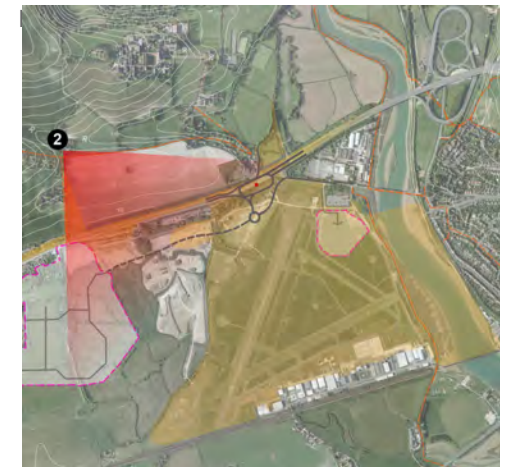
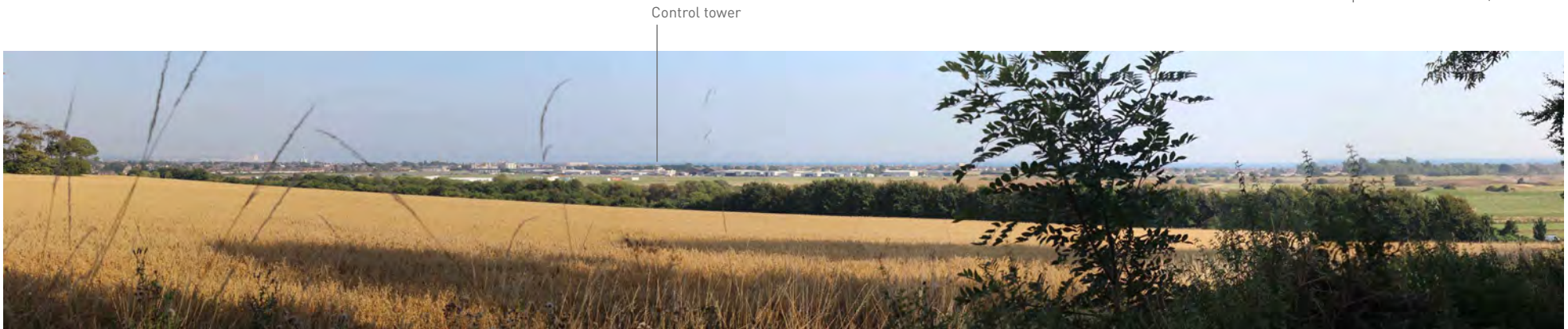


Figure 15.b - Viewpoint 2

Indicative Link Road Alignment



View south east from part way up the steep lane of Hoe Court. The central part of Shoreham Airport is visible in the centre of the view and part of the Saltworks LCA is clearly visible to the right of the photograph, but the A27 and vegetation along the road is screened by the landform of the Downs and by the existing vegetation on the slope.

The potential new roundabout on the A27 would not be visible in this view, but part of the link road to the New Monks Farm development would be visible straight ahead(due south) , at the end of Hoe Court

Visual receptors at Hoe Court have high visual sensitivity as this quiet lane is also a public right of way within the South Downs National Park.

Viewpoint 3 Data

Grid Reference: E 689386.70 N 5635625.94
 Elevation: 25m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 91 degrees
 Direction: 93 degrees SE
 Number of Frames: 9
 Date: 29.08.13
 Time: 4.47 PM

Keyplan

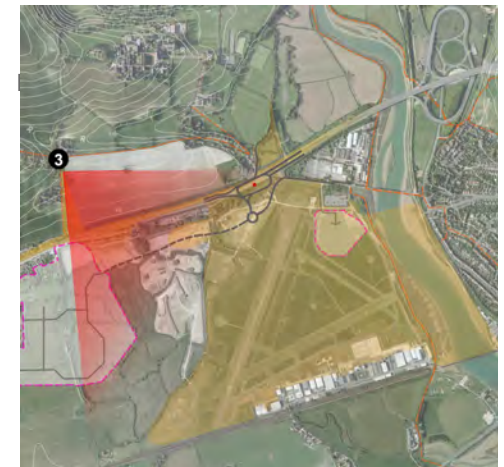


Figure 15.c - Viewpoint 3

Indicative Link Road Alignment



View south east from the lower part of Hoe Court, which extends into the Saltworks LCA. However, the A27 and vegetation along the road is screened by the landform of the Downs and by the existing vegetation on the slope.

The potential new roundabout on the A27 would not be visible in this view, but part of the link road to the New Monks Farm development would be visible straight ahead(due south), at the end of Hoe Court.

Visual receptors at Hoe Court have high visual sensitivity as this quiet lane is also a public right of way within the South Downs National Park.

Viewpoint 4 Data

Grid Reference: E 689434.84 N 5635532.72
 Elevation: 15m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 100 degrees
 Direction: 85 degrees NE
 Number of Frames: 8
 Date: 29.08.13
 Time: 4.52 PM

Keyplan

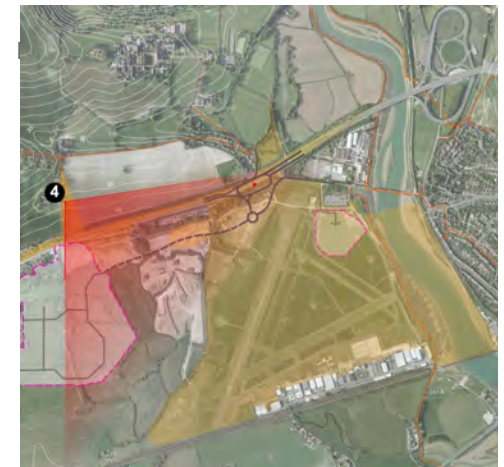


Figure 15.d- Viewpoint 4



View south from the junction between the A27 and Hoe Court, looking east along the A27 and south directly into the Saltworks LCA.

The potential new Shoreham Airport roundabout on the A27 would be visible along the A27 to the east of this view and it is possible that there could also be a glow from lighting at the junction after dark, depending on the design of the lighting proposals. An extensive section of the link road to the New Monks Farm development would be visible straight ahead (due south) within the Saltworks LCA

Visual receptors at Hoe Court have medium visual sensitivity as Hoe Court is a public right of way (as well as a road) within the South Downs National Park.

Viewpoint 5.a Data

Grid Reference: E 689460.78 N 5635379.83
 Elevation: 5m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 173 degrees
 Direction: 76 degrees NE
 Number of Frames: 10
 Date: 29.08.13
 Time: 5.00 PM

Keyplan



Figure 15.e - Viewpoint 5.a



An extension of Viewpoint 24a. View south from the junction between the A27 and Hoe Court, looking directly into the Saltworks LCA. Part of the link road to the New Monks Farm development would be visible straight ahead (due south) within the Saltworks LCA.

Visual receptors at Hoe Court have medium visual sensitivity as Hoe Court is a public right of way (as well as a road) within the South Downs National Park.

Viewpoint 5.b Data

Grid Reference: E 689460.78 N 5635379.83
Elevation: 5m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 173 degrees
Direction: 76 degrees NE
Number of Frames: 7
Date: 29.08.13
Time: 5.00 PM

Keyplan



Figure 15.f - Viewpoint 5.b

Indicative Link Road Alignment

Possible roundabout junction



View south east from the A27 at the gateway to North Lancing. The view is eastwards along the A27 and south east into the Saltworks LCA.

The potential new Shoreham Airport roundabout on the A27 would be visible along the A27 to the east of this view and it is possible that there could also be a glow from lighting at the junction after dark, depending on the design of the lighting proposals. Part of the link road to the New Monks Farm development may also be visible in the centre of the view, just to the left of the existing garage, although it is possible that this part of the view is partially screened by the proposed roadside facilities (part of the New Monks Farm development proposals)

Visual receptors have medium low sensitivity as this is a roadside view. There are pavements for pedestrians (who could be walking along the pavement to join the public footpath at Hoe Court) but the viewers are likely to be predominantly motorists with low visual sensitivity.

Viewpoint 7 Data

Grid Reference: E 689337.43 N 5635328.73
 Elevation: 5m AOD

Conditions

Weather: Sunny day

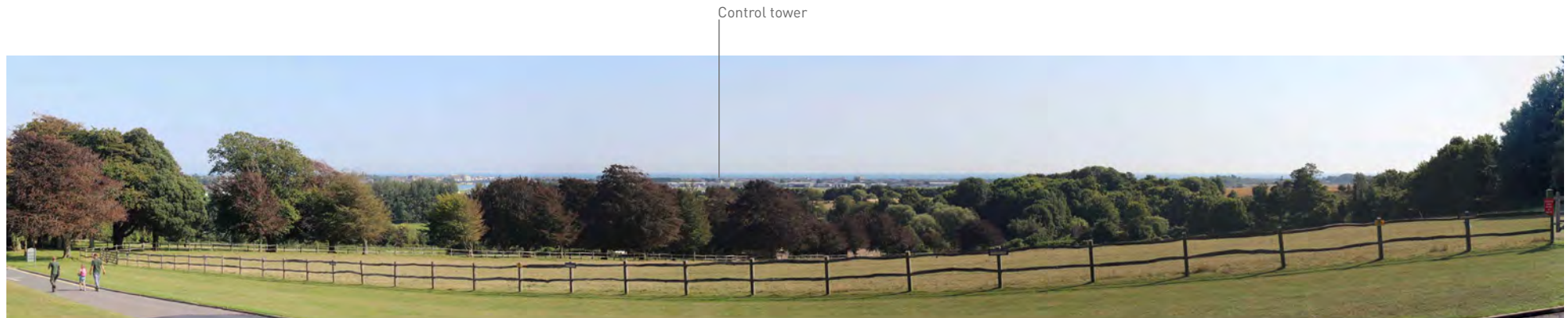
Photograph

Horizontal View Angle: 80 degrees
 Direction: 75 degrees NE
 Number of Frames: 7
 Date: 29.08.13
 Time: 5.04 PM

Keyplan



Figure 15.g - Viewpoint 7



View south from the open grassed area outside Lancing College Chapel on the slopes of the South Downs to the north of the A27 – part of the landscape setting to a historic (grade 1 listed) building. The majority of Shoreham Airport is not visible as it is screened by a combination of trees (in the grounds of Lancing College) and the slopes of the South Downs.

The photograph shows that the potential new roundabout on the A27 would not be visible in this view.

Visual receptors at Lancing College Chapel have high visual sensitivity as this is a heritage visitor destination within the South Downs National Park

Viewpoint 8 Data

Grid Reference: E 689929.22 N5636197.69
Elevation: 30m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 111 degrees
Direction: 149 degrees SE
Number of Frames: 8
Date: 29.08.13
Time: 3.36 PM

Keyplan



Figure 15.h - Viewpoint 8



View eastwards along the A27 to the west of the Sussex Pad junction. The slopes of Mill Hill form the backdrop to the view, which is of a busy roadscape.

The potential new roundabout on the A27 would be dominant, with new lighting, signage and more extensive road carriageways in the centre of the view. It is possible that there could also be a glow from lighting at the junction after dark, depending on the design of the lighting proposals

Visual receptors have low visual sensitivity as they are travelling within moving vehicles.

Viewpoint 9 Data

Grid Reference: E 690151.78 N 5635562.31
Elevation: 5m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 16 degrees
Direction: 70 degrees NE
Number of Frames: 3
Date: 29.08.13
Time: 1.52 PM

Keyplan



Figure 15.i - Viewpoint 9



View from Old Shoreham Road looking west towards the existing junction with the A27 at Sussex Pad. The white gables of the Sussex Pad Hotel are clearly visible on the other side of the junction.

Views to the potential roundabout and link road are likely to be partially screened by existing vegetation, but there is a chance that there may be glimpsed views some larger vehicles moving around the roundabout to the south of the A27 and along the link road, as well as lighting after dark. Traffic accessing the new Shoreham Airport development will use the Old Shoreham Road and Almond Avenue so the junction in the foreground of this view would become busier, with additional signage.

Visual receptors have relatively high visual sensitivity as the Old Shoreham Road is used by walkers and cyclists who access the footpaths onto the Downs and Lancing Ring from Sussex Pad, often making the connection from the Downs Link.

Viewpoint 10 Data

Grid Reference: E 690397.81 N 5635477.98
 Elevation: 5m AOD

Conditions

Weather: Sunny day

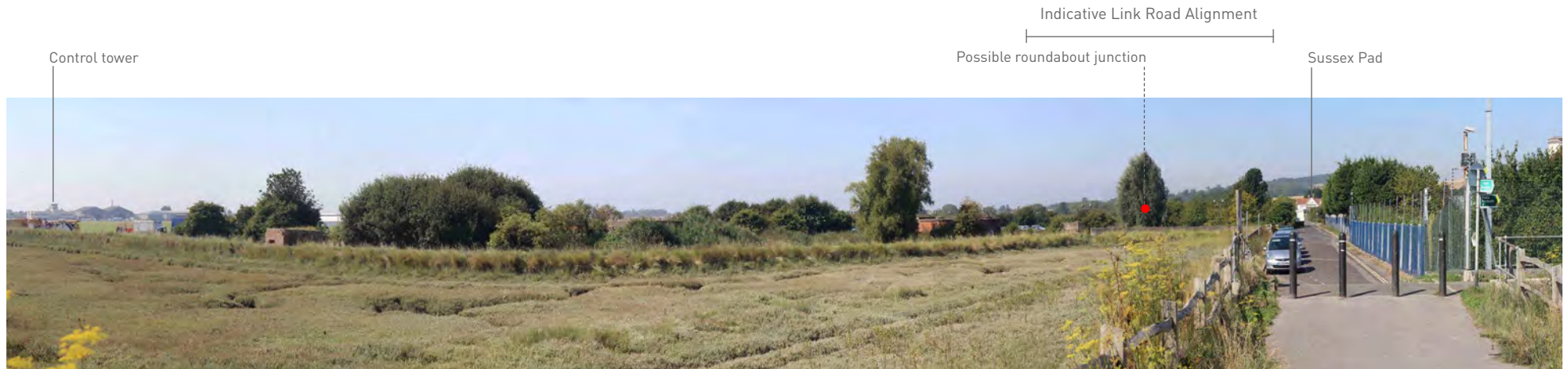
Photograph

Horizontal View Angle: 51 degrees
 Direction: 267 degrees SW
 Number of Frames: 8
 Date: 29.08.13
 Time: 1.43 PM

Keyplan



Figure 15.k - Viewpoint 10



View from the Shoreham Tollbridge, looking west along Old Shoreham Road towards the existing junction with the A27 at Sussex Pad. The white gables of the Sussex Pad Hotel are clearly visible on the other side of the junction.

Existing vegetation to the south of Old Shoreham Road would screen views to the potential roundabout and link road so there is unlikely to be a change in the view as a result of the new road infrastructure development.

Visual receptors have high visual sensitivity as they are pedestrians on a popular and highly accessible pedestrian/cycle bridge over the River Adur which is also a Grade II* listed structure.

Viewpoint 11 Data

Grid Reference: E 690807.87 N 5635618.98
 Elevation: 2.33m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 101 degrees
 Direction: 271 degrees W
 Number of Frames: 11
 Date: 29.08.13
 Time: 10.55 AM

Keyplan



Figure 15.l - Viewpoint 11



View from the footpath along the crest of the embankment on the west bank of the River Adur, looking north-west across part of Shoreham Airfield to the South Downs. Lancing Chapel is a prominent landmark on the slopes of the South Downs and the white gables of the Sussex Pad Hotel are visible. Vehicles travelling along the A27 are visible through gaps in the vegetation along the south side of the road.

Vehicles travelling around the potential roundabout junction and along the link road could be visible from this viewpoint, as well as lighting after dark, increasing the visibility of road infrastructure. However, such vehicle movements would be seen within the context of the airport and the associated movement of airplanes and vehicles.

Visual receptors have high visual sensitivity as they are pedestrians on a riverside public footpath which connects the urban area of Shoreham-By-Sea with the South Downs National Park via the Downs Link.

Viewpoint 12 Data

Grid Reference: E 691032.96 N 5635091.22
Elevation: 2.33m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 83 degrees
Direction: 302 degrees NW
Number of Frames: 10
Date: 29.08.13
Time: 1.28 PM

Keyplan



Figure 15.m - Viewpoint 12



View from the footpath along the crest of the embankment on the west bank of the River Adur, looking north-west across part of Shoreham Airfield to the South Downs. Lancing Chapel is a prominent landmark on the slopes of the South Downs and the white gables of the Sussex Pad Hotel are visible. There are existing glimpsed views of vehicles travelling along the A27 through gaps in the vegetation along the south side of the road.

Vehicles travelling around the potential roundabout junction and along the link road could be visible from this viewpoint, as well as lighting after dark, increasing the visibility of road infrastructure. However, such vehicle movements would be seen within the context of the airport and the associated movement of airplanes and vehicles.

Visual receptors have high visual sensitivity as they are pedestrians on a riverside public footpath which connects the urban area of Shoreham-By-Sea with the South Downs National Park via the Downs Link.

Viewpoint 13 Data

Grid Reference: E 691319.05 N 5634874.25
Elevation: 2.33m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 130 degrees
Direction: 313 degrees NW
Number of Frames: 9
Date: 29.08.13
Time: 1.14 PM

Keyplan



Figure 15.n - Viewpoint 13



A very distant view from the riverside path along the east bank of the River Adur. The white gables of the Sussex Pad Hotel are visible against the backdrop of the South Downs and there are existing glimpsed views of vehicles travelling along the A27 through gaps in the vegetation along the south side of the road.

Vehicles travelling around the potential roundabout junction and along the link road could be visible from this viewpoint, as well as lighting after dark, increasing the visibility of road infrastructure. However, such vehicle movements would be seen within the context of the airport and the associated movement of airplanes and vehicles.

Visual receptors have high visual sensitivity as they are pedestrians on a popular and highly accessible riverside path.

Viewpoint 14 Data

Grid Reference: E 691414.45 N 5634898.85
Elevation: 2.33m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 92 degrees
Direction: 305 degrees NW
Number of Frames: 10
Date: 29.08.13
Time: 11.24 AM

Keyplan



Figure 15.o - Viewpoint 14



A distant view from the riverside path which follows the alignment of a disused railway line along the east bank of the River Adur. The white gables of the Sussex Pad Hotel are visible against the backdrop of the South Downs and there are existing glimpsed views of vehicles travelling along the A27 through gaps in the vegetation along the south side of the road.

Vehicles travelling around the potential roundabout junction and along the link road could be visible from this viewpoint, as well as lighting after dark, increasing the visibility of road infrastructure. However, such vehicle movements would be seen within the context of the airport and the associated movement of airplanes and vehicles.

Visual receptors have high visual sensitivity as they are pedestrians on a popular and highly accessible riverside path.

Viewpoint 15 Data

Grid Reference: E 691218.70 N 5635233.51
 Elevation: 2.33m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 103 degrees
 Direction: 293 degrees NW
 Number of Frames: 10
 Date: 29.08.13
 Time: 11.10 AM

Keyplan



Figure 15.p - Viewpoint 15



A distant view from the footpath along the east bank of the River Adur, looking north-west across Shoreham Airfield. The white gables of the Sussex Pad Hotel are clearly visible against the backdrop of the South Downs and there are existing glimpsed views of vehicles travelling along the A27 through gaps in the vegetation along the south side of the road.

Vehicles travelling around the potential roundabout junction and along the link road could be visible from this viewpoint, as well as lighting after dark, increasing the visibility of road infrastructure. However, such vehicle movements would be seen within the context of the airport and the associated movement of airplanes and vehicles.

Visual receptors have high visual sensitivity as they are pedestrians on a popular and highly accessible riverside path at a point where the former railway line path meets a public right of way connecting streets within Shoreham-by-Sea to the east bank of the River Adur.

Viewpoint 16 Data

Grid Reference: E 691132.87 N 5635365.22
 Elevation: 2.33m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 125 degrees
 Direction: 287 degrees NW
 Number of Frames: 12
 Date: 29.08.13
 Time: 10.39 AM

Keyplan



Figure 15.q - Viewpoint 16



A very distant view from the car park on the road leading up to Mill Hill. From this viewpoint, there are long oblique aerial views south-west across the Lancing-Shoreham Strategic Gap. The white gables of the Sussex Pad Hotel are visible amidst the trees on the north side of the A27 and the dome of the Scheduled Monument is also clearly visible on the north-west side of Shoreham Airfield.

Construction of the Shoreham Airport roundabout junction would create a larger gap in the existing vegetation near to the Sussex Pad, but it is likely that this proposed road infrastructure would be partially screened by the existing trees on both sides of the A27 to the east of the Sussex Pad Hotel. However, the lighting associated with the proposed roundabout could be visible after dark, reducing the perceived rural character of the Lancing-Shoreham Strategic Gap.

Visual receptors have high visual sensitivity as they are pedestrians at a popular and highly accessible viewpoint within the South Downs National Park.

Viewpoint 17 Data

Grid Reference: E 691555.50 N 5639382.83
Elevation: 50m AOD

Conditions

Weather: Sunny day

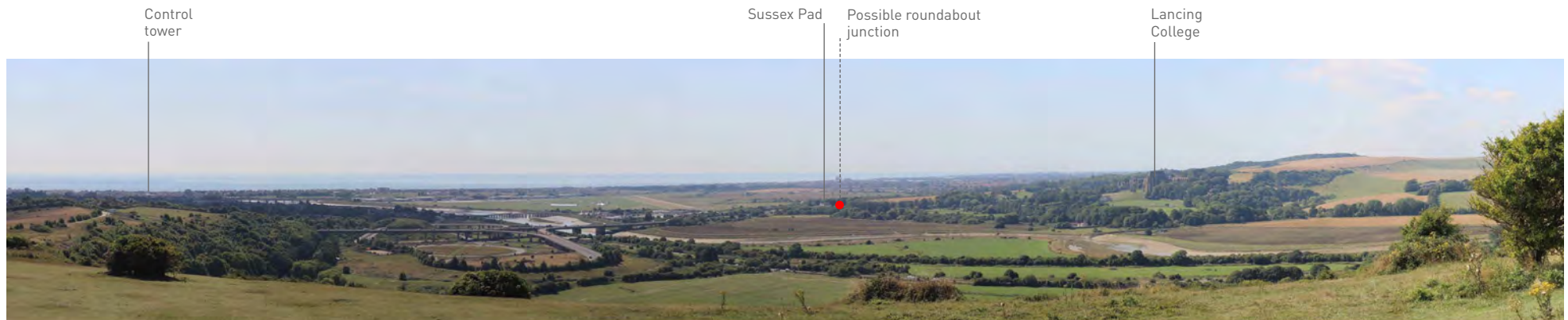
Photograph

Horizontal View Angle: 88 degrees
Direction: 237 degrees SW
Number of Frames: 10
Date: 29.08.13
Time: 11:51 AM

Keyplan



Figure 15.r - Viewpoint 17



A very distant view from the car park at the Mill Hill Nature Reserve. From this viewpoint, there are long oblique aerial views south-west across the Lancing-Shoreham Strategic Gap. The white gables of the Sussex Pad Hotel are visible amidst the trees on the north side of the A27.

Construction of the Shoreham Airport roundabout junction would create a larger gap in the existing vegetation near to the Sussex Pad, but it is likely that this proposed road infrastructure would be screened by the remaining existing trees along and close to the A27. However, the lighting associated with the proposed roundabout could be visible after dark, reducing the perceived rural character of the Lancing-Shoreham Strategic Gap.

Visual receptors have high visual sensitivity as they are pedestrians at a popular and highly accessible viewpoint within the South Downs National Park.

Viewpoint 18 Data

Grid Reference: E 691428.64 N 5637100.83
Elevation: 85m AOD

Conditions

Weather: Sunny day

Photograph

Horizontal View Angle: 84 degrees
Direction: 227 degrees SW
Number of Frames: 9
Date: 29.08.13
Time: 12.43 PM

Keyplan



4.4 Scope for mitigating predicted landscape and visual effects

The design of the roundabout junctions and link road are at an early, schematic stage so there is an opportunity to use this landscape and visual appraisal to influence the design process. Key points to note are:

- The existing mature belts of trees on the margins of the proposed new roundabout (ie immediately to the north of the A27 and along the northern boundary of the Shoreham Technology Centre) are critically important in screening the proposed roundabout in views from Mill Hill (Viewpoint 8) and Coombes Road. These tree belts should be protected throughout the construction phases of development.
- New tree planting within the centre of the large signalised roundabout and particularly to the south of the A27 roundabout, between the A27 and the proposed roundabout on the northern margins of the airfield, 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.
- Whilst a strong block of woodland planting to the south of the new roundabout would help to mitigate the landscape and visual impacts of this scheme, there is merit in retaining an open aspect to the south of the smaller southern roundabout, so that there are views from this roundabout across the open airfield. This strategy would serve to reinforce the existing contrast in landscape character between the relatively wooded edge of the Downs along the A27 and the open, uniform character of the airfield.
- Restrictions on the height and massing of built development and the selective use of boundary shrub planting, green screens, walls and roofs, as envisaged in the Shoreham Airport Development Masterplan¹², will help to reduce the landscape and visual impact of development in the north east corner of the airfield.
- The link road to the New Monks Farm development could be integrated within the existing landscape if it can be aligned to follow (as far as possible) the existing track along the northern edge of the airfield.
- By aligning the link road to skirt around the northern edge of the WW2 dome trainer, the landscape setting of this Scheduled Monument could be conserved and its historic relationship with the airfield retained.
- The design of the road lighting scheme at the roundabout junction could be influential; street lights should be selected to minimise upward glare.

¹² Supplementary Information: Shoreham Airport Proposed Development Masterplan, Albemarle (Shoreham) LLP, Issue V1.1 28 February 2013

5 Comparative summary of landscape and visual effects

5.1 Structure and scope of the comparative summary

Tables 1 and 2 on pages 69-70 summarise key points arising from the evidence and assessment set out in Sections 3 and 4. They focus on the critical differences between the predicted landscape and visual impacts of the two schemes and so do not include comment on the impacts associated with every component of the proposed road infrastructure works.

The sections that follow compare the two roundabout junction options in terms of their:

- predicted landscape effects; and
- predicted visual effects.

5.2 Comparative summary of predicted landscape effects

Table 1 sets out the a comparative summary of the key predicted landscape effects. It focuses on predicted landscape effects on the landscapes of the South Downs National Park and the Lancing-Shoreham Strategic Gap, and on the distinctive character of local landscapes. These three types of landscape effect proved to be the most critical differentiators in the assessment of predicted landscape effects of the alternative schemes.

The comparative analysis demonstrates that the

Shoreham Airport roundabout is predicted to have stronger landscape effects on the South Downs National Park and the Lancing Strategic Gap than the New Monks Farm roundabout option. The analysis of the potential impacts on the distinctive character of local landscapes is more evenly balanced, but the impacts could be expected to be more damaging in a highly sensitive local landscape (LCA3 - Shoreham Airport) than in a landscape considered to have 'medium' sensitivity (LCA2 - Saltworks), suggesting that the landscape impacts associated with the Shoreham Airport roundabout option would be more significant than those associated with the New Monks Farm roundabout option.

5.3 Comparative summary of predicted visual effects

Comparison of Figures 10 and 14 shows that the broad zone of visual influence for both roundabout junction options is very similar. This is because in each case the visibility assessment takes account of the roundabout and its associated link road. For instance, in the case of the proposed New Monks Farm roundabout, the link road to the Shoreham Airport development is in a broadly similar location to the site of the proposed Shoreham Airport roundabouts, so there is a possibility that traffic moving along this link road could be visible from viewpoints on the east bank of the River Adur and the railway to the south - viewpoints from which

the Shoreham Airport roundabouts could also be expected to be visible. Similarly, the link road to New Monks Farm from a Shoreham Airport roundabout could be visible from viewpoints along Hoe Court, the same viewpoints from which a New Monks Farm Roundabout could be expected to be visible.

It is important to note that the zone of visual influence records the possible extent of visibility and not the degree of visibility. This means that the zone of visual influence shows the entire area where it might be possible to catch a glimpse of the proposed road infrastructure, or indeed traffic moving along the proposed roads. Within this zone, there may be clear views to the proposed roundabout (normally when the viewer is relatively close) and more distance, glimpsed views.

Analysis of the degree to which the two roundabout options could be visible from the 18 selected viewpoints (see Table 2) suggests that the Shoreham Airport roundabouts and link road would be more visible from more high sensitivity viewpoints than the New Monks Farm roundabout and link road.

However, the magnitude and significance of such visual impacts would be determined by the design of the infrastructure, its relationship to the associated built development and the precise alignment of the associated link road.

New Monks Farm roundabout junction	Shoreham Airport roundabout junction
Potential impact on the landscape setting of the South Downs National Park	
<p>Construction of a new roundabout at New Monks Farm and a pedestrian footbridge to the east of the Sussex Pad Hotel would impinge on the rural character and quality of the setting to the chalk downland in this part of the South Downs National Park. The alignment of the band of trees which clothes the lower slopes of the chalk downland would be disrupted, but the effect would be to extend the existing urban influence of Lancing and the Shoreham Technical Centre; the perceived relationship between the chalk downland and coastal plain in the centre of the Lancing-Shoreham Strategic Gap would be retained intact.</p>	<p>The new road infrastructure would interrupt the strong line of trees which reinforces the break of slope at the foot of the South Downs and emphasises the height and scale of the chalk slopes. There is a risk that this proposal would have an urbanising influence on the landscape setting of the South Downs National Park at one of the few places along the southern margins of the chalklands where a strong perceived relationship between the core landscape components of chalk downland, coastal plain, river and coastline is retained.</p>
Potential impact on the scale, perceived 'rural' character & sense of separation between settlements associated with the Lancing-Shoreham Strategic Gap	
<p>The combination of the proposed New Monks Farm roundabout (to the west) and the associated proposed footbridge over the A27 (to the east) would encroach into the Lancing-Shoreham Strategic Gap. However, an uninterrupted block of greenspace would be retained, along with a reasonable sense of separation between the towns of Shoreham-by-Sea and Lancing.</p>	<p>Introduction of a large piece of road infrastructure within the centre of the Lancing Strategic Gap would reduce the extent of the greenspace and the sense of separation between the towns of Shoreham-by-Sea and Lancing. This intervention would disrupt the perceived integrity of the gap, subdividing the greenspace into two smaller blocks, which would be less effective in providing a 'rural' landscape setting to and sense of separation between the two urban areas.</p>
Potential impact on the distinctive character of local landscapes	
<p>The New Monks Farm roundabout would be located within a landscape (LCA 2) that is considered to have 'medium' overall landscape sensitivity (see Figure 7), with the link road to the Shoreham Airport development within a landscape of 'high' overall landscape sensitivity (LCA 3 and see Figure 7). The proposed road infrastructure could be expected to result in a reduced sense of local identity at the urban gateway to Lancing along the A27 and some loss of the distinctive rough textured, natural character of the Saltworks LCA, although this has already been much compromised by industrial activity. Predicted impacts on the distinctive character of the high sensitivity landscape of LCA 3 would be relatively low.</p>	<p>The Shoreham Airport roundabouts would be located within a landscape (LCA 3) that is considered to have 'high' overall landscape sensitivity (see Figure 7), with the link road to the New Monks Farm development within a landscape of 'medium' overall landscape sensitivity. The simple, uniform character of the airfield and River Adur landscape in the Shoreham Airport LCA would be compromised by the introduction of a large roundabout on the A27 and a smaller roundabout to the south. However, this change should be set against the existing, relatively busy character of the airport landscape, where there is a fairly constant flow of traffic, movement and associated noise. Predicted impacts on the distinctive character of the medium sensitivity landscape of LCA 2 would be relatively low.</p>

Table 1 - Comparative summary of key predicted landscape effects

New Monks Farm roundabout junction	Shoreham Airport roundabout junction
High sensitivity viewpoints - publicly accessible destinations within the South Downs National Park (viewpoints 1, 8, 17 and 18)	
<p>Predicted impacts on these highly sensitive views are low. There may be some visual impact from lighting after dark in views from Mill Hill, but the new road infrastructure is likely to be screened by a combination of landform and existing tree cover.</p>	<p>Views to the proposed Shoreham Airport road infrastructure from Mill Hill would be partially screened by existing trees, although the scale of the A27 roundabout and its associated lighting would be perceived in views from Viewpoint 17 and the junction lighting could be visible from Viewpoint 18.</p>
Sensitive viewpoints - public rights of way and popular, accessible paths (viewpoints 2, 3, 4, 5, 11, 12, 13, 14, 15 and 16)	
<p>The most significant sensitive views to the New Monks Farm roundabout are from Hoe Court (viewpoints 2-5), a lane leading directly up the slope of the chalk downs (within the South Downs National Park) which is also a public footpath. Views from Hoe Court would be dominated by the proposed roundabout, which would change a rural view to one of a busy roundabout. However, the 'cone of vision' from viewpoints along Hoe Court is limited by existing trees along the north side of the A27.</p> <p>There is a possibility of glimpsed, distant views to moving traffic on the link road to Shoreham Airport from the footpaths along the River Adur (viewpoints 11-16).</p>	<p>The fact that the Sussex Pad Hotel is visible in views from the paths along the banks of the River Adur, suggests that the existing vegetation is sufficiently thin alongside this part of the A27 to allow clear views to the new roundabouts (which would be sited due south of the Sussex Pad Hotel). There would be views to lighting and traffic travelling around the potential roundabout junction and along the link road from these viewpoints, increasing the visibility of road infrastructure. However, such vehicle movements would be seen within the context of the airport and the associated movement of airplanes and vehicles.</p>
Medium sensitivity viewpoints - roads where pedestrians are likely to walk to connect with public rights of way (viewpoints 7 and 10)	
<p>Pedestrians walking along the A27 roadside pavement between North Lancing and Hoe Court would be in an environment dominated by the proposed New Monks Farm Roundabout (viewpoint 7).</p> <p>On the eastern side of the Lancing-Shoreham Strategic Gap, views along Old Shoreham Road (viewpoint 10) would be almost unchanged, although there is a possibility of glimpsed views to traffic moving along the link road to Shoreham Airport.</p>	<p>The proposed Shoreham Airport roundabout would not be visible from viewpoint 7, and views from Old Shoreham Road (viewpoint 10) are likely to be partially screened by existing vegetation, but there is a chance that there may be glimpsed views of some larger vehicles moving around the roundabout to the south of the A27 and along the link road, as well as lighting after dark. Old Shoreham Road and Almond Avenue would become busier, with additional signage.</p>
Low sensitivity viewpoints - roads from which the view will be experienced by motorists (viewpoints 6 and 9)	
<p>The potential new roundabout would become the new gateway to Lancing. The new pedestrian footbridge would be an eye-catching landmark in views along the A27 in the centre of the Lancing-Shoreham Strategic Gap. The bridge could be a positive or a negative feature, depending on its design.</p>	<p>The potential new roundabout on the A27, along with its associated new lighting, signage and junctions, would be a dominant influence within views along the A27 in the centre of the Lancing-Shoreham Strategic Gap.</p>

Table 2 - Comparative summary of key predicted visual effects

