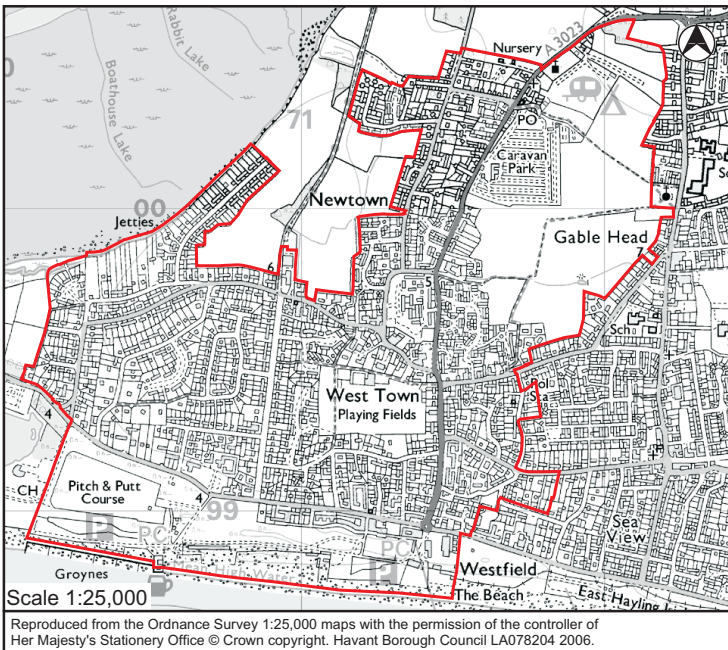


# LCA35

## West Town, Hayling Island



Colourful beach huts along Westfield Beach



St Mary's, Gable Head



Staunton Avenue



Norfolk Crescent from the south-west

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## LCA35 West Town, Hayling Island

### Introduction

The area contains three landscape character types: Open Lower Harbour Plain LCT H; Lowland Coastal Settlement LCT N; and Lowland Open Coastal Plain LCT O. A full description of the characteristics common to these types is set out in Section 4. The area is composed of fourteen historic landscape character types (Figure x): Small Rectilinear Fields with Wavy Boundaries (1.16); Assarted Pre-1810 Woodland (4.1); Shingle & Dunes (8.6); Early and Mid-Victorian Settlement (9.6.1); Late Victorian Settlement (9.6.2); Edwardian Residential (9.6.3); Pre-War Residential (9.6.4); Post-War Residential (9.6.5); 60's and 70's Residential (9.6.6); Late 20<sup>th</sup> Century Residential (9.6.7); Pre 1810 Village/Hamlet (9.7); Caravan Sites (9.11); Sports Fields (11.3); and Open Ground (11.5) (Figure 1).

### Location

Located on the southern coast of Hayling Island. This LCA forms the western part of South Hayling town and includes a southern section of beach down to the mean high tide mark.

### Relationship to adjacent character areas

*LCA31 Central Hayling plain:* Visual impact of areas of high density development as at Saltmarsh Lane with poor boundary treatment has an adverse visual impact on the open character of LCA 31.

*LCA32 Langstone Harbour:* Rear garden vegetation softens the visual impact of the built environment on the open character of Langstone harbour. However the landscape is particularly open at the rear of the dwellings on Warren Close.

*LCA34 Sinah Common and The Kench:* Good boundary hedgerow vegetation maintains a division to the wider rural landscape of LCA34.

*LCA36i South Hayling:* Gradual transition from a predominantly greener (more street trees) environment to an urban scene with less street trees.

*LCA39 South coast Hayling Island:* The slight ridge of shingle creates a small visual barrier to the open seascape beyond.

### Historic development

A settlement is first documented here in 1327, as Westeter (the place west of the village), presumably in relation to the 13th century St Mary's Church. By the end of the 18th century, only a handful of buildings were located in this LCA; the only slight groupings being at the two main road junctions - (now) West Road with Station Road, and Beach Road with St Mary's Road.

The early development of West Town was largely the result of the aspirations of William Padwick, who purchased the manor from the Dukes of Norfolk in c.1825. He was determined to develop the island into a fashionable resort to rival Brighton or Bath, and brought a London architect down to develop 'Beachlands', including a library, reading room, seawater bath-house and a horse racing track. The 1834 map shows the proposed extent of the development, including a symmetrical crescent with matching terraces to either side. By 1879, only the central section of the crescent and the Royal Hotel had been completed, with the east section of the crescent added by 1910. Sea View Terrace, a row of artisans cottages to the west of the formal

scheme was also built in 1825, but sold to the coastguard in 1865 to house the lifeboatmen, until 1914 when the lifeboat station was moved. The full scheme was never built; neither was 'Victoria Square', which had been proposed to occupy a site never developed, and now the West Town playing fields.

A railway from Havant was built in 1867, with its southern terminus at South Hayling station in West Town. Known as the 'Hayling Billy' line, it was hoped that its construction would boost the fortunes of the resort. Some further development had taken place by 1910, predominantly comprising large detached villas or terraces between the early core of West Town and the beach, but also Staunton Avenue running in a straight line south from the railway station to the sea, and the south side of Park Road. Staunton Avenue was slow to develop, with only a handful of houses by 1938, but was largely built up by 1959, when the majority of the housing between Beach Road and Sinah Lane was built. The large plots of several historic houses, most notably Westfield House, have been redeveloped with high density housing.

### **Characteristics of West Town, Hayling Island**

#### *Physical: Landform, soils and land cover*

- Underlying geology from the north includes London Clay with Portsmouth Sand and the Whitecliff Sand and to the south the Wittering Formation. These are then overlain with river terrace deposits to the north and storm beach deposits to the south
- Drainage is evident as manmade ditches within the open fields to the north following hedgerows in places. Drainage is not evident within the built environment
- Three areas of contrasting vegetation patterns, on the beach, within the built form, and within the fields at Gable Head.

#### *Within the beach environment:*

- From the coast the vegetation pattern is formed by open areas of rough grassland, which also contain manicured golfing 'greens'. Towards Seafront Road this vegetation then includes clumps of gorse and small wind swept trees.

#### *Within the built environment:*

- Strong mature tree avenue along Sinah Lane, contrasts with the open landscape character of the bungalow development within Lime Grange and Harbour Road. Another good tree avenue is seen along Staunton Avenue
- Lines of mature trees are seen to criss-cross through the built environment as found around the Hayling Park and along Stamford Avenue, along Newtown Lane and across to Fathoms Reach
- Rear gardens of dwellings off St Catherine's Road and Park Road contain a number of mature trees which collectively create a strong linear tree belt
- Good quality well maintained private hedgerow boundary treatment as shown along St Helens Road
- A number of mature trees exist singularly around Station Road, which provide points of interest within this predominantly built environment
- The Higworth Caravan site is virtually treeless and enclosed by a native hedgerow, which is thin and poor quality in places
- Areas of high density development with small areas of open grassland and very little tree planting as seen at Hamfield Drive and Aubrey Close

#### *Agricultural Plain*

- 
- Open arable fields with intermittent hedgerows allowing open views
  - Thick hedgerows adjacent to Fathoms Reach provides screening of the adjacent dwellings
  - Good quality hedgerows adjacent to the camping and caravan park to the north of Higworth Caravan Park screen site from wider agricultural plain.

#### *Biodiversity*

- The south of this area is covered by Sinah Common SSSI, a dune habitat
- The area is also adjacent to the Langstone Harbour SSSI which is also designated as well as a SPA, an SAC and a Ramsar site
- The north of this character area is mainly urban with patches of arable land/grassland in rotation. Some of these areas are large and the north east of the area consists of a large patch of arable land with some broadleaved woodland and amenity grassland with grassland around the edges
- There is also a sports field further south with amenity grassland and grassland associated with it
- The south of the area contains a coastal habitat mosaic consisting of dune scrub in the west bordered at the south with unimproved acidic grassland and at the east by intertidal shingle. This gives way to sand dune habitat and a further area of unimproved acidic grassland and shingle above high water.

#### *Historic and built environment*

- The LCA is dominated by multiple phases of mainly residential development. However the southern edge retains open ground once part of the larger Sinah Common. Little of the former field pattern can be distinguished within the housing and street plan although tree belts between properties reflect earlier field system and trackways, especially in the north western area of the LCA
- Staunton Avenue, which leads visitors from South Hayling Island railway station to the coast survives as a tree avenue in the townscape
- The north eastern corner of the LCA is characterised by agricultural land defined as small rectilinear fields with wavy boundaries, which reflects the continual use of that area as farmland. There has been slight historical boundary change but the existing hedgerows retain this historic landscape character
- The character of the built environment varies across the LCA, but is generally of good quality, with areas of particular architectural interest. The density of development is generally relatively low, with detached houses with large gardens common. The streetscape also varies considerably, from the straightness and formality of Staunton Avenue, to the semi-rural character of Park Road via the manicured suburban character of St Catherine's Road
- Important group of listed buildings comprising Norfolk Crescent, Royal Hotel and Shades Public House
- The Royal Hotel and the tall four-storey terrace of the Crescent provide an isolated strongly urban feel, somewhat incongruous in their context at the rear of the shingle beach, without the intermediary of a formal promenade as found at other early resorts. The apparent poor maintenance of both the built fabric of the Crescent, and its associated external spaces, is at variance with the generally affluent feel of the residential areas elsewhere in the LCA, though more akin to the character of the nearby fun fair at Beachlands
- The large Edwardian villas of Beach Road, and in the vicinity of the former railway station, serve as a reminder of the early days of the resort, though

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later alteration, such as the painting of the moulded terracotta of one villa used as a residential home, diminishes their character

- Extensive area of large 20<sup>th</sup> century villas within generous plots
- A loose grid of roads with a mix of connecting roads, crescents, cul-de-sacs arranged in-between
- Linear development out along Manor Road and North Shore Road connects the built environment with the adjacent rural landscape
- Pockets of beach huts in a variety of colours with adjacent large open areas of semi informal car parking
- Beachlands Fun Fair a prominent visual feature within the open coastal plain
- Remnant red brick property walls as seen along the Seafront road, including the boundary walls of former large house plots, since redeveloped. Small sections of flint wall also evident throughout
- Poor quality boundary treatment of close-boarded wooden fencing at Hayling Park degrades overall park character.

*Experiential: tranquillity, visual perceptions and access*

- A rural village atmosphere along roads such as Sinah Lane and an open agricultural landscape at Gable End
- Pockets of tranquillity, especially adjacent to the shoreline. However the Seafront road can be busy forming a barrier for access to the seafront and spoiling tranquillity
- Colourful beach huts, form striking features against the open shingle landscape
- Good connections across Gable Head with a number of well used rights of way.

*Visual: openness/enclosure, prominence and visibility*

- A contrasting landscape with areas of openness and exposure adjacent to the seafront
- Limited views within the built environment
- Open views out along the seafront to Spinnaker Tower and the Isle of Wight
- Open views across agricultural landscape at Gable Head.

### **Specific local key issues**

- Impact of new development on adjacent rural landscape
- Poor quality recreation and tourism development within open coastal plain
- Poor quality management of open coastal plain with a mix of structures (bollards, litter bins, signage, heavy kerbing) detracting from simple coastal character
- Fragile dune systems are rare in Hampshire and need careful and long term management
- Sand dune habitats and saltmarshes, a priority habitat, are at risk from erosion due to sea level rise and flood defence management
- Large plot sizes could be at threat of infill/backfill development, or redevelopment to multiple units.

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## Designations

Coastguards Conservation Area  
13 listed buildings  
1 unlisted historic building  
Chichester and Langstone Harbours Ramsar  
Chichester and Langstone Harbours SPA  
Solent Maritime SAC  
Langstone Harbour SSSI  
Sinah Common SSSI  
Hayling Billy G SINC  
Saltmarsh Lane C SINC  
Saltmarsh Lane E SINC  
Sinah Stables SINC  
Sinah Warren Village Marsh SINC  
South of Daw Lane H SINC

## Landscape and built form strategy and guidelines

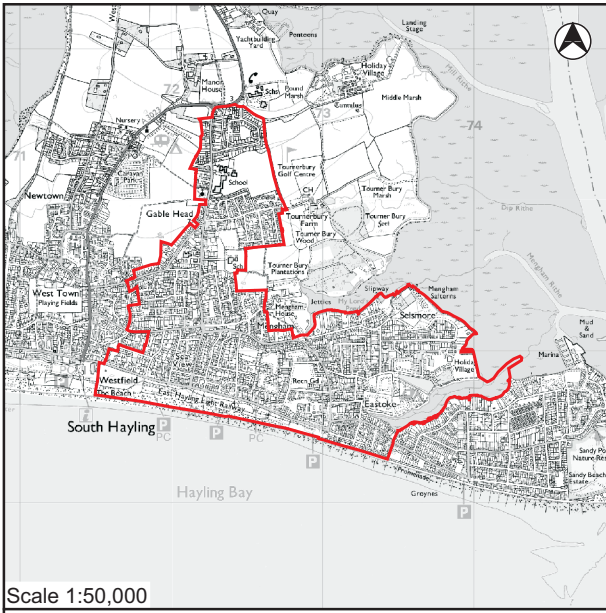
The landscape strategy is to *enhance* the local character. The following guidelines apply:

### *Land management*

- Enhance connectivity through the urban areas by means of green infrastructure
- Maintain, manage and improve hedgerow character within central open area of Gable Head to reduce adjacent impact of the built environment and maintain historic character
- Ensure that the coastal habitats are maintained and enhanced and remain unaffected by any local development either directly through the loss of the habitats or indirectly through, for example, pollution or run off from roads
- Be aware of changing wave patterns and how these may affect the sand dune systems as they are susceptible to changes that occur on the foreshore and rely on wave action for their nutrition.

### *Built form and development*

- Consider designation of 'Area of Special Townscape Character' for Staunton Avenue and area to west, to allow control over infill development, inappropriate boundary treatments etc
- Encourage repair and maintenance of Norfolk Crescent, and improvement of the setting of this and the Royal Hotel
- Consider visual impact of new development on open agricultural area at Gable Head. Areas of new development adjacent to this open area must include sufficient boundary treatment which does not compromise the rural character of this space. Restrict the height of new buildings adjacent the central open space at Gable Head and within areas which would be visible from Gable Head
- Maintain quality vernacular boundary treatment (red brick and flint walls) and encourage the use of these materials in new developments
- Improve the character of the built form including the fair ground and Norfolk Crescent south of the Seafront (road).
- Avoid redevelopment of housing plots on Seafront Road which would impact on the open character of the coastal plain.



Scale 1:50,000

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# LCA36i

## South Hayling



Mengham inlet



The Promenade



View north up Elm Grove



View east along Mengham Lane



View south across Mengham inlet



Seaside architecture

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## LCA36i South Hayling

### Introduction

The area contains two landscape character types: Lowland coastal settlement LCT N; and Lowland Open Coastal Plain LCT O. A full description of the characteristics common to these types is set out in Section 4. The area is composed of twenty one historic landscape character types: Assarted Pre-1810 Woodland (4.1); 20th Century Plantation (4.12); Fishpond and Hatchery Complexes & Natural Ponds & Lakes (7.7); Shingle and Dunes (8.6); Mudflats (8.7); Oyster Beds (8.8); Boatyard (8.11); Early and Mid-Victorian Settlement (9.6.1); Edwardian Residential (9.6.3); Pre-War Residential (9.6.4); Post-War Residential (9.6.5); 60's and 70's Residential (9.6.6); Late 20<sup>th</sup> Century Residential (9.6.7); Pre 1810 Village/Hamlet (9.7); Re-Developed Historic Core (9.10); Caravan Sites (9.11); 20th Century Schools and Playing Fields (9.12.2); Small Farmsteads (9.13); Late 20th Century Sports Fields (11.3); Golf Courses (11.5); and Allotments (11.6) (Figure 1).

### Location

Located on the southern coast of Hayling Island. This LCA forms the central part of South Hayling town and includes a southern section of beach down to the mean high tide mark.

### Relationship to adjacent character areas

*LCA31 Central Hayling plain:* The more enclosed hedgerow character to the south softens views of the urban edge around Mengham. Periphery open spaces (school playing fields etc) within LCA36 connect to the wider open landscape of LCA31.

*LCA33 Chichester Harbour:* The urban edge has been softened by rear garden vegetation and the parts of the surviving coastal grazing marsh, reduce the impact of the adjacent settlement on the undeveloped character of the harbour. The remaining parts of the coastal grazing marsh provide strong connections to the landscape character of the harbour basin.

*LCA 35 West Town, Hayling Island:* Gradual transition from a predominantly greener (more street trees) environment to the urban scene of LCA36ii, with less street trees.

*LCA36ii Eastoke:* A narrow causeway with the Southwood Road connects these two LCAs, with limited intervisibility. Development on the coastal plain contrasts with the development free open coastal plain of LCA36i.

*LCA39 South coast Hayling Island:* Open views from the storm beach ridge out to sea. However this ridge limits views from the northern part of the beach out to sea. Broad coastal plain provides a good connection to LCA39.

*Beyond the Borough boundary:* Long views to the Isle of Wight and Thorney Island. Views of the undeveloped rural character of Thorney Island enhance the rural character of Hayling Island.

### Historic development

Early maps provide very little consensus on the names of early settlements on Hayling Island. In the early 17th century, they are shown as Northwood and Southwood, with Haling between; with Stike (later Strike, and now Stoke) shown by 1700. South Haling and North Haling, both represented by churches, are first identified as such in the mid 18th century, and as South and North Hayling only by the end of the 18th. Even by the end of the 19th century, this LCA was largely rural,



with only isolated farms and barns, and two small pockets of settlement at St Mary's Church and the hamlet of Mengham.

Salt production was an important industry in the LCA over a long period. During the medieval period, Mengham Salterns, mentioned in Domesday, was one of the largest salt-production areas in the region. During the post-medieval period, Jenman's salterns (later North's salterns) were established to the south, though both went out of use in the 1870's. They were later converted to oyster farms, with adjacent feeding ponds, though these had ceased to function by the 1930's. The southern feeding pond was converted to a boating lake, to cater for the holiday makers at the adjacent Rotary Camp, and the Mengham salterns converted to the Hayling Island Sailing Club. A brickworks established on land to the south of Salterns Lane by 1910, was no longer in evidence by 1938.

Residential development began along Church Road, and to the south and west of Mengham during the early 20th century, and by the end of the 1930's, the present road layout had been largely established, though it was not until the later post-war period that the area was fully developed.

### **Key characteristics of *South Hayling***

#### *Physical: landform, soils and land cover*

- Part of the flat coastal plain, with a raised storm shingle beach along the southern edge
- Underlying geology from the north includes London Clay with Portsmouth Sand and the Whitecliff Sand and to the south the Wittering Formation. Overlain with river terrace deposits to the north and storm beach deposits to the south
- The soil is loamy with naturally high ground water
- No surface drainage within the built environment. To the east a number of drainage channels aligned towards the harbour basin at Snelsmore
- A general lack of street trees (for example Beach Road)
- A short belt of mature trees can be found along Webb Lane and Goldring Close
- To the east a band of characteristic open rough grassland adjacent to the harbour edge leading round to the small woodland at Lakeside Holiday Village
- Playing fields on eastern edge visually connect to adjacent wider open rural landscape
- Mature yew trees within church cemetery provides a strong focal point along Church Road
- The coastal plain provides a large expanse of grassland with little or no trees evident.

#### *Biodiversity*

- This is a largely urban character area with biodiversity interest through gardens and street trees
- In the north of the area there is a marina, associated with this marina there is a small habitat mosaic consisting of improved grassland, unimproved neutral grassland and dense scrub. It is bordered in the south by amenity grassland.

- Within this landscape character area there are four small patches of amenity grassland existing around municipal buildings. These exist in isolation in the south west, north and east
- To the east of the area there is a small mosaic around the saline lagoon which consists of coastal grazing marsh, broadleaved woodland, a marina and habitat rich residential land. The southern edge of this mosaic is buffered by dense scrub which divides this mosaic from the wider urban area
- There is an inlet to the east forming the boundary with LCA 36ii. The inlet consists of intertidal mud and sand and a small saline lagoon.

*Historic and built environment*

- This large LCA is characterised by multiple phases of residential development. Many of the existing property boundaries are derived from the earlier field pattern across the southern part of the island
- The former hamlet of Mengham has undergone considerable change as a result of 20th century development, such that its character is now that of a later 20th century suburban shopping precinct, despite the survival of some earlier buildings
- The 13th century St Mary's Church remains in relative historic isolation, set in the context of a 20th century residential area
- Recent redevelopment indicates the demand for small multiple occupancy buildings, with new apartment blocks provided with large block-paved parking areas
- Development in this LCA was of a more piecemeal nature than that of 36ii, resulting in a more mixed townscape
- Predominantly detached two storey dwellings set back from Seafront road
- High density linear development adjacent Beach Road
- Pockets of high density caravan parks at Snelsmore with little or no tree cover
- The area features a number of large residential developments including 'Sea View' (laid out by 1910), and the 'Sea Front Estate' (built by 1938), which have their own collective character, based as much on their layout and built form as their architectural detail
- Later development tends to be of little intrinsic architectural interest
- The eastern end of the LCA is dominated by the combination of a large holiday village; a caravan and camping site, and a mobile home park
- A small number of buildings form visually prominent features within the coastal plain for example the Coast Guard building
- Remnants of the former Mengham and North's salterns, which were later re-used as oyster beds, survive, as does the former feeding pond, now used as a boating lake.

*Experiential: tranquillity, visual perceptions and access*

- Good sense of tranquillity to the west where the road is separated from the beach by the line of seafront dwellings
- An accessible seafront to the west with car parks located at intervals. To the east private dwellings align along the seafront which limits access to the adjacent promenade.

*Visual: openness/enclosure, prominence and visibility*

- An open and exposed landscape adjacent to the sea front contrasting with areas of enclosure within the built environment

- Limited views within the built environment
- Open views out along the seafront to Spinnaker Tower and the Isle of Wight.

### **Specific local key issues**

- Lack of street trees
- Poor quality recreation and tourism development within open coastal plain
- Poor quality management of open coastal plain with a mix of structures
- Climate change may lead to sea level rises which could impact upon the coastal habitats.

### **Designations**

Chichester Harbour Area of Outstanding Natural Beauty (narrow eastern area)

5 listed buildings

Chichester and Langstone Harbours RAMSAR site

Chichester and Langstone Harbours SPA

Solent Maritime SAC

Chichester Harbour SSSI

Sinah Common SSSI

Beachlands East SINC

Hayling Secondary School Playing Field SINC

Mengham Salterns SINC

Fishery Creek Camp Site SINC

Selsmore Boating Lake SINC

### **Landscape and built form strategy and guidelines**

The landscape strategy is to *enhance* the local character. The following guidelines apply:

#### *Land management*

- Improve and relate the character of the playing fields along the eastern edge with the adjacent open rural landscape. This should include new areas of tree planting building on the existing hedgerow pattern
- Maintain open band of coastal grazing marsh adjacent to harbour edge at Mengham Rythe Sailing Club to maintain development free harbour edge character as seen throughout Hayling Island. Any new development which compromises the open character should be avoided
- Ensure that the coastal habitats are maintained and enhanced and remain unaffected by any local development
- Be aware of changing wave patterns and how these may affect the sand dune systems as they are susceptible to changes that occur on the foreshore and rely on wave action for their nutrition.

#### *Built form and development*

- Consider visual impact of development on adjacent character areas
- Boundary treatment must not detract from adjacent rural character

- 
- Avoid development south of Seafront Road which would erode the open character of the coastal plain
  - Avoid redevelopment of housing plots on Seafront Road which would impact on the open character of the coastal plain
  - Improve layout and visual impact of the car parks. Co-ordinate boundary features, seating, signage and avoid over use of litter bins and other vertical structures to maintain the open character. Where necessary cluster tourism and recreation facilities
  - Protect the unusual layout of the Seafront Estate and avoid encroachment into the open central spaces which are a particular feature of its design.

# LCA36ii

## Eastoke



World War II pillbox adjacent Sparks Marina



Promenade at rear of beach



Sandy Beach Estate, Eastoke

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## LCA36ii Eastoke

### Introduction

The area contains two landscape character types: Lowland coastal settlement LCT N; and Minor Inlets LCT M. A full description of the characteristics common to these types is set out in Section 4. The area is composed of seven historic landscape character types: Shingle and Dunes (8.6); Pre-War Residential (9.6.4); Post-War Residential (9.6.5); 60's and 70's Residential (9.6.6); Late 20<sup>th</sup> Century Residential (9.6.7); Caravan Sites (9.11); and Open Ground (11.5) (Figure 1).

### Location

Located on the southern coast of Hayling Island. This LCA forms the eastern part of South Hayling town and includes a slither of beach down to the mean high tide mark.

### Relationship to adjacent character areas

*LCA33 Chichester Harbour:* Harbour edge dominated by caravans, creating loss of open coastal grazing marsh. Some areas of tree and shrub planting but mainly harsh edge of development on harbour edge, creating limited intervisibility. The cluster of boat masts at Sparks Marina is a prominent visual feature as seen from LCA33.

*LCA36i South Hayling:* A narrow causeway with the Southwood Road connects these two LCAs, with limited intervisibility. Development on the coastal plain contrasts with the development free open coastal plain of LCA36i.

*LCA39 South coast Hayling Island:* Open views from the storm beach ridge out to sea. However this ridge limits views from the northern part of the beach out to sea. Broad coastal plain provides a good connection to LCA39.

*LCA37 Black, Sandy and Eastoke Points:* Generally rear gardens abut this adjacent LCA, with rear garden vegetation along Wittering Road within LCA36ii providing a soft vegetated buffer to the open coastal plain character of LCA37. In contrast there are more open views to the rear of the properties within Sandy Beach Estate from Sandy Point Nature Reserve.

*Beyond the Borough boundary:* Long views to the Isle of Wight and Thorney Island. Views of the undeveloped rural character of Thorney Island enhance the rural character of Hayling Island.

### Historic development

First mentioned in 956AD, the Manor of Eastoke is also mentioned in Domesday, at which time it was owned by the monks of Troarn Abbey in Normandy, and supported five families. The detailed map of 1834 shows that the Eastoke peninsula was still almost an island at this date, with the shingle of the south beach extending to meet the creek to the north, with the only habitation being Eastoke Farm, and an adjacent cottage. With no road shown between the farm and South Hayling until the early 20<sup>th</sup> century, access to the farm appears to have been via the sea at the harbour mouth to the east. The farmland was primarily used for sheep until WW2, though the Eastoke salterns at the north-east corner of the LCA were operational from at least the mid 18<sup>th</sup> century until the 1870's. It was not until the 1920's and 30's that development began on the peninsula, and it was joined by road to the rest of the island. The entire south sea front was quickly developed, with the southern half of the peninsula largely developed by 1938, including the modernist 'Sandy Beach

Estate'. After WW2, development sites could be bought for as little as £1, and this led to the development of a shanty town of old caravans and converted railway carriages for weekend and holiday use. Further built development of the area took place during the 1960's, and by 1975 it was almost totally built up. Some of the early residential development is of a special character and interest, eg the Sandy Beach Estate.

### **Characteristics of Eastoke**

#### *Physical: landform, soils and land cover*

- Part of the flat coastal plain, with a raised storm shingle beach along the southern edge
- The coastal plain provides an expanse of shingle sloping down to the sea, with a line of timber groynes. The timber groynes create small coves. The beach form is a result of ongoing beach nourishment
- Underlying geology from the north London Clay with Portsmouth Sand the Whitecliff Sand and the Wittering Formation to the south. Originally an island with the central part covered with river terrace deposits while surrounded by storm beach deposits
- The soil is loamy with naturally high ground water
- No surface drainage within the built environment, with the minor inlet (Cockle Creek) draining into the Mengham Rithe within the Chichester Harbour
- To the south there is a lack of trees within the built environment especially as seen adjacent to Southwood Road
- This contrasts with areas to the north where, although there is also a lack of street trees, a number of mature trees do exist. These are within the gardens of older properties and within the rear gardens of properties which run down to the northern harbour shoreline, for example along Wittering Road.

#### *Bio-diversity*

- This is a largely urban character area with biodiversity interest through gardens and street trees
- In the south of the area there are three patches of amenity grassland which are isolated from each other
- In the north there is a very small mosaic of dense scrub, improved grassland and amenity grassland which is adjacent to a marina that extends into the adjacent character area (LCA 33)
- Further to the south east of this there is a very small strip of scattered saltmarsh which extends into LCA 37.

#### *Historic and built environment*

- Characterised by multiple phases of residential developments, holiday parks and marinas. The gridlike road system to the north and south of Sandy Point Road reflects the former historic landscape enclosure pattern of medium to large geometric fields with straight boundaries
- A grid of roads with mainly detached dwellings towards the north and caravan sites and bungalows towards the south
- Sheer Water which consists of two blocks of flats (three storeys) is set back from the front

- 
- Recent redevelopment has increased the density of some of the smaller plots
  - The north and north east edges of the peninsula are characterised by detached and semi-detached houses with rear gardens extending to the edge of the adjacent creeks
  - The core of the residential area comprises a mix of pre-war and early post-war bungalows and houses, generally set back within their plots, giving an open and ordered feel
  - The distinctive, but varied, modernist architecture of the Sandy Beach Estate at the south east corner of the LCA, is of a particular character and special interest
  - The properties along the rear edge of the south beach are starting to be redeveloped to provide higher density, three-storey apartment blocks in overtly modern style.

*Experiential: tranquillity, visual perceptions and access*

- A quiet landscape away from the main roads on Hayling Island
- Properties adjacent to the seafront provide a barrier to traffic noise for the beach
- White rendered modernist buildings
- Public access to the sea front is from the car parks to the west, where pedestrian access leads along the promenade. From here there are open views out to sea and northwards to the adjacent line of built dwellings.
- There is one car park on Southwood Road and some points of pedestrian access through narrow alleys between the dwellings to the promenade
- The southern side of Cockle Creek is inaccessible preventing public access to the shoreline, with the shoreline aligned with private rear gardens and private jetties.

*Visual: openness/enclosure, prominence and visibility*

- An open and exposed landscape adjacent the sea front. This continues inland within the built environment where there are areas of single storey bungalows and caravans and the lack of street trees and boundary features. Further to the north the landscape has a more enclosed character adjacent Cockle Creek
- Limited views within the built environment
- Open views out along the seafront to Spinnaker Tower and the Isle of Wight.

**Specific local key issues**

- Poor quality environment to the rear of dwellings adjacent the sea front
- Poor access to the shore
- Poor quality car park environment
- Overdevelopment on plots adjacent beach eroding character of open coastal plain
- Caravans and chalets appear to be encroaching in piecemeal fashion into any vacant space, including the rear gardens of adjacent houses, impacting on the house:plot size ratio.

**Designations**

Chichester Harbour Area of Outstanding Natural Beauty  
Chichester and Langstone Harbours RAMSAR site



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Chichester and Langstone Harbours SPA  
Solent Maritime SAC  
Chichester Harbour SSSI  
Boatyard Patch SINC

### **Landscape and built form strategy and guidelines**

The landscape strategy is to *enhance* and *restore* the local character. The following guidelines apply:

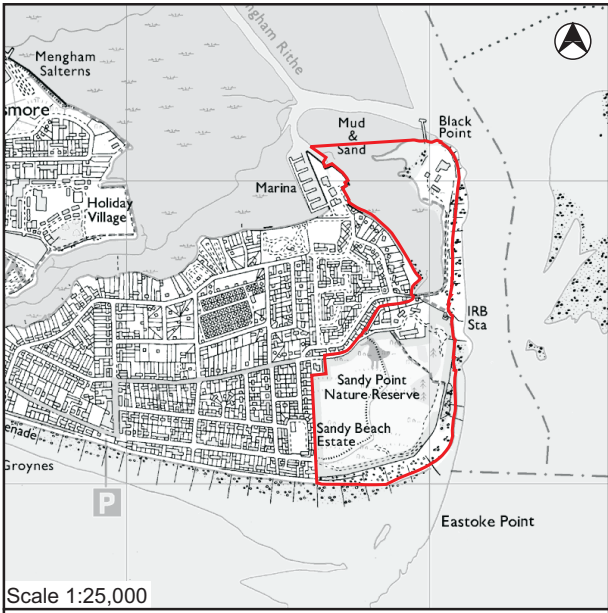
#### *Land management*

- Create a theme of coastal planting with a range of native grasses and small shrubs which are complimentary to this location
- Maintain, restore and encourage as far as possible the originally undeveloped coastal grazing plain which would have once existed adjacent to the harbour edge.

#### *Built form and development*

- Control development along Southwood Road adjacent to the seafront with a restriction on the height of new development so to preserve the open character of the promenade and the scale of development adjacent to the beach
- Prohibit any future development into the harbour edge, where originally the open coastal grazing marsh would have existed
- Improve access to seafront and improve the landscape character along the narrow alleys to the sea front
- Control further expansion of caravan/holiday centre into rear plots of residential area which is breaking down the uniform grain of the settlement
- Consider some form of conservation designation of the Sandy Beach Estate to control further piecemeal alteration of this interesting group of modernist houses.





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# LCA37

## Black, Sandy and Eastoke Points



Sandy Point Nature Reserve



Cluster of masts at Black Point Yacht Club

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## LCA37 Black, Sandy and Eastoke Points

### Introduction

The area contains two landscape character types: Lowland Open Coastal Plain LCT O; and Minor Inlets LCT M. A full description of the characteristics common to these types is set out in Section 4. The area is composed of five historic landscape character types: Unenclosed Heathland and Scrub (5.1); Shingle and Dunes (8.6); and Mudflats (8.7); Boatyard (8.11); and Late 20th Century Residential (9.6.7) (Figure 1).

### Location

Located in the east of Hayling Island, adjacent to Chichester Harbour mouth.

### Relationship to adjacent character areas

*LCA33 Chichester Harbour:* Open views northwards across the harbour basin. The minor inlet provides a landscape connection to the harbour.

*LCA36ii Eastoke:* To the north the visual prominence of the eastern edge of Eastoke has been softened by rear gardens and some general scrub vegetation. Further to the south, due to their height, the 2/3 storey residential properties to the west of Sandy Point Nature Reserve are more visually prominent. Lacks strong landscape connections.

*LCA40 Chichester Harbour mouth:* LCA37 is an elevated area above the harbour mouth with open views from the ridge and the storm beach. Limited views from within Sandy Point Nature Reserve due to surrounding scrub and small tree character. Strong landscape connections with the form of the beach relating to the function of the harbour mouth.

*Beyond the Borough boundary:* Strong visual and landscape connections to the semi-undeveloped open character at West Wittering.

### Historic development

There has been considerable movement during the 19th and early 20th centuries, both in the location and shape of spits, and in the high water mark of the south eastern coastline of Hayling Island, which has shifted some 80m northwards. A study by Wessex Archaeology (Beatie-Edwards & Webster, 2002) indicated that Black Point Spit has undergone movement of both the high and low water marks, representing a lateral shift of some 40m in a westerly direction between the 1st and 4th editions of the OS (1879-1938). The head of the spit also underwent growth in this period, though this action is thought to be attributable to the development of the area, rather than natural deposition. It is also understood that small areas of widening, have also taken place between 1870 and 1965, including Sandy Point within this LCA.

The majority of this LCA is shown on 1810 mapping to be occupied by a large body of water, fed by creeks through the marine mud. Interestingly, this south eastern tip of Hayling Island appears to have been subject to considerable salt marsh accretion during the early 20th century, as elsewhere around Chichester Harbour, as by the 4th edition OS the area is shown as saltmarsh rather than mud, such that the inter-tidal zone has decreased in area by about 50% in some areas.

The first development within this LCA appears to have taken place around the turn of the 19th and 20th centuries, with the construction of Sandy Point House at the southern end of Black Point Spit, and of Sandy Point Cottages at the western edge of the LCA by 1910. The Treloar Cripples Hospital was constructed in the 1920s to the south of Sandy Point House as an extension to Lord Mayor Treloar's Home at Alton. By the time of the 4<sup>th</sup> edition OS (1938-42) the Sandy Beach Estate of residential properties had been constructed to the west, marking the boundary of the LCA.

The hospital, house and cottages continue to be shown on the 1959 OS edition, with the addition of the Yacht Club at the head of Black Point. The house and hospital have now been lost, and their location developed as a lifeboat station. The yacht club has been very recently rebuilt, with large areas of carparking and winter standing for boats, protected by additional sea defences.

### **Characteristics of *Black, Sandy and Eastoke Points***

#### *Physical: landform, soils and land cover*

- Part of the flat coastal plain with a storm beach of shingle creating a low ridge around the east and south periphery
- Black Point set at the end of a harbour spit aligned northwards into Chichester Harbour basin. Enclosing a small inlet of mud with sandy beaches
- Underlying geology: from the north, London Clay, then the Portsmouth Sand, the Whitecliff Sand and to the south the Wittering Formation. Overlain by beach and tidal flat deposits around the periphery
- Loamy soils with a naturally high water content
- Dune systems dominated by the distinctive marram grass and areas of scrub within Sandy Point Nature Reserve.

#### *Biodiversity*

- This landscape character area is largely covered by the Chichester Harbour SSSI, and is also a SPA, a SAC and a Ramsar site.
- The current physical and tidal influences on this landscape creates a rich mosaic of intertidal and shore edge habitats, which include dune scrub, unimproved acid grassland and dry heath. The dry heath is most dominant existing alongside similar sized areas of dune scrub and a smaller patch of unimproved acid grassland to the west
- The north of the area consists of intertidal shingle north of Black Point, the south of the development is bordered by sand dune habitats other than scrub, which gives way, in the west to shingle above high water and the open sea
- To the east there is a large patch of intertidal mud and sand including algal beds which separates Black Point from the main land of Hayling Island
- There is a second habitat mosaic to the south of this one. This consists of large areas of dune scrub that are surrounded on the east by dry heath acid grassland and on the south western side by unimproved acidic grassland
- There is a strip of shingle above high water that surrounds this habitat. This is adjacent to a strip of intertidal shingle which runs both north and west of this character area and contains the habitat mosaic from the open sea
- This habitat mosaic is a fragile system at risk from the impacts of natural erosion, visitor pressure and sea level rise

- 
- A small area of sand dune habitat, which is not scrub, abuts an area of residential development. There is also a small area of coastal grazing marsh towards the south of the area which is surrounded by the dry heath and dune scrub
  - These habitats give way to shoreline habitats of intertidal mud, shingle and saltmarsh
  - The shingle above high water consists of a small band of habitat around the coastline whilst the intertidal shingle covers a much greater area out towards the open sea.

*Historic and built environment*

- The main historic landscape character is defined by the unenclosed heath and scrub of Eaststoke Common, which once extended westwards along the seafront of Hayling Island
- The character of this LCA derives little of its essential character from its buildings, though they are both highly indicative of the present use of the area as a leisure facility associated with sailing
- The lifeboat station is of traditional construction, though relatively modern design, while the new yacht club is of overtly modern design and materials, with a strong marine language created by the 'lookout' extending from its eastern side
- The sight and sound of the wind through the mast riggings of the boats stored out of the water is highly evocative
- A mixture of manmade vertical elements including information boards, bollards, railings and signs has a degrading influence on the simple elements of this LCA.

*Experiential: tranquillity, visual perceptions and access*

- A quiet landscape with little noise, although at busy times the traffic on the driveway to the car park at Black Point would impinge on this
- The shingle produces a range of bleached browns, oranges and yellows. Bright green algae strikingly contrast with the dark grey mud at low tide within the small inlet
- No car parks except the private car park at Black Point Sailing Club
- Open beach access for walkers, while Sandy Point Nature Reserve is closed for visitors.

*Visual: openness/enclosure, prominence and visibility*

- An open and exposed landscape adjacent the shoreline, with some enclosure found behind the storm beach within Sandy Point Nature Reserve and within the sheltered small inlet west of Black Point Spit
- Club house of Black Point Sailing Club provides a landmark on the spit
- Long views out to sea, including the Isle of Wight
- Long views inland across Chichester Harbour Basin to Thorney Island and the South Downs
- Views across the harbour mouth to the low lying coastline of West Wittering with the beach and beach huts visible in the foreground.

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### Specific local key issues

- Increased recreation demand would need to avoid over provision or massing within this area
- Although there is a significant quantity of residential property in the adjacent LCA, current levels of new development indicate that there is still further demand, particularly for high quality or higher density development apartments in the area, probably as second homes for owners of boats moored at the nearby sailing club, which could impinge on the open coastal character of the area
- The south end of the peninsula/spit, currently has a wild and windswept character, which would be damaged by the encroachment of high density development in the area of the IRB station
- Intrusive character of sea defences on natural alignment of beach
- Visual clutter of walls, fences and sheds within rear gardens at the waters edge
- Public access creating pressures on the biodiversity resource
- Impacts of climate change on the mosaic of habitats
- Impacts of pollution from the sea, such as spillages
- Saltmarshes, a priority habitat, are at risk from erosion due to sea level rise and flood defence management.

### Designations

Chichester Harbour Area of Outstanding Natural Beauty

Chichester and Langstone Harbours RAMSAR site

Chichester and Langstone Harbours SPA

Solent Maritime SAC

Chichester Harbour SSSI

Lifeboat Station Saltmarsh SINC

Land east of Sandy Point SINC

Lifeboat Station Heath SINC

Sandy Point Local Nature Reserve

### Landscape and built form strategy and guidelines

The landscape strategy is to *conserve* the landscape character. The following guidelines apply:

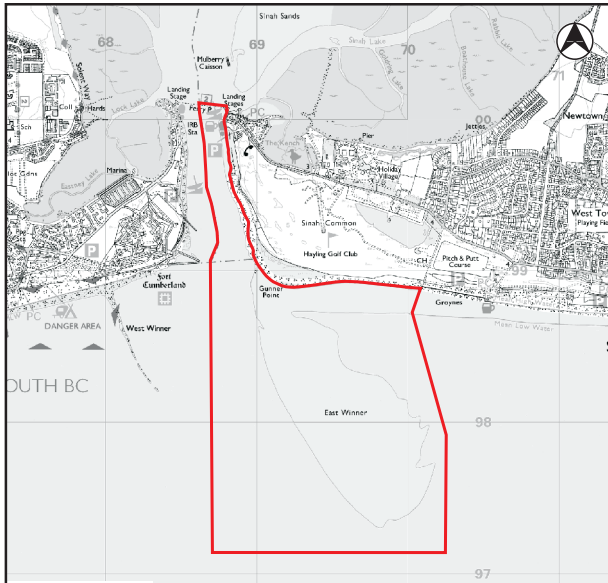
#### *Land management*

- Where possible manage vegetation to screen adjacent built form of Eaststoke
- Maintain and enhance the dry heath
- Protect fragile system of habitat mosaic which is at risk from the impacts of natural erosion, visitor pressure and sea level rise
- Conserve and enhance the complex mosaic of coastal habitats
- Be aware of changing wave patterns and how these may affect the sand dune systems.

*Built form and development*

- The visual impact of any new development along the western urban edge of South Hayling and its potential intrusion on views within this area should be carefully considered
- The modern movement style housing on Wittering Road, which overlooks this LCA provides an appropriate coastal aesthetic, and proposals to alter these houses, particularly with the addition of pitched roofs, should be strongly resisted
- Large scale development on West Wittering could be visually intrusive to this area
- Limit facilities for visitors to retain a more isolated area of shoreline
- Consider the appearance of sea defences and the collective impact they will have on the character of the area
- Continue to limit expansion of the sailing club and its potential impact on tranquility within the area.





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# LCA38

## Langstone Harbour mouth



View across Langstone Harbour Mouth



Craft in Langstone Harbour Mouth



Banks of sea shells align the Langstone Harbour Mouth

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## LCA38 Langstone Harbour mouth

### Introduction

The area contains two landscape character types: Harbour Mouth LCT K; and Open Coast LCT P. A full description of the characteristics common to these types is set out in Section 4. The area is composed of three historic landscape character types: Shingle and Dunes (8.6); Navigation Channels (8.9); and Coastal Waters (8.12) (Figure 1).

### Location

Located off the west coast of Hayling Island, this LCA provides the entrance to Langstone Harbour.

### Relationship to adjacent character areas

*LCA32 Langstone Harbour:* LCA 38 provides a narrow opening, not always seen as an open entrance/exit to the Solent. Contrasting sand banks around the harbour mouth with the mud flats within the harbour basin exposed at low tide, while at high tide the uniform water horizon connects the harbour mouth to the rest of the harbour basin.

*LCA34 Sinah Common and The Kench:* The rippling dunes are a result of the long shore drift and tidal currents. The steep beaches limit visibility to the area of LCA34.

*LCA39 South coast Hayling Island:* The East Winner sand bank is a product of the coastal deposition at the harbour mouth, and at low tide this contrasts with the shallow sea of LCA39. Good intervisibility, although further to the east the gap of the harbour mouth becomes obscured as it visually blends in with the adjacent land masses.

*Outside the Borough:* Views across the harbour mouth to Portsea Island and out to sea. Urban development on this island has urbanised the character of the mouth.

### Historic development

The right to operate a ferry at this point lay with the Lord of the Manor from medieval times until the 1920's, and it is probable that a rowing boat provided a ferry crossing at this point from the late medieval period. The ferry rights were sold to a private company in 1875, and in 1901 the Steam Ferry Company improved the service with the upgrading of the approach roads, and the construction of pontoons.

### Key characteristics of Langstone Harbour mouth

*Physical: landform, soils and land cover*

- Narrow opening to the sea from Langstone Harbour out to the Solent
- Fast flowing channel, with adjacent steep shingle beaches, also including deposits of shells
- Narrow inter-tidal belt
- Expansive sand bank of East Winner projecting seaward from southern tip of harbour mouth
- Banks of sea shells found deposited on the higher part of the beach, with the continuous changing gradation of shingle shelving down to the form the inter-tidal beach.

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*Biodiversity*

- This landscape character area is covered by a number of designations, including Sinah Common SSSI
- The majority of the character area consists of open sea, with a large area of intertidal shingle adjacent to the shoreline which continues into the character area to the north of this one (LCA 34).

*Historic and built environment*

- The navigational channel defines the western edge of the LCA which is bounded on the eastern side by the large East Winner shingle dune
- Crossing ferry point, and busy access route way from Langstone Harbour out to the sea.

*Experiential: tranquillity, visual perceptions and access*

- A quiet landscape, influenced sometimes by the roar of the prevailing wind
- Weather conditions can influence the colour of the sea, with the impact of the deep water channel allowing deep blues to develop on bright sunny days contrasting with the linear banks of white shells. Grades of shingle produce a range of colours and tones from browns and pale oranges which form linear bands within the inter tidal range
- Access from the landing stage at the northern end, with an adjacent car park allowing pedestrian access to the beach along the eastern edge.

*Visual: openness/enclosure, prominence and visibility*

- An open and exposed landscape
- Short views across to the landing stage at Eastney on Portsea Island
- Long views northwards to Portsdown
- Long views out to sea and the Isle of Wight.

**Specific local key issues**

- Visual impact of adjacent LCAs
- Poor quality treatment of recreation facilities will influence the character of the harbour mouth
- Climate change may lead to sea level rises which could impact upon the coastal habitats.

**Designations**

Chichester and Langstone Harbours RAMSAR site

Chichester and Langstone Harbours SPA

Solent Maritime SAC

Langstone Harbour SSSI

Sinah Common SSSI

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## **Landscape and built form strategy and guidelines**

The landscape strategy is to *enhance* the local character. The following guidelines apply:

### *Land management*

- Be aware of changing wave patterns and how these may affect the sand dune systems
- Ensure that the coastal habitats are maintained and enhanced and remain unaffected by any local development.

### *Built form and development*

- The form and colour of sea defences should as far as possible compliment the existing linear beach character of the gradated shingle and shells
- Important to manage adjacent recreation facilities to allow the visitor a pleasant and appropriate environment when visiting the harbour mouth.



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## LCA39 South Coast Hayling Island

### Introduction

The area contains one landscape character type: Open Coast LCT P. A full description of the characteristics common to this type is set out in Section 4. The area is composed of two historic landscape character types: Shingle and Dunes (8.6); and Coastal Waters (8.12) (Figure 1).

### Location

Located to the south of Hayling Island, from the high tide mean water mark seawards for 1 km.

### Relationship to adjacent character areas

*LCA35 West Town, Hayling Island:* Recreation and fun fairs are visible from the beach area. However the remaining development free areas of the broad coastal plain provide a strong connection to LCA39.

*LCA36i South Hayling:* The building line is set back from the shoreline, and therefore does not intrude on open coast character. Important broad undeveloped coastal plain connects to LCA39.

*LCA36ii Eastoke:* Open views from the storm beach ridge out to sea. Where there is a closer line of development the urban edge dominates the seascape.

*LCA38 Langstone Harbour mouth:* The East Winner sand bank is a product of the coastal deposition at the harbour mouth; at low tide this contrasts with the shallow sea of LCA39. Good intervisibility, although further to the east the gap of the harbour mouth becomes obscured as it visually blends in with the adjacent land masses.

*LCA40 Chichester Harbour mouth:* The sand bank at the harbour mouth, contrasts with the shallow sea of LCA39. Good intervisibility, although further to the west the gap of the harbour mouth becomes obscured as it visually blends in with the adjacent land masses.

*Beyond the Borough boundary:* Long views out to the Isle of Wight and the horizon.

### Historic development

It is said that a considerable part of the south coast of the island has been lost into the sea, including the ruins of All Saint's Church which was inundated during a storm in 1324. Researchers differ in their opinion of this theory, though qualified divers have reported submerged ruins at Church Rocks, given their name by virtue of the theory.

### Characteristics of South Coast Hayling Island

*Physical: landform, soils and land cover*

- Shelving shingle beach, with some sand exposed at low tide
- Complex tidal currents due to Langstone Harbour and Chichester Harbour entrance channels, with sediment transport eastwards and westwards from a divergence zone along the Eastoke frontage
- Beach nourishment being undertaken at Eastoke Point has produced a changing landform
- Underlying geology formed by the Wittering Formation with drift beach deposits of shingle and sand

- 
- Wooden groynes create minor bays along this smooth shoreline
  - Open expanse of sea water which forms part of the Solent.

*Biodiversity*

- This is a coastal landscape with open water and a thin stretch of intertidal shingle which runs from east to west across the landscape.

*Historic and built environment*

- The sea frontage of open sand and shingle defines the historic character
- A cluster of groynes (about 12) project at the western end, continuing with a long section of groynes around into the harbour mouth at the eastern end. These groynes are made from wood and are bleached in colour due to weathering
- Some sixty wrecks have been identified between Hayling Island and the Isle of Wight, including a flying bomb and the 26-gun frigate Euridice, which sank off the island in 1878, in a sudden squall and snowstorm. These wrecks form an important archaeological resource.

*Experiential: tranquillity, visual perception and access*

- A quiet landscape, except when beach nourishment is being undertaken
- A colourful area of graded oranges, browns and off whites complemented by the wooden groynes with their bleached weathered character. The sea can be all colours of greys and blues depending on weather conditions
- An accessible landscape with access from car parks located within LCA35, LCA36i and LCA36ii provided.

*Visual: openness/enclosure, prominence and visibility*

- Open exposed character
- The groynes provide local sheltered areas
- At locations adjacent the waters edge, areas of development within South Hayling are not visible due to the intervening shingle ridge which forms part of the storm beach
- Long views along coast to Portsea Island and Spinnaker Tower
- Long views across to the Isle of Wight.

**Specific local key issues**

- Visual impact of sea defences
- Visual impact of built edge within LCA35, LCA36 and LCA36ii on open simple character
- Oil spill as a threat to water quality
- Climate change may lead to sea level rises which could impact upon the coastal habitats
- Coastal movement and erosion could have a damaging impact on submerged wrecks.

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## Designations

Solent Maritime SAC  
Sinah Common SSSI  
Beachlands East SINC

## Landscape and built form strategy and guidelines

The landscape strategy is to *conserve* and *enhance* the local character. The following guidelines apply:

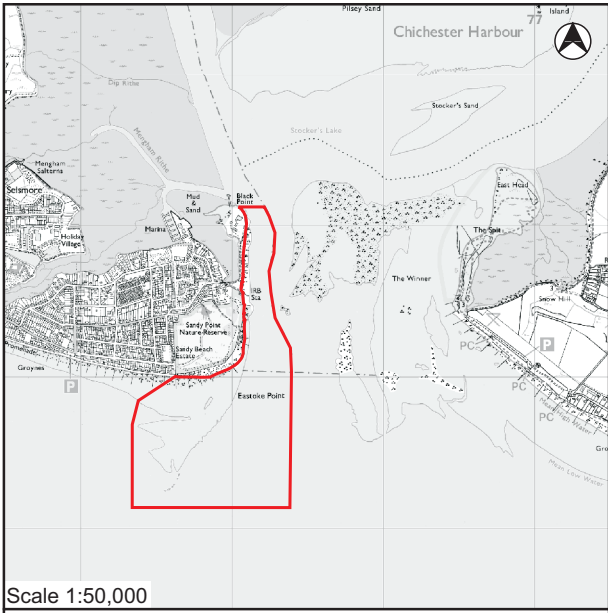
### *Land management*

- Avoid structures on the storm beach which would be visible from the sea
- Be aware of changing wave patterns and how these may affect the sand dune systems.

### *Built form and development*

- Restrict and control the visual impact of development and street furniture (such as bright blue rubbish bins) adjacent the sea front within LCA35, LCA36i and LCA36ii
- Maintain simple wooden groyne structure which become attractively weathered. Avoid where possible the use of stone groynes
- Further investigation of the site of Church Rocks by qualified marine archaeologists should be encouraged.





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# LCA40

## Chichester Harbour mouth



Coastal defences

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## LCA40 Chichester Harbour mouth

### Introduction

The area contains two landscape character types: Harbour Mouth LCT K; and Open Coast P. A full description of the characteristics common to this type is set out in Section 4. The area is composed of three historic landscape character types: Shingle and Dunes (8.6); Navigation Channels (8.9); and Coastal Waters (8.12) (Figure 1).

### Location

Located to the south east of Hayling Island, this LCA forms the entrance to Chichester Harbour.

### Relationship to adjacent character areas

*LCA33 Chichester Harbour:* LCA40 is a narrow opening, not always seen as an open entrance/exit to the Solent. Local landmark with the new building at the sailing club adding emphasis to the opening. Contrasting landscape characters at low tide, while at high tide LCA40 connects to the rest of the harbour basin.

*LCA37 Black, Sandy and Eastoke Points:* From the harbour mouth the rising beach profile limits views across the predominantly open coastal plain. Sand dune and shelving beach landscape character of LCA37 connects to the coastal forces and landscape character of LCA40.

*LCA39 South coast Hayling Island:* The sand bank at the harbour mouth, contrasts with the shallow sea of LCA39. Good intervisibility, although in views from further to the west. The gap of the harbour mouth becomes obscured as it visually blends in with the adjacent land masses.

*Beyond Borough boundary:* Long views across open sea to the Isle of Wight, Thorney Island and the shoreline of West Wittering. LCA40 is the main part of the tidal harbour mouth which is characterised by a deep channel, which contrasts to the rest of the harbour mouth to the east, outside of the Borough, which is characterised by a system of sand banks, as seen at low tide.

### Historic development

The harbour mouth has changed in form over time as discussed in LCA 37. The establishment of a naval base in the harbour was rejected by the Navy Board in 1698 because the harbour was considered 'too dangerous to enter', as it was, at this time, barely a quarter of a mile wide. Historic charts and mapping show that East Head has migrated eastwards a considerable distance since 1786. An Admiralty chart of 1845 shows a sounding of just two feet in places at Mean Low Winter Springs, with entry to the harbour only possible from half-tide onwards.

### Characteristics of Chichester Harbour Mouth

*Physical: landform, soils and land cover*

- Narrow opening to the sea from Chichester Harbour, enclosed by the projecting shingle and sand spits of East Head, Black Point and Eastoke Point
- Shelving shingle and sand beaches align harbour mouth, with strong tidal currents and prevailing winds
- Narrow inter-tidal range

- The large sand bank of Eastoke Point which aligns south west is exposed at low tide
- The LCA however forms a small part of a composition of closely interrelated seascapes, which stretch well beyond the Borough boundaries into Chichester Harbour and into the seaboard off the Hampshire coast
- Tidal movements, weather conditions, and the changing levels of human activity throughout the year also heavily influence its subtly changing character.

#### *Biodiversity*

- This landscape character area is covered by the Chichester Harbour SSSI, it is also designated as a SPA, SAC and Ramsar site
- This is a coastal landscape with open water and a patch of intertidal shingle in the north west of the area that is associated with a strip of intertidal shingle that runs from the landscape character area to the west (LCA 39).

#### *Historic and built environment*

- The navigational channel for Chichester Harbour defines the eastern edge of the LCA
- Stone groynes provide strong physical features on the headland at Eastoke Point.

#### *Experiential: tranquillity, visual perceptions and access*

- Good levels of tranquillity, with the only noise from the roar of the wind and crashing waves
- Whilst development at Eastoke is visible, overall this LCA retains an undeveloped character
- Weather conditions can influence the colour of the sea. For example on bright sunny days the deep water channel appears a deep blue which compliments the range of colours and tones from browns and pale oranges which form the beach within the inter tidal range
- Pedestrian access from the promenade from Eastoke down to the beach
- Busy route into Chichester Harbour and out to sea.

#### *Visual: openness/enclosure, prominence and visibility*

- An open and exposed landscape
- Sailing club building and masts forms distinctive vertical feature at the end of the Black Point spit
- Views across the harbour mouth to the low lying coastline of West Wittering with the beach and beach huts visible in the foreground
- Long views inland across Chichester Harbour Basin to Thorney Island and the South Downs
- Long views out to sea, including to the Isle of Wight.

#### **Specific local key issues**

- Visual impact of development within adjacent LCAs

- 
- Poor quality treatment of recreation facilities within LCA37 will influence how the visitor views the character of the harbour mouth
  - Visual impact of groynes
  - Climate change may lead to sea level rises which could impact upon the coastal habitats, this needs to be considered.

### **Designations**

Chichester Harbour Area of Outstanding Natural Beauty (narrow eastern area)

Chichester and Langstone Harbours RAMSAR site

Chichester and Langstone Harbours SPA

Solent Maritime SAC

Chichester Harbour SSSI

### **Landscape and built form strategy and guidelines**

The landscape strategy is to *enhance* the local character. The following guidelines apply:

#### *Land management*

Not applicable

#### *Built form and development*

- The form and scale of the sea defences should as far as possible not over dominate the natural character of the harbour mouth
- Important to manage adjacent recreation facilities to allow the visitor a pleasant and appropriate environment when visiting the harbour mouth.