

LANDSCAPE AND VISUAL APPRAISAL

Mudberry Farm, Bosham

February 2019

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1. INTRODUCTION

- 1.1.1 Bradley Murphy Design have been appointed to carry out a high-level landscape and visual appraisal (LVA) of the land at Mudberry Farm, Bosham, situated between the A27 to the north and West Coastway Railway line to the south (hereafter referred at as 'the Site').
- 1.1.2 An appraisal of the following has been undertaken to understand, define and record the context, character, setting and sensitivity of the Site (see **Appendix A: Planning Policies and Appendix B: Baseline Figures**) in order to consider its capacity and that of the surrounding landscape and visual resource to accommodate mixed use development:
- Planning policy and guidance of relevance to landscape and visual issues;
 - Relevant key characteristics from Published National & Local Landscape Character Areas; and
 - Likely views of potential development on the Site - from residential properties, heritage features, public rights of way, public open space and the road network (including from the South Downs National Park to the north and Chichester Harbour Area of Outstanding Natural Beauty (AONB) to the south).
- 1.1.3 Following the baseline study and on consideration of findings, a series of design recommendations have been identified for mitigating any potential impacts on the landscape, should the Site be allocated for development. These recommendations are outlined in Section 6 below and illustrated on **Figure 6 Landscape Opportunities Plan at Appendix B**.

2. POLICY AND GUIDANCE

Overview

- 2.1.1 This section provides a summary of the planning policy relevant to landscape and visual issues. A detailed review has been undertaken of all relevant policy and guidance at a national, regional and local level. Not all the policies are referred to or listed in full however, those of greatest relevance to the Site and the nature of the development of the site are included at **Appendix A** and illustrated on **Figure 2: Planning and Environmental Designations at Appendix B**.

National Context

- 2.1.2 The National Planning Policy Framework 2018 (NPPF) sets out the Government's planning policies for England and provides a framework within which the appropriate local council can produce local and neighbourhood plans - the NPPF is material consideration in making planning decisions.
- 2.1.3 The NPPF sets out three overarching objectives in achieving sustainable development, these are interdependent and need to be considered in mutually supportive ways. These objectives are economic, social and environmental - each of which should be delivered through the preparation and implementation of plans and application of the policies within the NPPF. The NPPF also notes the importance that planning policies and decisions should play both for providing an active role in guiding development towards sustainable solutions, alongside responding to local circumstances and reflecting the local character, needs and opportunities of each area. Those policies relevant to this LVA are:
- Chapter 8 – Open space and recreation;
 - Chapter 12 – Achieving well-designed places; and
 - Chapter 15 - Conserving and enhancing the natural environment.

Regional and Local Context

Current Local Plan of Chichester District

- 2.1.4 The Site is located within the Chichester District Council administrative area, which is covered by the Chichester Local Plan: Key Policies 2014 – 2029 (adopted in 2015). The local plan aims to provide the vision and framework for future development within Chichester District but outside the South Downs National Park.
- 2.1.5 The Local Plan sets out the broad policy framework and a long-term strategy to promote sustainable development, manage the quality and suitability of development, protect the environment and deliver infrastructure up until 2029. The policies that relate to landscape and visual terms as well the nature of the Site are listed below and summarised at **Appendix A**:
- Policy 40 – Sustainable Design and Construction;
 - Policy 43 – Chichester Harbour AONB;
 - Policy 45 – Development in the Countryside;

- Policy 47 – Heritage and Design;
- Policy 47 – Supporting Guidance;
- Policy 48 – Natural Environment;
- Policy 49 – Biodiversity;
- Policy 52 – Green Infrastructure.

South Downs Partnership Management Plan 2014 - 2019

2.1.6 The Site lies outside the South Downs National Park however, the following extracts of policies are of relevance to the wider landscape context of the Site:

- Policy 1: Conserve and enhance the natural beauty and special quality of the landscape and its setting, in ways that allow it to continue to evolve and become more resilient to the impacts of climate change and other pressure; and
- Policy 3: Protect and enhance tranquillity and dark skies.

Chichester Harbour Management Plan 2014-2019

2.1.7 The Chichester Harbour Management Plan 2019-24 is currently being prepared by the Chichester Harbour Conservancy (to be published in April 2019) and is set to replace the current Management Plan (2014-19). These documents set out the guiding principles, vision, objectives and actions for the management of the AONB. The relevant key concept is the protection and improvement of the special qualities of the AONB, in particular avoiding the intrusion of development on the landscape of the AONB.

3. LANDSCAPE CHARACTER

3.1.1 This section considers the potential influence that development of the Site would have on the character of the surrounding landscape. Published character assessments have been reviewed, in order to identify landscape characteristics and guidance of relevance to the Site and its potential development. The hierarchy of landscape character areas from national to local level are illustrated on **Figure 3: Landscape Character Areas** at **Appendix B**. Key characteristics of the Site are also assessed to identify key landscape features and consider their contribution to the character of the surrounding landscape.

National Level

3.1.2 Natural England has divided England into 159 distinct natural areas referred to as National Character Areas (NCAs). The boundaries follow natural lines in the landscape rather than administrative boundaries and each is defined by a unique combination of landscape, biodiversity, geodiversity, and cultural and economic activity.

3.1.3 The Site lies wholly within the **South Coast Plain** (NCA 126) as illustrated on **Figure 3: Landscape Character Areas** at **Appendix B**. Key Characteristics and distinctive features of this NCA which are typical of the Site and its context are:

- The plain slopes gently southwards towards the coast;
- In places, streams and rivers flow south from the higher land of the Downs to the sea;
- There are stretches of farmed land between developed areas, often with large arable fields defined by low hedges or ditches;
- Along the exposed, open coastal plain and shoreline, tree cover is limited to isolated wind-sculpted woodlands and shelterbelts; and
- The area has significant urban development... suburban villages and seaside downs linked by major road and rail systems.

3.1.4 The NCA is described as:

'The South Coast Plain NCA is narrow strip running along the Hampshire and Sussex coast...is broadly divided into the coastal margins... the expansive lower coastal plain... and the upper coast plain which forms the transition between the lower plain and the chalk dip slopes of the South Downs... The Downs form a strong backdrop to the whole plain...

The plain is crossed by rivers flowing south from the Downs to the sea. It is also cut by southward-facing chalk streams. To the north and east area, the upper coastal plain comprises flat, regular patterns of large fields with the gentle forms and patterns, blending into the openness of the lower dip slope of the South Downs with a small part of the South Down National Park falling within the NCA. Here the landscape is varied, incorporating both open arable farmland and low-density settlements, with a more wooded and semi-enclosed (somewhat suburban) character locally, particularly to the west of Chichester. Along the north of the area there is a network of small and medium sized broadleaved woodlands, including ancient and semi-natural, well linked by hedgerows and garden exotics providing an enclosed field

framework. Elsewhere tree cover varies. There are concentrations of glasshouses in some areas and increasing use of polytunnel. Chichester Harbour is an Area of Outstanding Natural Beauty.

Generally the impression is of an overwhelmingly urban landscape, dominated by the Portsmouth conurbation, the city of Chichester and suburban villages, including a few traditional flint hamlets and farm buildings and fragmented by trunk roads and infrastructure.'

3.1.5 It must be noted that in the vicinity of the Site, the backdrop provided by the South Downs is significantly impeded by built form (including the settlements of Nutbourne, Broadbridge and Fishbourne) and the extent of intervening vegetation north of the A259 (which forms the edge of the AONB), particularly the vegetated corridor of the A27. This significantly reduces the degree of 'openness' of the landscape / countryside in this part of the plain, contributing to the '*urban landscape... dominated by suburban villages... fragmented by trunk roads and infrastructure*' noted by the NCA.

3.1.6 The NCA profile outlines a series of 'Statements of Environmental Opportunities', those that are of relevance to the Site are listed below:

- 1) *SEO 2: Plan for the creation of a strong landscape framework within and around major settlements and identified growth areas, while managing and enhancing existing greenspace and access, and balancing the needs of... communities and the natural environment.*
 - *Developing a comprehensive framework of green infrastructure throughout the NCA and the creation / improvement of other green spaces that link into the heart of urban areas and contribute to urban greening;*
 - *Creating new areas of multifunctional greenspace within and surrounding identified growth areas;*
 - *Engaging early in the scoping of new developments to ensure that they maximise their contribution to sustainable development;*
 - *Seeking to maintain and enhance areas of open countryside in this heavily urbanised NCA, to preserve the distinct settlement pattern and ensure that local communities have access to greenspace for their wellbeing and enjoyment;*
 - *Encouraging a strategic approach to the planning of land use around Chichester, ensuring that natural processes continue to function and the comparatively wild and tranquil character is retained;*
 - *Ensuring that development and its associated infrastructure (including light, noise and air pollution) does not intrude on the special qualities of Chichester Harbour AONB and the South Downs National Park;*
 - *Ensuring that the landscape character within these areas and their setting is conserved, restored, reinforced or created as appropriate to reflect the ambitions of their respective management plans;*
 - *Promoting and enhancing the rights of way network throughout the area especially along the coast and linking to the South Downs, while developing new permissive access that links towns and settlements to quality greenspace and other areas of interest;*
- 2) *SEO 3: manage and significantly enhance the area's rivers and chalk streams and their wetland valley habitat for benefits of local communities and wildlife*
 - *Creating wild grassland buffer strips... alongside watercourses;*
 - *Working to improve and protect the area's chalk streams, for example by reviewing ecological designations and expanding areas of semi-natural habitat in chalk stream flood plains...;*

- 3.1.7 It must be noted that, in the vicinity of the Site, the influence of intensive agriculture and subsequent relative reduction in natural woodland blocks, tree groups, scrub and field boundaries – has significantly reduced the perception of any comparatively ‘wild character’. The influence of the transport corridors of the A259, A27 and the railway (particularly the latter two) also serves to significantly reduce the degree of tranquillity in this part of the landscape.
- 3.1.8 It must also be noted that the network of public rights of way (PRoW) in this part of the landscape / NCA is significantly impeded by the corridor of the A27 (with crossings currently limited to the overbridges of Newells Lane, Ratham Lane and Clay Lane). PRoW in these areas do not currently pass over the A27 to link to the access network of the South Downs beyond. Therefore, there is limited connectivity between the AONB cost and the South Downs in this part of the landscape.

Regional/County Level

West Sussex Landscape Character Assessment

- 3.1.9 West Sussex County Council carried out a Landscape Character Assessment in 2003 to provide an understanding of the landscape resource within the county. The assessment identified 42 unique character areas and provided guidelines for landscape management of each area. The Site lies entirely within the SC5 **Southbourne Coastal Plain**, key characteristics of which (within the vicinity of the Site) comprise:
- *Low lying flat open landscape;*
 - *Suburban settlement dominates the area;*
 - *Small towns, villages and road crossing hug the tops of inlets to Chichester harbour;*
 - *Degraded trees and hedgerow framework;*
 - *A low density of hedgerows and hedgerow trees with occasional shelterbelts;*
 - *Meandering rifes and drainage ditches;*
 - *Large-scale arable farming and market gardening;*
 - *Clusters of greenhouses;*
 - *Winterbourne chalk streams flow through this area;*
 - *Frequent urban fringe influences of horse paddocks, agricultural and light industry;*
 - *Busy minor and major roads which also serve as bypasses. Minor roads run mainly north-south between the A259 and A27; and*
 - *A few parts of this area retain elements of a smaller-scale, more varied landscape with quiet hamlets and traditional villages enclosed by small pastures.*

Overall Character

‘This character area extends from Hampshire in the west to Chichester in the east and runs along the northern boundary of the Chichester Harbour Area of Outstanding Natural Beauty. Much of this area lies below the high spring tide level and has been reclaimed from the sea. The relatively open character allows long views to the Harbour area and occasional views of the spire of Chichester Cathedral. Sporadic settlements hug the tops of the inlets of Chichester harbour and are mainly located along the coastal road, the A259, which crosses the area east-west. A

landscape which, despite lacking strong distinctive character, has strategic value and has great potential to improve the setting of the surrounding urban area. Intensive horticulture, glasshouse, horse paddocks, busy roads and bypasses are features of this landscape.”

- 3.1.10 The Site located within the eastern part of Southbourne Coastal Plain occupying mainly large-scale arable fields situated on relatively flat landform. A degraded network of trees and hedgerow affords some open views across the local landscape, notably from the east and west however, as noted for the South Coast Plain NCA above, open views across the Site and beyond in a north-south direction are significantly constrained by intervening vegetation and built form. This local sense of enclosure prevents long views of Chichester Harbour for most areas to the north of the A259 and precludes any views of Chichester Cathedral. The landscape in the area of the Site does lack “*strong distinctive character*”, as noted by the County Character Assessment.
- 3.1.11 In terms of landscape and visual sensitivities, the West Sussex Landscape Character Assessment concludes that these are influenced by:
- *Farm diversification and garden centres leading to introduction of signs and fencing;*
 - *Derelict glasshouses and agricultural holdings;*
 - *Changes in transport infrastructures;*
 - *Proximity to Chichester Harbour AONB;*
 - *Development at the top of waterways and inlets feeding in to Chichester Harbour;*
 - *Key views to Cathedral and Chichester Harbour; and*
 - *Managed retreat of the coastline may be particularly influential in the future, providing opportunities for creation of new coastal and inter-tide habitats and could result in a more naturally functioning landscape.*
- 3.1.12 In order to protect and conserve the local landscape, the county assessment also includes some Land Management Guidelines, these include the following:
- *Conserve the long views to Chichester Harbour and the spire of Chichester Cathedral;*
 - *Maintain and strengthen field boundaries such as hedgerows and shelterbelts;*
 - *Conserve and link existing hedgerows and trees;*
 - *Restore field boundaries through shelter belt planting, especially around horse paddocks;*
 - *Establish landscape management plans for urban edge;*
 - *Encourage conservation and community involvement in urban open spaces*

Landscape Character at Local Level

South Downs Integrated Landscape Character Assessment

- 3.1.13 The South Downs Integrated Landscape Character Assessment (SDILCA) was firstly published in 2005 and updated in 2011. It aims to help people understand the landscape and guide change and development so that it does not damage the characteristics or value of the landscape. The SDILCA defines 18 general landscape types as well as 49 more place-specific ‘character areas’. The landscape to the north of the Site is located within landscape type Q **Upper Coast Plain** and subsequently in the Q1 **South Downs Upper Coastal Plain**, key characteristics of which include:

- *The northern edge of the low lying, undulating, fertile strip of land between the dip slope of the South Downs and the sea;*
- *Drains, ponds and streams around Ashling, including the source of the Bosham Stream;*
- *Mixture of field sizes and shapes supporting a mixture of pasture and arable - vast fields;*
- *A strong network of hedgerows, hedgerow oaks and small woodlands create structure – woodlands form important visual and ecological links with the wooded downs to the north;*
- *Nucleated historic towns and villages e.g. Funtington and West Ashling, characteristic building materials include flint and brick.*

3.1.14 The SDILCA has also outlined a number of broad management objectives and landscape guidelines.

“the overall management objective should be to conserve the rural setting to villages and historic features of the landscape, and enhance the condition of the network of hedgerows, hedgerow oaks and small woodlands that link with the wooded downs to the north.”

Landscape Management Considerations

- *Conserve and manage wetland habitats and seek to extend unimproved meadow grassland;*
- *Manage the hedgerows, re-planting where necessary, to conserve an intact hedgerow network;*

Development Consideration

- *Promote the use of local building materials to retain sense of consistency through the character area;*
- *Monitor the effects of incremental change to buildings – develop design guidance to help resist suburban style garden boundaries, kerbs, and lighting that could erode the rural character of the area.*
- *Integrate built development on the edges of villages or farms into the landscape using native planting of broadleaved species and maintain the rural setting to settlements;*
- *Take account of views from the adjacent downs in associations with any changes in the coastal plain.*

Chichester District AONB Landscape Capacity Study (2009 & 2011)

3.1.15 A Landscape Capacity Assessment was produced by Hankinson Duckett Associates in 2009 with a further addendum in 2011. The purpose of the assessment was to consider the capacity of the landscape in the district to accommodate development, within and adjacent to the Sussex Downs (now designated as the South Downs National Park) and Chichester Harbour AONB. The approach to the landscape capacity assessment was based on a series of judgements on landscape sensitivity and landscape value and mapped on a landscape character basis.

3.1.16 The findings informed the preparation of the Local Development Framework, dividing the area into a number of Zones and Areas. The Site is located within the Zone 12 **Coastal Plain**, encompassing part of Area 89 **Mudberry Farm Coastal Plain** and part of Area 91 **Broadbridge – Fishbourne Coastal Plain**.

3.1.17 Zone 12 lies to the west of Chichester, on the upper and lower coastal plain, to the south of the South Downs. A corridor of transport links - including the A259, railway and the A27 - runs broadly east west through the zone, to the north of the Chichester Harbour.

3.1.18 The study concluded the following:

- Area 89 is of Substantial landscape sensitivity, with Moderate landscape value, resulting in a **Low** Landscape Capacity to accommodate development.
- Area 91 is of Substantial landscape sensitivity, with Slight landscape value, resulting in a **Low/Medium** Landscape Capacity to accommodate development.

3.1.19 It must be noted that the HDA assessment was carried out in 2009 and updated in 2011, which pre-dates the current guidance for Landscape & Visual Impact Assessment (Guidelines for Landscape & Visual Impact Assessment, Third Edition (GLVIA3), 2013 : published by the Landscape Institute and Institute of Environmental Management & Assessment). GLVIA3 recommends a revised methodology for assessing the sensitivity of a landscape or visual receptor, based on the following:

- Assessment of the **Value** of a receptor;
- Assessment of the **Susceptibility** of a receptor to the nature of change proposed; and
- Combining the Value & Susceptibility to determine the **Sensitivity** of a receptor.

3.1.20 BMD have carried out an assessment of the likely sensitivity of the landscape and visual resource of the Site and its surrounding context, based on current guidance, to determine the capacity of the Site and its surrounding context to accommodate mixed use development. This assessment is outlined in Section 5 below.

Chichester Harbour AONB Landscape Character Assessment

3.1.21 The Chichester Harbour AONB Landscape Character Assessment covers the area of the AONB within Chichester District, as well as the land adjacent to the AONB to the north and east.

Settlement Pattern

3.1.22 The settlement pattern in the landscape surrounding the AONB is very much influenced by the various sized villages, hamlets and farmsteads that stretch along local roads. Some villages are located in close proximity to each other, combining / increasing their urbanising effects, these include Southbourne, Hambrook and Nutbourne to the west of the Site.

3.1.23 The settlement of Broadbridge is located to the immediate south of the Site, situated between the A259 and the railway line. Bosham Stream passes through the western end of the settlement flowing southwards towards Bosham and the Bosham Channel. Broadbridge comprises low density development along a network of local roads.

3.1.24 Further south, Bosham is a coastal village and forms a broad peninsula projecting into Chichester Harbour. The settlement comprises mainly residential development with some local farmstead situated along its edges. The gap between Broadbridge and Bosham is less evident due to the close proximity and considerably developed connecting roads.

- 3.1.25 To the east, the small village of Fishbourne lies between the A27 and A259. It is of similar size to Bosham but is dissected by the railway line that runs to Chichester. The settlement mainly consists of residential development with a mixture of detached, semi-detached and terraced houses. Further east lies the city of Chichester.
- 3.1.26 To the north, settlements are much smaller in scale and more scattered across the landscape compared to those south of the A27. West Ashling and East Ashling are the closest settlements to the north, situated on elevated landform within the South Downs National Park. However, they are set within (and separated from the Site by) a well wooded landscape comprising various copses and areas of ancient woodland.

Key Characteristics of the Site

Overview

- 3.1.27 The Site covers an area of c. 160 hectares. It is situated mostly on a linear strip of land between the A27 and the A259, dissected by the railway line. Ratham Lane (the B2146) runs north to south through the approximate centre of the Site, dividing it into comparatively equal sized western and eastern parts. The western part is centred by the Mudberry Farm Complex with its associated access track. The eastern part lies adjacent to a French Garden nursery, Knapp Farm and Polthooks Farm.

Land Use

- 3.1.28 Land use on Site is currently arable with some smaller areas of pasture. In the wider context, land use includes a number of garden centres, farmsteads, growing nurseries, residential settlement and associated infrastructure. Major transport links are also prominent features.

Topography

- 3.1.29 As illustrated on **Figure 4 Landform at Appendix B**, the Site occupies a relatively flat landform with very gentle fall from its northern boundary towards the south, with the highest point being c. 12m AOD and lowest point at c.8m AOD. In the wider area, the topography continues to fall gently southwards towards the south coast. To the north, the landform starts to rise gradually towards the South Down National Park forming a series of undulating hilltops and slopes. To the west and east, topography is similar to that of the Site.

Hydrology

- 3.1.30 Bosham Stream and its tributary flow through the Site, to the west of the B2146. Some ditches and ponds are also present. Streams, ponds and ditches are frequently seen in the wider landscape.

Vegetation

- 3.1.31 Vegetation coverage on the east and west boundaries of the Site is very limited. Structural planting along the A27 is well-established, separating the Site from the wider landscape to the north. Planting along the southern boundary with the railway line is less dense. There are trees

and hedgerows situated within the corridor of Bosham Stream and the B2146. A very small copse lies within the eastern part of the Site, close to the southern boundary with the railway line. In the wider landscape to the north of the A27, there are a number of large-scale woodlands which are also interspersed by smaller woods or copse. To the south of the railway line, north of the A259, most fields are defined by well-established hedgerows (a number of which contain hedgerow trees), with an extensive wooded area surrounding the Hamblin Centre to the west of Broadbridge.

Public Rights of Way (PRoW)

- 3.1.32 There is currently no public access to the Site. However, Bridleway 3595 runs along the alignment of Brooks Lane - between two of the land parcels of the Site – between Broadbridge and the A27. Bridleway 260 also lies close to the north-west corner of the Site, beyond Newells Lane and largely shielded in close proximity by existing intervening vegetation. The local landscape to the south of the Site (within the AONB) is relatively well served by a network of PRoW.

4. VISUAL RECEPTORS

4.1.1 An appraisal has been carried out to identify visual receptors that currently share intervisibility with the Site and are of the greatest visual sensitivity to potential mixed use development on the Site. The appraisal takes into consideration various visual barriers including topography, vegetation coverage, settlement and infrastructure, along with their potential contribution to screening or filtering views toward the Site, development or beyond to the wider landscape.

4.1.2 In general, the flat topography along this coastal landscape affords long distance views from the elevated South Downs National Park towards the Chichester Harbour AONB. However, in the vicinity of the Site, these views are constrained and closed by a strong vegetated corridor along the A27, built form in the settlements of Fishbourne, Broadbridge and Nutbourne, along with areas of intervening vegetation. There are distant views across the Site from the east and west however, these local views are channelled by the transport corridors of the A27, railway line and A259 and are considered to be significantly less valuable and sensitive than views from the nationally designated AONB and National Park.

Heritage Assets

4.1.3 Fishbourne lies to the south-east of the Site and its Conservation Area (CA) lies to the southern edge of the village, situated on a relatively flat coastal plain at c. 5m AOD. The western part of the CA lies closest to the Site at approximately 700m. Chichester District Council has produced a Conversation Area Character Appraisal providing a detailed assessment of its special interests. As noted in the appraisal, the western part of the CA is identified as Character Area 4 Old Fishbourne. One of the key characteristics is the '*strong semi-rural character with open fields to north and south.*' The Site does form part of the open fields to the north however, at some distance from the Site, its influence on the setting of the CA is considered to be negligible. Vegetation along the railway corridor also provides a degree of screening to the CA, filtering views towards the Site which – when combined with the distance – is considered to result in a negligible impact on its setting.

4.1.4 Views of the Site from other Conservation Areas within the wider context are very limited. To the north, West Ashling and East Ashling Conservation Areas are both located within the South Downs National Park, well contained by surrounding woodland and development. To the south, the Bosham Conservation Area is located to the south western part of the village, precluding the availability of any views towards the Site.

Public Rights of Way

4.1.5 There are direct views of the eastern part of the Site from Bridleway 3595 which runs along Brooks Lane between eastern and western parcels of Site land. Development of the Site would result in direct and filtered views of built form, impacting on these – currently rural views. There are also views across the western part of the Site from Bridleway 260 that follows the Drift Lane to the west of the Site. Development of the Site will inevitably change the nature of these views and the impact will be significant however, this is considered to be of local importance and to PRow that lie within an undesignated landscape.

- 4.1.6 Further to the east and west, views from Public Rights of Way are very much constrained by the existing neighbouring settlements and any influence development of the Site would have on these views is considered to be negligible.
- 4.1.7 In the wider area to the south, there is potential for heavily filtered views from the very northern sections of Footpaths 228 and 230. In these views, the existing pylons across the Site are seen as a prominent and detracting feature in the local landscape. To the south east, along Footpath 234 and 235, views of the Site are constrained by intervening vegetation along and north of the A259 and railway line, as well as existing built form. Therefore, any influence development of the Site would have on these views is considered to be negligible.
- 4.1.8 To the north, development on the Site is likely to be heavily filtered or screened by intervening vegetation, particularly along the A27, including views from the very southern sections of Footpaths 266 and 264 (on the edge of the South Downs). Deeper into the Downs, as the PRoW rise up areas of elevated topography, these footpaths are enclosed by surrounding woodland, preventing views out to the Site or Chichester Harbour AONB and coast beyond. The existing pylons within the Site are visible in these views, also forming a strong detracting feature. As a result, any influence of development on this Site is considered to be negligible.

Residential Properties

- 4.1.9 There are direct and filtered views of the Site from residential properties along the northern edge of Broadbridge village. Due to the close proximity to the railway line, various utilities and service features within the transport corridor impose upon, degrade and reduce the value of these views. Vegetation on both sides of the railway line provide a degree of screening and filtering of these views towards the Site. Development of the Site would change the nature of these views but these changes would be localised and constrained to the edge of the settlement.
- 4.1.10 To the east, there are also filtered views of the Site from residential properties along Blackboy Lane to the western edge of Fishbourne. The Site is visible in the distance beyond agricultural fields in the foreground. Development of the Site would also result in notable changes to these views but these would also be localised and constrained to the facing edge of the settlement.
- 4.1.11 To the west lie a cluster of dwellings off Newells Lane however, these properties lie within a well-established landscape setting containing large mature trees and good understorey planting. Therefore, intervisibility between the Site and these properties is very limited and any influence development of the Site would have on these views is considered to be negligible. The setting of these properties would change from broadly rural to settlement edge however, they would remain on the rural edge of a new settlement, minimising this impact. Further west, there are heavily filtered views of the Site from residential properties to the eastern edge of Hambrook and the northern and eastern edges of Nutbourne, c.700m from the Site. Both of these villages are well contained by existing vegetation including hedgerow with hedgerow trees along the settlement edges. Therefore, any likely influence from development of the Site would be considered negligible.
- 4.1.12 To the north, there are a number of local farms including some private dwellings situated on the gently rising slopes approaching the South Downs National Park. Views from these properties

are very well contained by established vegetation surrounding each farm complex. Further north, residential properties along the southern edge of West Ashling may gain glimpses of the Site and any potential development however, the surrounding woodlands serve as strong visual barriers and any available views would be heavily filtered. Therefore, any likely influence from development of the Site would be considered negligible.

Local Transport Users

- 4.1.13 Road users of Newells Lane, B2146 and Clay Lane have direct or short distance filtered views to the Site. Development of the Site would introduce new built form into these views and change the character of these local roads. Development of the Site will inevitably change the nature of these views and the impact will be significant however, this is considered to be of local importance and to transport routes that lie within an undesignated landscape.
- 4.1.14 Railway users and road users along the A259 have filtered views of the Site however, these users are travelling at speed and appreciation of the landscape encompassed by the Site is not considered to be of importance to their journey (there are no views across the Site to valuable parts of the wider landscape, such as the South Downs National Park). Therefore, any influence from development of the Site is considered to be negligible. There are views out across the Chichester Harbour AONB from the A259, along with glimpses from the railway, however these views would not be influenced by development of the Site.
- 4.1.15 Extensive existing vegetation along the A27 prevents any views out across the Site or to the wider landscape in summer. Any views during winter (without leaves on this deciduous vegetation) would be heavily filtered and of an undesignated landscape. This heavy filtering would significantly limit any visual connectivity with the nearby AONB and National Park. Therefore, development of the Site is also considered to be of negligible impact on these views.

South Downs National Park

- 4.1.16 The landscape that is situated between the edge of South Downs National Park and the Site is fragmented by local roads and the A27, alongside a large number of scattered farmsteads and hamlets. In addition, this piece of landscape is also covered substantially by woodland including both ancient woodland and new plantation. Therefore, there are no important, valuable or sensitive views toward the Site from the South Downs National Park, including those on the nearest edge facing the Site. Therefore, it is considered that development of the Site would have no impact on views from this nationally important landscape.

Chichester Harbour AONB

- 4.1.17 The Chichester Harbour AONB lies to the south of the Site, and locally it aligns with the road corridor of the A259. Whilst there are a number of open views from the A259 across the AONB (including long stretches with no intervening landscape features or built form), views from the A259 towards to the Site are filtered or screened by roadside vegetation to the north of the A259 and built form of existing settlements. Views of the Site become a little clearer, in particular the western part of the Site, when a very small section of the AONB boundary follows the curved

Cutmill road to the west of Broadbridge. However, these views remain filtered by intervening vegetation along the railway line and on the boundary of adjacent fields.

- 4.1.18 In the local context, there is no visual connectivity between the South Downs National Park and the AONB and the South Downs is not considered to form the backdrop of views in this part of the coastal plain, in particular from Chichester Harbour AONB. There is also frequent disruption from a number of urbanising elements. Whilst there are views of the Site (and there is potential for views of development on the Site) from the AONB, these are heavily filtered and lie beyond the boundary of other intervening settlement, so are not considered form part of its setting. Therefore, it is considered that any influence on views from the AONB would be negligible.

5. ASSESSMENT OF LANDSCAPE CAPACITY

5.1.1 The HDA Chichester District AONB Landscape Capacity Study was carried out in 2009 and updated 2011. In 2013, the Landscape Institute and Institute of Environmental Management and Assessment jointly published the Guidelines for Landscape and Visual Impact Assessment, Third Edition (GLVIA3). These current guidelines put greater emphasis on professional judgement, with the assessment of landscape and visual **Sensitivity** being derived from a combination of their relative **Value** and their **Susceptibility** to a specific form of development. Given the timing of the HDA capacity study, it is considered that their assessment is now out of date. Therefore, with reference to the HDA study BMD has undertaken an updated assessment of the landscape and visual sensitivities of the identified study area for the Site, based on the current guidelines – with the objective of identifying the capacity of the Site and its surrounding context to accommodate mixed use development.

Landscape & Visual Capacity and Sensitivity

5.1.2 Landscape and Visual Capacity is the term used to describe the ability of a landscape or view to accommodate change or development of a specific type. This is influenced by the sensitivity of the landscape and visual resource to potential change.

5.1.3 The sensitivity of a landscape or visual receptor is specifically related to the particular form of development that is being proposed and its location. Whilst landscapes generally have some intrinsic sensitivity, landscape receptors have different features and elements that can accommodate different types of development and levels of change.

5.1.4 The sensitivity of landscape and visual receptors is assessed by combining judgements on the value attached to the landscape resource or view and its susceptibility to the type of change proposed, i.e. a judgement about the nature of development proposed and the baseline capacity of the landscape or view to accept that type of change. The sensitivity of landscape or visual receptors will vary therefore depending on the type and nature of development proposed.

Landscape & Visual Value

5.1.5 This describes the relative level of value or importance attached to a landscape, feature or view (that would be affected by a proposed change), by the different stakeholders and parts of society that use or experience that landscape resource or view.

5.1.6 Factors considered in the determination of landscape and visual value include designations and the importance they signify (i.e. whether international, national or local), relevant planning policy and guidance, the status of individual areas or features (e.g. TPOs), the quality, condition and rarity of individual features or elements within the landscape and any verifiable local community interest (e.g. village greens, allotments etc). Professional judgement is applied to determine the value attributed to each landscape or visual receptor, which can range from Very High, High, Medium, Low or Very Low.

Landscape & Visual Susceptibility

- 5.1.7 This describes the ability of a landscape receptor or view to accommodate change (i.e. development) without undue consequences for the maintenance of the baseline situation and / or achievement of landscape planning policies or strategies. Professional judgement is also applied to determine the susceptibility of each landscape or visual receptor, which can range from Very High, High, Medium, Low or Very Low.

Assessment of Capacity to Accommodate Development on the Site

- 5.1.8 The following provides a high-level assessment of the value, susceptibility and sensitivity of the landscape and visual receptors within the study area and their resultant capacity to accommodate development of the Site.

Landscape Capacity

Receptor	Value	Susceptibility	Sensitivity & Capacity
Local Character Area 89	<p>Low - Medium</p> <p>This area is not covered by any landscape designations and there is very limited interaction with the adjacent AONB and National Park. The flat landform and Bosham Stream contribute to local character, along with large arable fields. Landscape features on the Site are limited, with most being removed to expand the size of arable fields. Public access is limited. The tranquillity of this area is limited due to its close proximity to the railway line, the A27 and A259, as well as settlements of Broadbridge and Nutbourne</p>	<p>Low - Medium</p> <p>Low to medium level of containment to the west and east, but high level of containment to the north and south. Major infrastructure and frequently scattered settlements provide strong reference to the form of development suggested for the Site. There are extensive opportunities to enhance and expand upon the extent and diversity of green infrastructure, including improvements in public access to green space on the Site.</p>	<p>Sensitivity : Low – Medium</p> <p>Capacity : Medium - High</p>

Receptor	Value	Susceptibility	Sensitivity & Capacity
Local Character Area 91	Medium This area is not covered by any landscape designations and there is very limited interaction with the adjacent AONB and National Park. The flat landform and minimal extent of boundary vegetation contribute to a degree of rurality. Landscape features on the Site are limited, with most being removed to expand the size of arable fields. Public access is limited. The tranquillity of this area is limited due to its close proximity to the railway line and the A27 and A259, as well as settlements of Broadbridge and Fishbourne	Medium Low to medium level of containment to the east and west, but high level of containment to the north and south. Major infrastructure and frequently scattered settlements provide strong reference. To the form of development suggested for the Site. Close proximity to local garden nurseries and farmsteads. There are extensive opportunities to enhance and expand upon the extent and diversity of green infrastructure, including improvements in public access to green space on the Site.	Sensitivity : Low – Medium Capacity : Medium - High
South Downs National Park (to the north of the Site)	Very High Designated nationally, landscape is in an excellent condition. In southern part of the national park, public rights of way are not well-connected. High level of tranquillity is perceived away from villages settlements and local roads.	Very Low Well contained by woodlands within this part of the National Park and to the south, along with well vegetated A27 corridor. Interaction with surrounding landscape is low.	Sensitivity : Medium Capacity : Medium - High
Chichester Harbour AONB (to south of the Site)	Very High Designated nationally, landscape is in excellent condition. Within the AONB, there are a good number public rights of way. Tranquillity is reduced close to the A259 and settlement of Broadbridge and Bosham but elevated close to the harbour.	Low Well contained by surrounding settlements and associated intervening vegetation, particularly the vegetated corridor of the A259. The interaction with landscape to the north is low, including that of the Site. There are excellent opportunities to mitigate any negligible impacts of development.	Sensitivity : Medium Capacity : Medium
Fishbourne Conservation Area (Area 4)	Medium Locally designated. Situated on both sides of Main Road	Low Relatively well contained by the existing vegetation along	Sensitivity : Low - Medium

Receptor	Value	Susceptibility	Sensitivity & Capacity
Old Fishbourne)	(A259), the tranquillity is considerably reduced.	the boundaries of the CA. The interaction with surrounding landscape is very much limited to the adjoining fields.	Capacity : Medium - High

Assessment of Visual Sensitivity

Receptor	Value	Susceptibility	Sensitivity & Capacity
Residential Receptors	High Receptors have proprietary interest in their view but are not in a designated landscape or designated as protected views.	Medium Views are partially screened by existing vegetation at the settlement edges, across fields and along local transport corridors, which collectively provide containment. Close to the Site, the changes in views will be notable. But with reference to the existing urbanising elements and detracting features, the receptors have a degree of acceptance of the type of development suggested. Effects would be noted locally only.	Sensitivity : Medium - High Capacity : Medium
Users of Public Rights of Way	Low PRoW likely to be influenced by development of the Site are located within an undesignated landscape and are not likely to be used by substantial numbers of people. Given lack of connectivity, particularly beyond A27, they are likely to be of local importance at most.	Medium Views of surrounding landscape are an important contributor to the experience however, only two PRoW in close proximity of the Site are likely to be influenced by development of the Site. Effects would be noted locally only.	Sensitivity : Low - Medium Capacity : Medium
Users of Local Transport Routes	Low There is no recreational driving route and routes likely to be influenced by the Site lie	Low Views of the surrounding landscape do not form an importance part of the journey	Sensitivity : Low Capacity : High

Receptor	Value	Susceptibility	Sensitivity & Capacity
	within an undesignated landscape.	for most users and the existing vegetation within the transport corridor (particularly along the A27) provides a strong degree of screening toward the Site. Views from the A259 would remain open and unimpeded by development of the Site.	
Visitors to South Downs National Park (to the north of the Site)	Very High There are no designated viewpoints in this part of the National Park however, any view from the National Park is from a nationally designated landscape.	Low Views of the landscape form a significant part of the experience for these users however views of the Site are constrained by intervening woodland and vegetation, particularly along the A27.	Sensitivity : Low - Medium Capacity : Medium - High
Visitor to Chichester Harbour AONB (to the south of the Site)	Very High There are no designated viewpoints or recreational routes in this part of the AONB however any views from the AONB are from a nationally designated landscape.	Low Views of the landscape form a significant part of the experience for these users however, views are mainly concentrated towards the lower lying harbour and away from the Site. Views of development on the Site would be very limited.	Sensitivity : Low - Medium Capacity : Medium - High

Summary of Landscape & Visual Capacity

- 5.1.9 As concluded in above table, the landscape of the Site and local character area is of **Medium** sensitivity at most to mixed use development of the Site. The extent of containment, particularly to the north and south, limits the potential for development of the Site to interact with the surrounding landscape. As reflected in published county and national character assessments, existing settlements provide an urbanising influence on the character of the landscape and this is also reflected by the settlements in the vicinity of the Site. Combined with reduced levels of tranquillity as a result of the transport corridors of the A27 and railway in particular, this part of the landscape has a **Medium to High** capacity to accommodate development.
- 5.1.10 In visual terms, the value of views is varied however, their sensitivity is also considered to be **Medium** at most, aside from residential receptors facing the Site. As for the landscape, the degree of containment limits the potential for views of development on the Site, including those from the Chichester Harbour AONB and South Downs National Park. Overall, in visual terms the Site is considered to have a **Medium to High** capacity to accommodate development.

6. DESIGN RECOMMENDATIONS

6.1.1 The landscape attributes within the Site and study area present a range of constraints and opportunities to maximise the quality of any development proposals for the Site, these are illustrated on **Figure 5 Landscape Analysis Plan** at **Appendix B**. These arise from consideration of existing features, the landscape / visual context and requirements of planning policy. The following section provides several design recommendations that would enhance development of the Site and reduce its potential impact on the surrounding landscape and visual resource, further enhancing its capacity to accommodate development.

Policy requirements

6.1.2 Planning policies outlined within a number of documents, including National Policy, adopted local policies, the emerging Local Plan and supporting documents (to include published landscape character assessments) require development to:

1. Protect and enhance the natural and built environment as well as mitigating any harm;
2. Protect and enhance the historic and built environment, open space, and landscape character;
3. Make provision for improvements to biodiversity areas and green infrastructure, safeguard the biodiversity value of the Site and avoid or mitigate any harm to habitats or species;
4. Incorporate valuable features that enhance biodiversity as part of high quality design and sustainable development;
5. Sensitively design to ensure the development is appropriate and sympathetic in terms of scale, height, appearance, form, siting and layout;
6. Respond to the distinctive character and special qualities of the Chichester Harbour AONB and protect its integrity, rural character and setting;
7. Conserve and enhance the special interest and setting of designated heritage assets including Conservation Areas;
8. Recognise distinctive local landscape character and sensitively contribute to its setting and quality, enhancing the landscape character of the site, its context and public amenity through detailed design;
9. Protect and enhance existing green infrastructure, where appropriate contribute to the network of green infrastructure including recreational open spaces, parkland, allotments and water environment;
10. Incorporate either improvements to existing trees, woodland, landscape features and hedges or restore, enhance or create additional provisions;
11. Do not lead to the dissection of the linear network of public rights of way, bridleway, and ecological corridors such as hedgerows, ditches and the water environment;

Layout and Scale

6.1.3 Mixed use development of the Site would potentially comprise largely of houses and residential apartments, with some areas of employment, public open space and associated grey and green infrastructure including new highway junctions. The main design considerations would be to define an appropriate - development envelope; scale and mass of new built form; and, external materiality - all in order that the impact upon the local landscape and visual amenity are appropriately minimised and the development is suitably integrated into its surrounding context.

Recommendation 1: The masterplan should retain all mature landscape features including trees that are under TPO protection and boundary vegetation that already provides a screening function. Supplementary planting should also be offered such as native woodland belts / buffers, new hedgerow and new tree planting, in particular along the open sections of the western and eastern boundaries to enhance the visual containment of any new development and assist in its integration into the wider landscape.

Recommendation 2: The masterplan should provide for a well-connected, multi-functional network of green infrastructure, improving connectivity with the wider landscape and integrating: improved public access and amenity for the proposed and wider community; habitat enhancements for biodiversity; and, sustainable drainage (SuDS).

Recommendation 3: Design of green infrastructure should include a mosaic of habitats to maximise the ecological value of the Site, to include areas of native woodland, species-rich hedgerows, species-rich grasslands with wildflower and enhanced aquatic / marginal planting. This should be established in accordance with a Landscape Maintenance & Management Plan written specifically for the development.

Recommendation 4: The flood authority is likely to require a buffer without built form along the length of the Bosham Stream. Development should be set back from the stream (ideally out of its associated Flood Zone) to provide a key area of open space and broad green infrastructure corridor through the Site between the A259 and A27. Development should front onto this area of public open space to activate and provide natural surveillance of the space.

Recommendation 5: Built form of the development should be located away from the boundaries, especially along the existing railway line and the A27, to provide sufficient space for a landscape buffer (integrating noise mitigation as required).

Recommendation 6: Built form along the edges of the Site should be of a similar scale and height to that of adjacent settlement areas, designed to appropriate densities and respecting the local character and rural vernacular to minimise the potential impact on the surrounding settlements, landscape character and the AONB.

Recommendation 7: Larger scale built form should be located within the heart of the development (away from the boundaries). However, the scale of development should be assessed at detailed design stages to ensure it does not impact significantly on the AONB or National Park.

Recommendation 8: In the vicinity of existing dwellings and the cluster of existing employment buildings along Brooks Lane, a suitable buffer of landscape mitigation should be provided to minimise the visual impact of larger built form on existing and proposed residential receptors.

Recommendation 9: The new built form should be set back from the local roads such as Newells Lane to maintain the rural or semi-rural character of the road corridor as well as reducing visual impact and helping the new development integrate into local landscape. The new infrastructure including new junctions and internal roads should be designed to complement the rural setting whilst serving as green corridors within development compartments. These will also help to break up the massing and reduce visual impact.

Recommendation 10: All lighting to development of the Site should be minimised where possible, using current lighting technology and surface materials to minimise lateral lighting spill and reflection – ensuring there are no increased impacts on the dark skies of the National Park and AONB.

7. CONCLUSION

- 7.1.1 Bradley Murphy Design were appointed to carry out this high-level LVA to understand, define and record the context, character, setting and sensitivity of the land at Mudberry Farm, Bosham (and that of the surrounding landscape) in order to consider the capacity for the Site to accommodate mixed use development.
- 7.1.2 To inform the LVA, an appraisal was carried out of: local planning policy and guidance; key characteristics of the Site from published landscape character assessments; and, likely views of potential development on the Site (including those from the South Downs National Park and Chichester Harbour AONB, which lie to the north and south of the Site respectively).
- 7.1.3 Following the baseline study and on consideration of findings, a series of design recommendations have been identified for mitigating any potential impacts on the landscape and views, should the Site be allocated for development.

Landscape Character

- 7.1.4 The Site lies between the A27 and A259 and is bisected by the West Coastway Line railway. The villages of Broadbridge, Nutourne and Fishbourne lie to the south, south-west and south-east respectively, with sporadic areas of vegetation (dense in some areas) between the villages and to the north of the A259. There are open views south from the A259 toward the Chichester Harbour AONB however, the villages and intervening vegetation significantly limit visual interaction between the Site and the AONB.
- 7.1.5 The A27 corridor lies along the north boundary of the Site and is heavily vegetated on each side, largely screening views out to the South Downs to the north. The landscape beyond the A27 is scattered with woodland blocks, many of which are ancient. Combined with the vegetation on the A27, these areas of woodland significantly limit views from the southern edge of the South Downs and prevent visual connections from the National Park to the Site and beyond to the Chichester Harbour AONB. The wooded landscape of the Downs in this area significantly limits any views from further into the National Park.
- 7.1.6 The Site lies within the National Character Area (NCA) of the South Coast Plain and County Character Area of the Southbourne Coastal Plain and is typical of some parts of the wider character area. The Site is open in character to the east and west, with the agrarian landscape contributing to the openness of the landscape in these directions however, built form, transport corridors and intervening vegetation to the north and south significantly limit this sense of openness as well as its contribution to the landscape to the north and south. The local sense of enclosure precludes any views of Chichester Cathedral.
- 7.1.7 The NCA states that this is an *'urban landscape... dominated by suburban villages... fragmented by trunk roads and infrastructure'*. This is the case in the vicinity of the Site, where the County Character Assessment also states that this part of the landscape lacks a *'strong distinctive character'*. There is a reduced sense of the comparatively *'wild and tranquil character'* however, there are opportunities to integrate a significant degree of green infrastructure into development of the Site to reduce the influence of these transport corridors and mitigate suburban effects.

7.1.8 The NCA also states that *'The Downs form a strong backdrop to the whole plain...'*. This is not the case in this part of the landscape, where the backdrop provided by the Downs is significantly impeded by the effects of built form in the nearby villages and the extent of vegetation north of the A259 and A27.

7.1.9 There is currently no public access to the Site however, Bridleway 3595 runs along the alignment of Brooks Lane - between two land parcels of the Site and could be integrated into development of the Site. There is also a second bridleway near to the west of the Site. These areas of connectivity provide opportunities to integrate a network of access routes into the masterplan for development of the Site and connect these to the wider landscape.

Views of the Site

7.1.10 There are views over the Site from the following:

- Residential properties along the facing edges of nearby settlements;
- Bridleways that run adjacent to land parcels;
- West Coastway Line railway as it cuts through the Site;
- Local roads adjacent to the Site.

7.1.11 As expected, the greatest influence of development on the Site would be from the closest locations. These impacts would be localised, with many of these views already containing a number of detracting and urbanising elements and there are opportunities to minimise existing and potential future impacts as part of development to the Site.

7.1.12 There are very limited views out from the A27 road corridor, particularly in summer, with winter views heavily filtered by the extensive vegetation that flanks the road, limiting any views toward the South Downs or Chichester Harbour.

7.1.13 The landscape that is situated between the edge of South Downs National Park and the Site is fragmented by local roads and the A27, alongside a large number of scattered farmsteads and hamlets. In addition, this piece of landscape is also covered substantially by woodland including both ancient woodland and new plantation. Therefore, there are no important, valuable or sensitive views toward the Site from the South Downs National Park, including those on the nearest edge facing the Site.

7.1.14 The Chichester Harbour AONB lies to the south of the Site, and locally it aligns with the road corridor of the A259. Whilst there are a number of open views from the A259 across the AONB (including long stretches with no intervening landscape features or built form), views from the A259 towards to the Site are filtered or screened by roadside vegetation to the north of the A259 and built form of existing settlements. Views of the Site become a little clearer, in particular the western part of the Site, when a very small section of the AONB boundary follows the curved Cutmill road to the west of Broadbridge. However, these views remain filtered by intervening vegetation along the railway line and on the boundary of adjacent fields.

7.1.15 In the local context, there is no visual connectivity between the South Downs National Park and the AONB and the South Downs is not considered to form the backdrop of views in this part of the coastal plain, in particular from Chichester Harbour AONB. There is also frequent disruption

from a number of urbanising elements. Whilst there are views of the Site (and there is potential for views of development on the Site) from the AONB, these are heavily filtered and lie beyond the boundary of other intervening settlement, so are not considered to form part of its setting.

- 7.1.16 The Fishbourne Conservation Area lies approximately 700m to the south-east of the Site, to the southern edge of the village. There is the potential for distant views of development on the Site from this Conservation Area but this influence is considered to be negligible. It is considered that there would be no influence on other Conservation Areas.

Assessment of Landscape and Visual Capacity

- 7.1.17 An Landscape Capacity Study of the AONB and adjacent areas was carried out by HDA, on behalf of Chichester District Council, in 2009 and updated in 2011. The methodology used as the basis for this assessment was superseded by the requirements of the Guidelines for Landscape and Visual Impacts Assessment (Third Edition) published by the LI and IEMA in 2013 (GLVIA3). These current guidelines put greater emphasis on professional judgement, with the assessment of landscape and visual **Sensitivity** being derived from a combination of their relative **Value** and their **Susceptibility** to a specific form of development.
- 7.1.18 As a result, BMD has carried out an assessment of the landscape and visual sensitivities of the Site and study area, based on the current guidelines – with the objective of identifying the capacity of the Site and its surrounding context to accommodate mixed use development.
- 7.1.19 The assessment concluded that the landscape of the Site and local character area is of Medium sensitivity at most to mixed use development of the Site (largely residential). The extent of containment, particularly to the north and south, limits the potential for development of the Site to interact with the surrounding landscape. As reflected in published county and national character assessments, existing settlements provide an urbanising influence on the character of the landscape and this is also reflected by the settlements in the vicinity of the Site. Combined with reduced levels of tranquillity as a result of the transport corridors of the A27 and railway in particular, this part of the landscape has a **Medium** to **High** capacity to accommodate development.
- 7.1.20 In visual terms, the value of views is varied however, their sensitivity is also considered to be **Medium** at most, aside from residential receptors facing the Site. As for the landscape, the degree of containment limits the potential for views of development on the Site, including those from the Chichester Harbour AONB and South Downs National Park. Overall, in visual terms the Site is considered to have a **Medium** to **High** capacity to accommodate development.

Design Recommendations

- 7.1.21 The landscape attributes within the Site and study area present a range of constraints and opportunities to maximise the quality of any development proposals. These arise from consideration of existing features, the landscape / visual context and requirements of planning policy. Section 6 of the LVA provides several design recommendations that would enhance development of the Site and reduce its potential impact on the surrounding landscape and visual

resource, further enhancing its capacity to accommodate development. These recommendations are summarised as follows:

- Retain all existing mature trees and hedgerow and supplement with additional planting, particularly around boundaries of the Site to enhance visual containment;
- Provide a well-connected, multi-functional green infrastructure network, improving connectivity in terms of access, amenity and biodiversity (providing a diverse mosaic of habitats), whilst integrating drainage requirements;
- Use of native woodland, species-rich hedgerows and grassland with wildflower and enhanced aquatic / marginal planting to maximise ecological value;
- Provide a buffer along Bosham Stream corridor, utilising associated flood zone to create a key area of public open space;
- Pull built form away from boundaries where possible to provide suitable landscape buffer (integrating noise mitigation where required);
- Location of large-scale built form away from boundaries to minimise influence on surrounding landscape and settlements;
- Design to respect local character and vernacular in terms of layout, scale, density, massing and materiality;
- Minimise lighting where possible and design to reduce light spill, ensuring no increased impacts on dark skies of South Downs National Park or Chichester Harbour AONB.

7.1.22 With sensitive design and masterplanning of this Site, it is considered that the Site and its surrounding context has the capacity to accommodate a predominantly residential mixed use development, in compliance with national and local planning policies and guidance, including the requirements outlined in the respective Management Plans of the South Downs National Park and Chichester Harbour AONB.

APPENDICES

APPENDIX A – PLANNING POLICY

APPENDIX B – FIGURES

A. PLANNING POLICY

Appendix A: Planning Policy

National Planning Policy Framework

- A1.1 The National Planning Policy Framework (NPPF)¹ sets out the Government’s planning policies for England and provides a framework within which the appropriate local council can produce local and neighbourhood plans; the NPPF is material consideration in making planning decisions. Those policies relevant to this LVA are listed in **Table B1. 1**.

Table B1. 1 Relevant National Planning Policies

Reference	Summary
Chapter 2	Achieving sustainable development
Para. 7	The objective of sustainable development is summarised as “meeting the needs of the present without compromising the ability of future generations to meet their own needs.”
Para. 8	Achieving sustainable development is provided through the following three overarching objectives: economic; social; and, environmental. Of relevance to landscape and visual effects are: “b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”
Chapter 3	Plan-making Strategic policies
Para. 20	The NPPF requires local planning policies to “set out an overall strategy for the pattern, scale and quality of the development, and make sufficient provision for:” amongst others “d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.”

¹ Department for Communities and Local Government (24 July, 2018). *National Planning Policy Framework*

Reference	Summary
Chapter 8	Promoting healthy and safe communities
	Open space and recreation
Para. 98	Planning policies and decision should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.
Chapter 11	Making effective use of land
Para. 117	“Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.”
Para. 118	<p>“Planning policies and decisions should:</p> <ul style="list-style-type: none"> a) Encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside; b) Recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling / shading, carbon storage or food production;...”
	Achieving appropriate densities
Para. 122	<p>“Planning policies and decisions should support development that makes efficient use of land, taking into account:” amongst others</p> <ul style="list-style-type: none"> “d) the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and e) the importance of securing well-designed, attractive and healthy places.”

Reference	Summary
Chapter 12	Achieving well-designed places
Para 124	<p>The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.</p>
Para 127	<p>Planning policies and decisions should ensure that developments:</p> <ul style="list-style-type: none"> a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
Para 128	<p>Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the</p>

Reference	Summary
	community should be looked on more favourably than those that cannot.
Chapter 14	Meeting the challenge of climate change, flooding and coastal change Planning for climate change
Para. 151	<p>“To help increase the use and supply of renewable and low carbon energy and heat, plans should:” among others</p> <p>“a) provide a positive strategy for energy from these sources, that maximised the potential for sustainable development, while ensuring that adverse impacts are addressed satisfactorily (including cumulative landscape and visual impacts);”</p>
Chapter 15	Conserving and enhancing the natural environment
Para. 170	<p>Planning policies and decisions should contribute to and enhance the natural and local environment by:</p> <p>a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);</p> <p>b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;</p> <p>c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;</p> <p>d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;</p> <p>e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and</p> <p>f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.</p>
Para. 171	<p>“Plans should: distinguish between the hierarchy of international, national and locally designated sites; allocate land with the least environmental or amenity value, where consistent with other policies in this Framework; take a strategic approach to maintaining and enhancing networks of</p>

Reference	Summary
	habitats and green infrastructure; and plan for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries.”
	Ground conditions and pollution
Para. 180	<p>Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:</p> <p>c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.</p>
Chapter 16	Conserving and enhancing the historic environment
Para. 184	<p>“Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.”</p>
Para. 185	<p>“Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account:” amongst others</p> <p>“b) the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;</p> <p>c) the desirability of new development making a positive contribution to local character and distinctiveness; and</p> <p>d) opportunities to draw on the contribution made by the historic environment to the character of a place.”</p>

Local Planning Policies

A1.2 The development plan for Chichester District Council is contained in Chichester Local Plan: Key Policies 2014-2029 (Adopted in 2015) and the policies that are relevant to landscape and visual matters are contained in **Table B1. 2**.

Table B1. 2 Development Plan policies

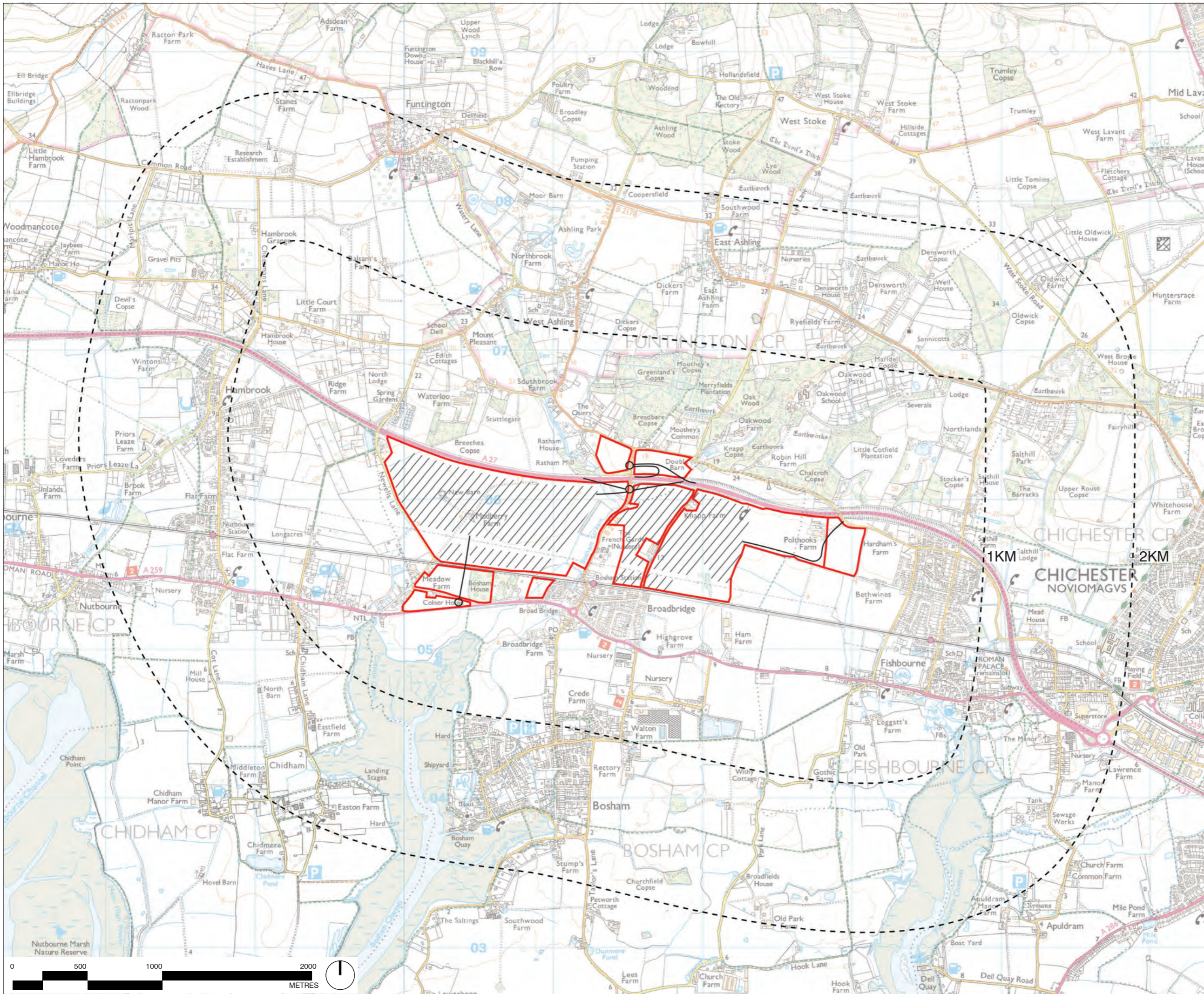
Reference	Summary
Chichester Local Plan: Key Policies 2014-2029	
Policy 40	Sustainable Design and Construction
	<p>For all new dwellings or for new non-domestic buildings, evidence will be required by the developer to demonstrate that all of the following criteria have been considered (proportionate to the scale of development):</p> <ol style="list-style-type: none"> 1. how the proposal aims to protect and enhance the environment, both built and natural. Where this is possible, how any harm will be mitigated; 4. where appropriate, the proposals, apply sound sustainable design, good environmental practices 6. the proposals include measures to adapt to climate change, such as the provision of green infrastructure, sustainable urban drainage systems suitable shading of pedestrian routes and open spaces and drought resistant planting/ landscaping; 7. the historic and built environment, open space and landscape character will be protected and enhanced; 8. the natural environment and biodiversity will be protected and/or where appropriate provision will be made for improvements to biodiversity areas and green infrastructure; 9. the development is appropriate and sympathetic in terms of scale, height, appearance, form, siting and layout and is sensitively designed to maintain the tranquillity and local character and identify of the area.
Policy 43	Chichester Harbour AONB
	<p>The impact of individual proposals and their cumulative effect on Chichester Harbour AONB and its setting will be carefully assessed. Planning permission will be granted where it can be demonstrated that all the following criteria have been met:</p> <ol style="list-style-type: none"> 1. The natural beauty and locally distinctive features of the AONB are conserved and enhanced; 2. proposals reinforce and respond to, rather than detract from, the distinctive character and special quality of the AONB. 3. either individually or cumulatively, development does not lead to actual or perceived coalescence of settlements or undermine the integrity or predominantly open and undeveloped, rural character of

Reference	Summary
	<p>the AONB and its setting;</p> <p>4. is appropriate to the economic, social and environmental well-being of the area or is desirable for the understanding and enjoyment of the area;</p> <p>5. the policy aims of the Chichester Harbour AONB Management Plan</p>
Policy 45	Development in Countryside
	<p>Within the countryside, outside settlement boundaries, development will be granted where it requires a countryside location and meets the essential, small scale, and local need which cannot be met within or immediately adjacent to existing settlements.</p> <p>Planning permission will be granted for sustainable development in the countryside where it can be demonstrated that all the following criteria have been met:</p> <ol style="list-style-type: none"> 1. Proposal is well related to an existing farmstead or group of buildings, or located close to an established settlement; 2. The proposal is complementary to and does not prejudice any viable agricultural operations on a farm and other existing viable uses.
Policy 47	Heritage and Design
	<p>The Local Planning Authority will continue to conserve and enhance the historic environment through the operation of conservation area character appraisals and management plans and other strategies, and new development which recognises, respects and enhances the local distinctiveness and character of the area, landscape and heritage assets will be supported. Planning permission will be granted where it can be demonstrated that all the following criteria have been met and supporting guidance followed:</p> <ol style="list-style-type: none"> 1. the proposal conserves and enhances the special interest and settings of designated and non-designated heritage assets including: conservation area and listed buildings 2. development respects distinctive local character and sensitively contribute to creating places of a high architectural and built quality; 3. development respects existing designed or natural landscapes; and 4. the individual identify of settlements is maintained, and the integrity of predominantly open and undeveloped character of the area is not undermined.

Reference	Summary
Policy 48	Natural Environment
	<p>Planning permission will be granted where it can be demonstrated that all the following criteria have been met:</p> <ol style="list-style-type: none"> 1. there is no adverse impact on: the openness of the views in and around the coast, designated environmental areas and the setting of the South Downs National Park; and the tranquillity and rural character of the area. 2. development recognises distinctive local landscape character and sensitively contribute to its setting and quality; 3. Proposals respect and enhance the landscape character of the surrounding area and site, and public amenity through detailed design; 4. development of poorer quality agricultural land has been fully considered in preference to best and most versatile land; and 5. the individual identity of settlements, actual or perceived, is maintained and the integrity of predominantly open and undeveloped land between settlements is not undermined.
Policy 49	Biodiversity
	<p>Planning permission will be granted for development where it can be demonstrated that all the following criteria have been met:</p> <ol style="list-style-type: none"> 1. biodiversity value of the site is safeguarded; 2. demonstrable harm to habitats or species which are protected or which are of importance to biodiversity is avoided or mitigated. 3. The proposal has incorporated features that enhance biodiversity as part of good design and sustainable development; 4. the proposals protects, manages and enhances the District's network of ecology, biodiversity and geological sites, including the international, national and local designated sites (statutory and non-statutory), priority habitats, wildlife corridors and stepping stones that connect them; 5. any individual or cumulative adverse impacts on site are avoided; 6. the benefits of development outweigh any adverse impact on the biodiversity on the site
Policy 52	Green Infrastructure
	<p>Development will be expected to contribute towards the provision of additional green infrastructure and protect and enhance existing green</p>





Reference	Summary
	<p>infrastructure.</p> <p>Planning permission will be granted where it can be demonstrated that all the following criteria have been met:</p> <ol style="list-style-type: none"> 1. the proposal maintain and where appropriate contribute to the network of green infrastructure i.e. public and private playing fields, recreational open space, parklands, allotments and water environment; 2. the proposals contribute to improving the health and well-being of the local and wider community 3. where appropriate, the proposal incorporate wither improvements to existing green infrastructure or the restoration, enhancement or creation of additional provision/areas; 4. Where appropriate, the proposals incorporate either improvements to existing ecology and biodiversity of the restoration, enhancement or creation of additional habitat and habitat networks; 5. where appropriate, the proposals incorporate either improvements to existing trees, woodland, landscape features and hedges or the restoration, enhancement or creation of additional provision/areas; 6. where appropriate, the proposals create new green infrastructure either through on site provision or financial contribution. 7. the proposals do not lead to the dissection of the linear network of cycleways, public rights of way, bridleways and ecological corridors such as ancient woodlands, hedgerows, ditches and water environments <p>Such provision will be required in accordance with adopted policies and strategies relating to green infrastructure and biodiversity network provision. Development that will harm the green infrastructure network will only be granted if it can incorporate measures that avoid the harm arising or sufficiently mitigate its effects.</p>

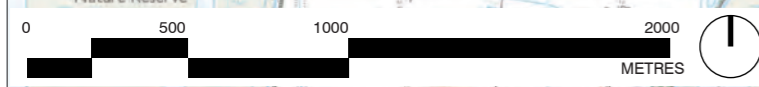
B. FIGURES



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-  SITE BOUNDARY
-  DISTANCE FROM CENTRE OF SITE
-  POTENTIAL DEVELOPABLE AREA
-  POTENTIAL ACCESS








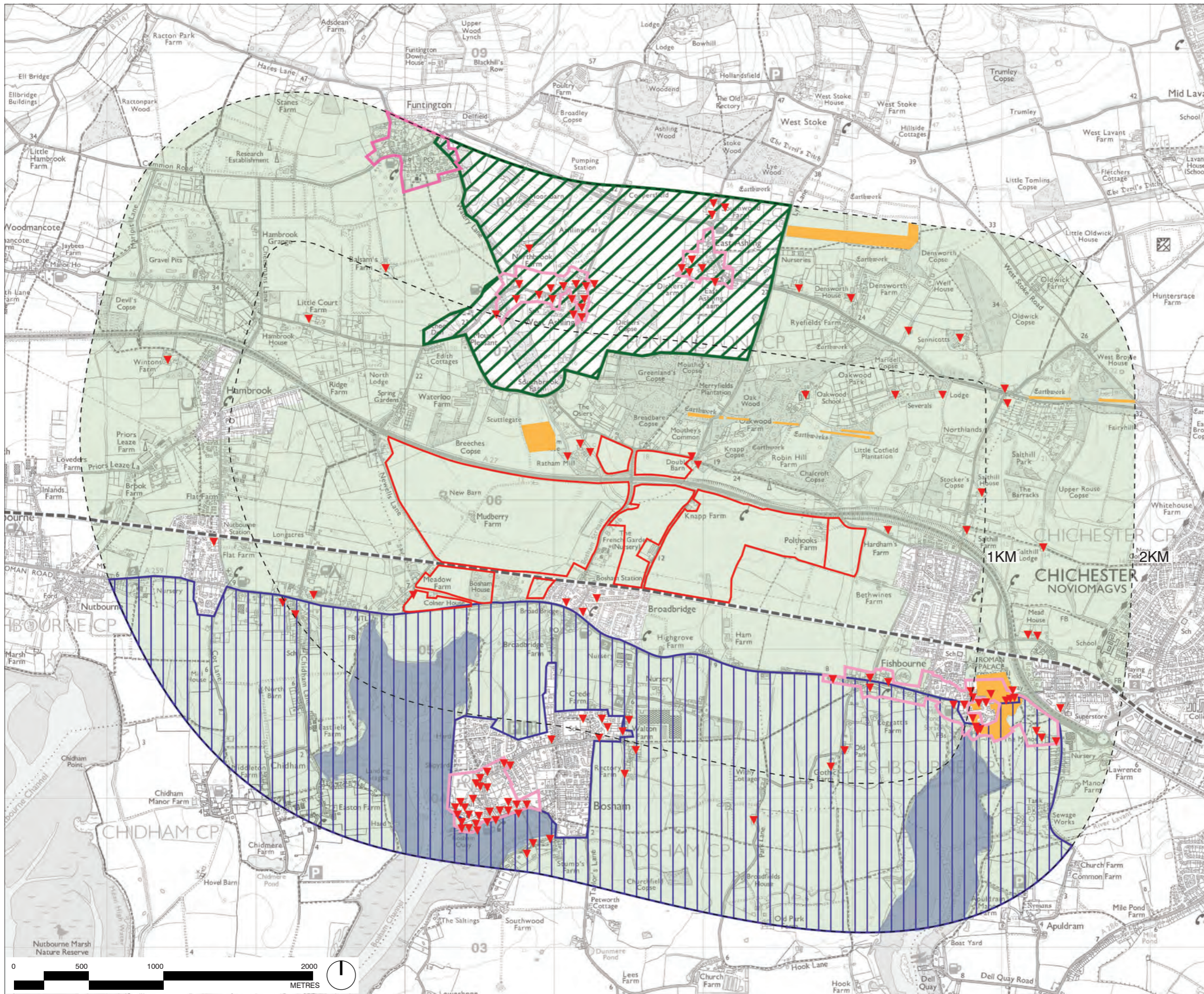
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KING & CO			
Project			
MUDBERRY FARM, BOSHAM			
Drawing Title			
Figure 1: Site Location and Study Area			
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Job No.	Scale	Sheet Size	Revision
19.005	NTS	A3	
Drawing Number			
BMD.19.005.LVA.FIG.001			



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-  SITE BOUNDARY
-  DISTANCE FROM CENTRE OF SITE
- MAGIC.GOV.UK**
-  NATIONAL PARK
-  AREA OF OUTSTANDING NATURAL BEAUTY (AONB)
-  WEST COAST RAILWAY LINE
-  LISTED BUILDINGS
-  SCHEDULED MONUMENTS
-  SITE OF SPECIAL SCIENTIFIC INTEREST (SSSI)
- CHICHESTER PLANNING POLICIES**
-  CONSERVATION AREA
-  COUNTRYSIDE POLICIES





















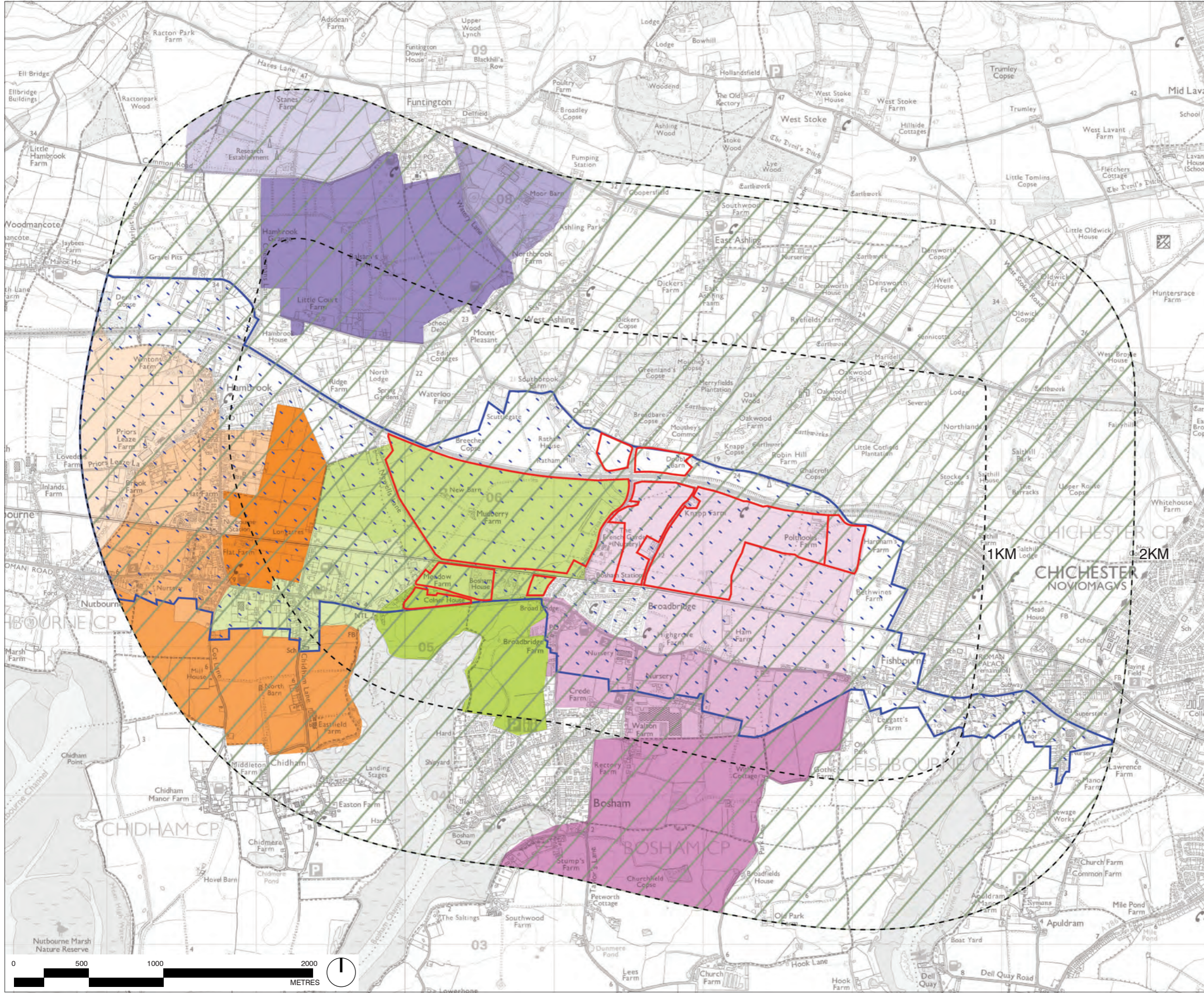
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Figure 2: Planning and Environmental Designations			
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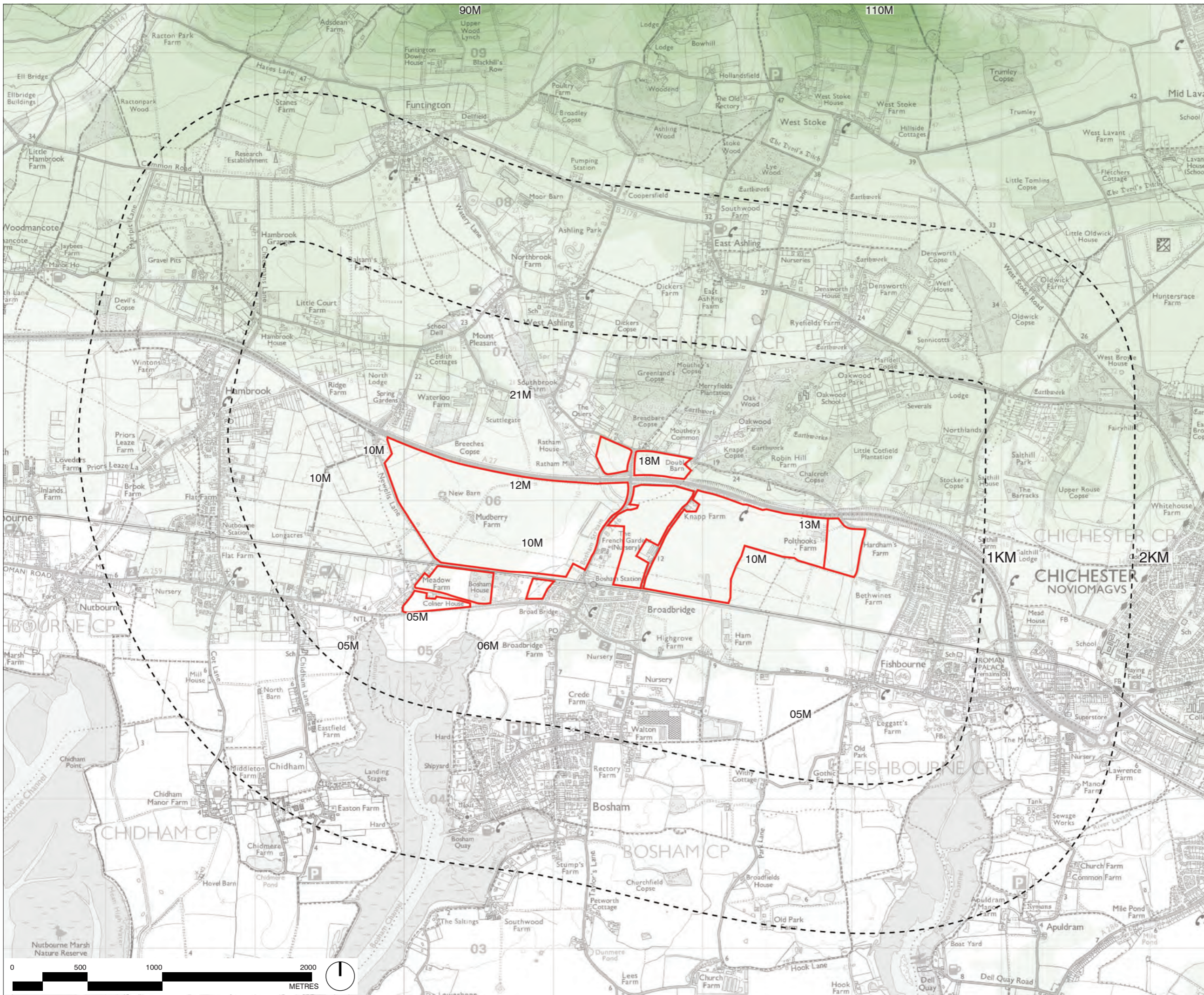
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-  SITE BOUNDARY
-  DISTANCE FROM CENTRE OF SITE
-  NATIONAL CHARACTER AREA
126. SOUTH COAST PLAIN
-  COUNTY LANDSCAPE CHARACTER
SC5. SOUTHBOURNE COASTAL PLAIN
- LOCAL LANDSCAPE CHARACTER AREAS**
-  65. FUNTINGTON DOWNLAND FOOTHILLS
-  66. FUNTINGTON BOSHAM STREAM
-  67. FUNTINGTON UPPER COASTAL PLAIN
-  81. SOUTHBOURNE NORTH EASTERN
COASTAL PLAIN
-  84. NUTBOURNE EAST
- HAMBROOK MOSAIC
-  85. NUTBOURNE WEST
- NUTBOURNE EAST COASTAL PLAIN
-  86. UPPER CHIDHAM COASTAL PLAIN
-  87. NUTBOURNE EAST NORTH
- EASTERN COASTAL PLAIN
-  88. NUTBOURNE EAST NURSERIES
-  89. MULBERRY FARM COASTAL PLAIN
-  90. BOSHAM CHANNEL NORTHWEST
COASTAL PLAIN
-  91. BROADBRIDGE
- FISHBOURNE COASTAL PLAIN
-  92. BOSHAM
- BROADBRIDGE COASTAL PLAIN
-  93. BOSHAM SOUTHEAST COASTAL PLAIN



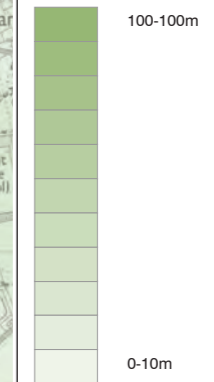
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Figure 3: Landscape Character Areas			
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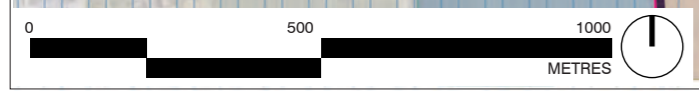
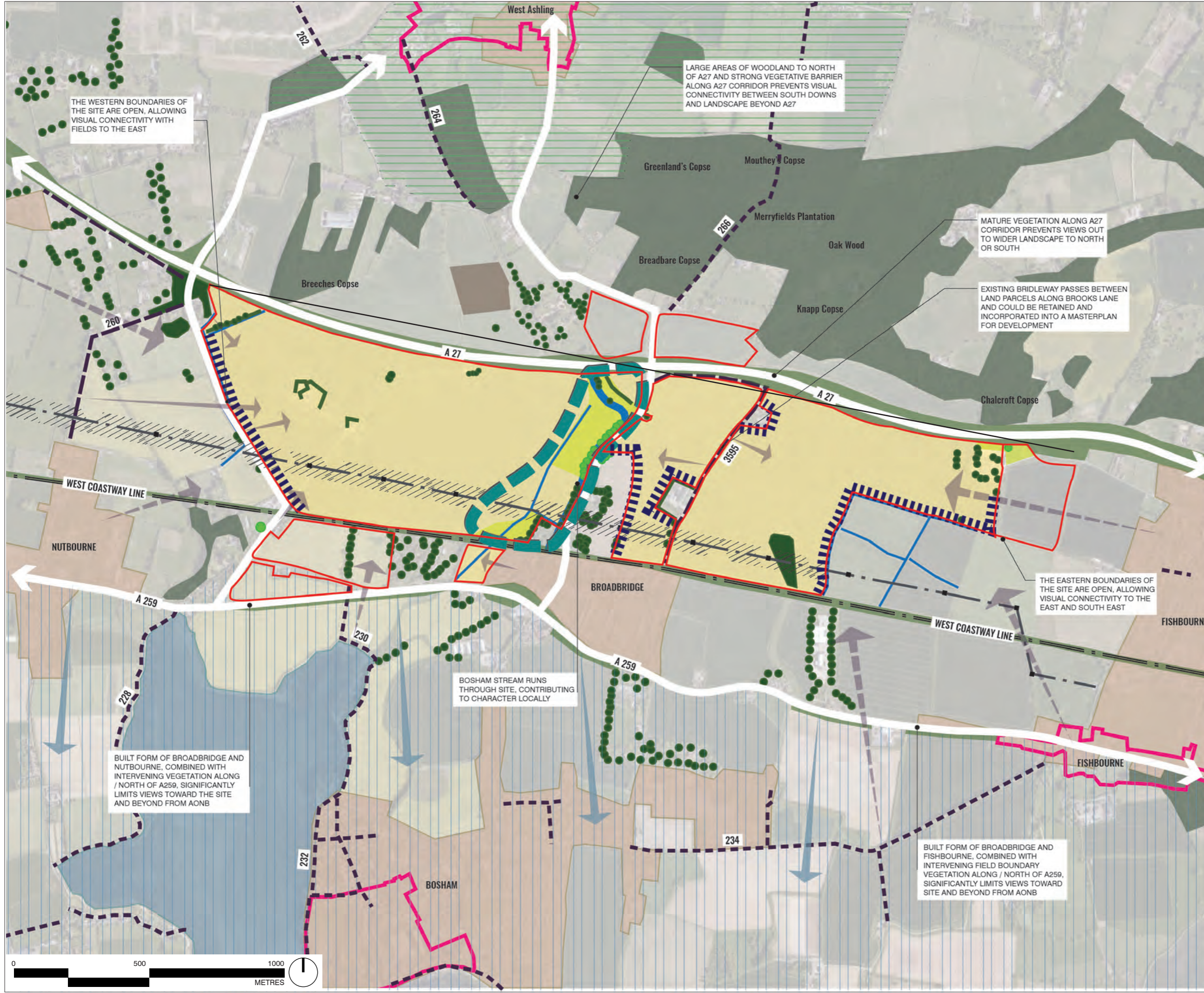
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Figure 4: Landform			
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-  SITE BOUNDARY
-  OVERHEAD ELECTRICITY CABLES
-  CHICHESTER HARBOUR AONB
-  SOUTH DOWNS NATIONAL PARK
-  SPECIAL PROTECTION AREA / SPECIAL AREA OF CONSERVATION
-  EXISTING WOODLAND INCLUDING ANCIENT WOODLAND
-  SCHEDULED MONUMENT
-  CONSERVATION AREA
-  MAIN SETTLEMENT
-  EXISTING ARABLE FIELDS
-  EXISTING PASTURE FIELDS
-  EXISTING WATER COURSES
-  EXISTING VEGETATION
-  IMPORTANT TREES TO BE RETAINED
-  EXISTING PUBLIC BRIDLEWAY
-  EXISTING PUBLIC FOOTPATH
-  SENSITIVE EDGE (LIMITED EXISTING VEGETATION)
-  OPEN VIEWS TOWARD THE SITE
-  FILTERED VIEWS TOWARD THE SITE
-  OPEN VIEWS OF AONB


















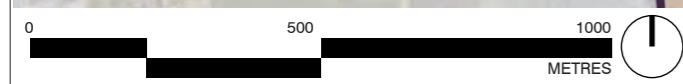
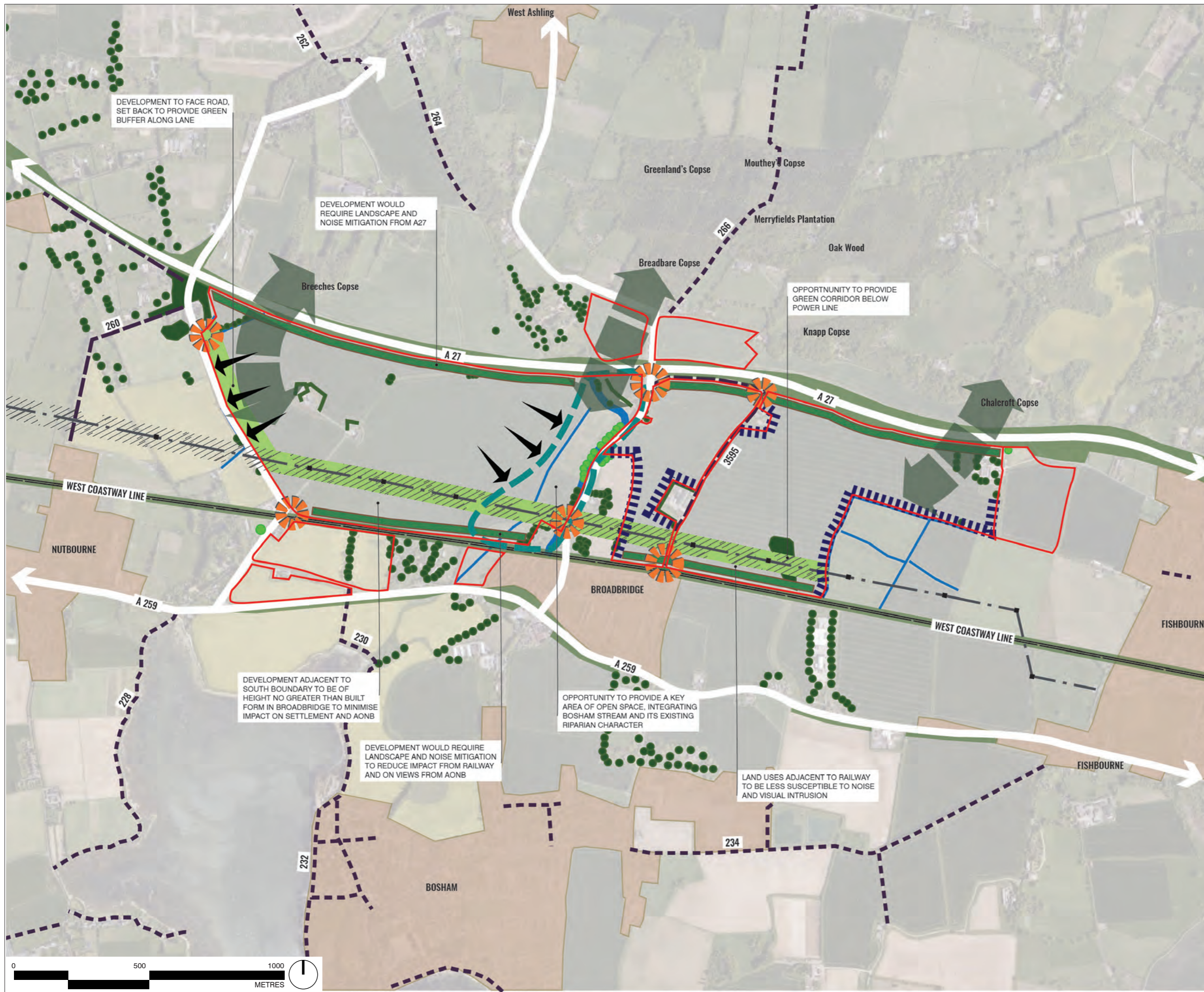
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Figure 5: Landscape Analysis Plan			
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Job No. 19.005	Scale NTS	Sheet Size A3	Revision
Drawing Number BMD.19.005.LVA.FIG.005			



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-  SITE BOUNDARY
-  OVERHEAD ELECTRICITY CABLES
-  MAIN SETTLEMENT
-  EXISTING WATER COURSES
-  EXISTING VEGETATION
-  IMPORTANT TREES TO BE RETAINED
-  EXISTING PUBLIC BRIDLEWAY
-  EXISTING PUBLIC FOOTPATH
-  BUFFER REQUIRED TO REINFORCE BOUNDARY
-  OPEN LANDSCAPE BUFFER
-  LANDSCAPE BUFFER REQUIRED TO REDUCE IMPACT FROM INFRASTRUCTURE
-  KEY GATEWAY
-  POTENTIAL GREEN INFRASTRUCTURE CONNECTION
-  KEY OPEN SPACE
-  DEVELOPMENT FRONTING ONTO GREEN BUFFER



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Figure 6: Landscape Opportunities Plan			
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