

LCA22

Southleigh agricultural plain



Emsworth Recreation Ground

LCA22 Southleigh agricultural plain

Introduction

The area contains two landscape character types: Open Upper Harbour Plain LCA F and Open Lower Harbour Plain LCA H.. A full description of the characteristics common to this type is set out in Section 4. The area is composed of ten historic landscape character types: Medium Regular Fields with Straight Boundaries (Parliamentary Type) (1.10); Nurseries with Glass House (3.3); Post-War Residential (9.6.5); Pre 1810 Village/Hamlet (9.7); Small Farmsteads (9.13); Large-Scale Commercial (9.15); Sports Fields (11.3); Open Ground (11.5); Railway (13.5.1); and Road (13.6) (Figure 1).

Location

Located to the east of the Borough, between Havant (Denvilles) to the west and New Brighton to the east and north of the A27.

Relationship to adjacent character areas

LCA14 Havant historic core: Thick rear garden vegetation and adjacent linear hedgerow screen views of urban edge from areas within LCA22.

LCA19 Denvilles: Some open views across to the urban edge of the built environment on the eastern edge of Havant. The linear hedgerow to the south softens these views. The open arable landscape of LCA22 contrasts with LCA19 with few landscape connections.

LCA21 Southleigh Forest: Some intervisibility between these two LCAs although there is a dense hedgerow running along the southern boundary road. The open predominantly treeless fertile plains of LCA22 contrast with the wooded landscape of LCA21, although hedgerows within LCA21 connect to poor hedgerows within LCA22.

LCA23 New Brighton: An open field edge provides open views to the built edge of New Brighton. Further to the south, vegetation within rear gardens and the hedgerows around the patchwork of small fields filters and screens the urban edge. The open predominantly treeless fertile plains of LCA22 contrasts with the urban landscape of LCA23.

LCA24 Emsworth - historic core: A narrow band of woodland and scrub vegetation with some areas of grassland contrasting with the high density form of the urban development of LCA24. Limited intervisibility.

LCA25 Emsworth Western Suburbs: The railway line on embankment provides a visual boundary to the northern urban edge of Emsworth. The open predominantly treeless fertile plains of LCA22 contrasts with the urban landscape of LCA25.

LCA26 Warblington and Wade Court: The open landscape character of the railway line allows intervisibility between these two LCAs. The large arable fields which are predominant within the east of LCA26 form a landscape connection across these two LCAs.

Beyond the Borough boundary: Long views towards the South Downs to the north east.

Historic development and context

The eastern edge of the LCA was, until the end of the 18th century, part of Emsworth Common, while the rest of the area appears to have always been agricultural land. A small group of buildings is shown to the south of Southleigh Road on Milne's 1791 map, and a farmstead with courtyard plan and separate farmhouse set in orchards is shown on the more detailed 1st edition OS, with a detached 'New Barn' set in the centre of the agricultural land to the south. In 1879 the farm was shown as Eastleigh Farm, though by 1910 it had changed its name to Southleigh farm.

Key characteristics of *Southleigh agricultural plain*

Physical: landform, soils and land cover

- Predominantly flat plain, which slopes down to the east, with the A27 (T) elevated on a low embankment
- The underlying geology is London Clay which is overlain with river terrace deposits and periglacial deposits of Head along its eastern side
- The river terrace deposits have given rise to fertile Grade 1 and 2 agricultural land with loamy soils with a naturally high water content supporting intensive market gardening to the west and arable production centrally. Towards the east where the land is of a poorer quality, (Grade 3), small hedged pasture fields are evident
- A high density of ditches align the intermittent thin hedgerows flowing east into a tributary which eventually feeds into the western Mill Pond at Emsworth
- To the east, areas of rough grassland with a band of woodland which demarcate the alignment of the River Ems
- Young tree and shrub planting on the embankments of the A27 (T).

Biodiversity

- The area consists of a large patch of arable land with some improved grassland to the south west
- Within the north of the arable land there are some small patches of grassland and residential areas (habitats provided through gardens)
- There is a very small patch of broadleaved woodland in the east of the area which joins the arable land with the improved grassland
- The south east of the area consists of grass sports fields surrounded by semi-improved neutral grassland and improved grassland as well as some urban development
- There is a thin strip of unimproved neutral grassland which runs along the boundary at the south east of the area
- There is a very small patch of scattered trees over grassland associated with the grassland.

Historic and built environment

- The isolated buildings of Southleigh Farm are retained on the northern edge of the LCA. The rest of the area is dominated by medium, regular sized fields with straight boundaries. This historic landscape has been degraded through the removal of historic boundaries but the underlying pattern can still be distinguished from the remaining hedgerows, wire fencing and farm tracks

- Sparse settlement pattern with Southleigh Farm as a cluster of buildings set towards the higher ground along the northern boundary of this LCA and a motel and restaurant located adjacent the A27 (T)
- This is one of the least altered LCAs within the borough, with a single farm complex remaining the only built form in the area. Southleigh Farm comprises an interesting group of substantial Victorian farm buildings, including a fine flint and brick barn complex; a relatively rare surviving example of the local vernacular building materials
- The farm buildings form an impressive and attractive feature in this area of flat agricultural land.

Experiential: tranquillity, visual perceptions and access

- Areas of tranquillity exist towards the north away from the elevated A27 (T)
- An inaccessible landscape with access only permitted within the recreation ground and along a short footpath to Emsworth. To the east accessibility is permitted along the River Ems park and access to the Sussex Border Path.

Visual: openness/enclosure, prominence and visibility

- An open landscape with the adjacent urban areas and the A27 (T) providing distant enclosure
- Pockets of enclosure exist south of the A27 (T) within the small chain of hedged fields to the east
- To the east, vegetation adjacent the Ems River provides an enclosed landscape, limiting views
- The glass houses are a prominent feature in this open flat landscape
- Long open views across agricultural plain from the eastern edge of Havant and from the western edge of New Brighton
- Intermittent views from the elevated A27 (T) through roadside vegetation.

Specific local key issues

- Poor quality edge treatment in adjacent urban areas has adverse impact on the LCA22
- Erosion of tranquillity through noise from the A27 (T)
- The visual impact of the proposed employment site on the northern side of Emsworth
- Further expansion of the housing area to the west (LCA19) could adversely affect the present open rural setting of the farmstead and the setting of the group of locally listed buildings
- A27 (T) creates a barrier for wildlife.

Designations

4 unlisted historic buildings

Land west of Emsworth Recreation Ground SINC

Lumley Meadow SINC

Landscape and built form strategy and guidelines

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

Land management

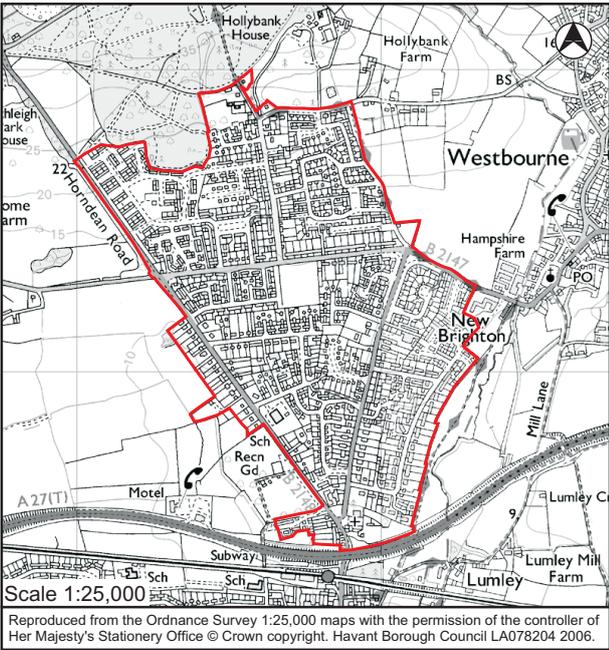
- Maintain and manage small field hedgerow character to the east adjacent to New Brighton
- Improve boundary treatment along adjacent urban areas
- Maintain and improve the rural character for the recreation ground to the west of New Brighton
- Improve and manage roadside vegetation of A27 and the motel.

Built form and development

- Maintain the scale and size of Southleigh Farm, its boundary treatment to the wider landscape and the character of the small cluster of hedged fields located adjacently
- Minimize visual intrusion of the proposed employment site to the north of Emsworth by avoiding large scale buildings and providing a satisfactory boundary treatment to reduce their dominance on the wider landscape
- Minimize visual intrusion of the proposed area of housing on the adjacent area of open land by providing an attractive vegetated buffer which also links into the surrounding vegetation pattern. Avoid building adjacent to the periphery which would have a degrading impact on the adjacent area of open land
- Provide recreation routes to the west for adjacent urban areas
- Continue to protect the setting of the locally listed buildings.

LCA23

New Brighton



New Brighton Road



Houses on west side of New Brighton Road



Recreation Ground on Southleigh Road



Mature tree flourishing on Bellevue Lane

LCA23 New Brighton

Introduction

The area contains one landscape character type: Urban Upper Harbour Plain LCA E. A full description of the characteristics common to this type is set out in Section 4. The area is composed of twelve historic landscape character types: Small regular with Straight Boundaries (Parliamentary Type) (1.9); 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 20th century Residential (9.6.7); Pre 1810 Village/Hamlet (9.7); 20th Century Schools and Playing Fields (9.12.2); Sports Fields (11.3); and Open Ground (11.5) (Figure 1).

Location

Located to the east of the Borough, north of Emsworth and south of Southleigh Forest.

Relationship to adjacent character areas

LCA21 Southleigh Forest: To the north, the hard urban edge abuts Hollybank Wood, while to the east the relationship is more transitional with clusters of trees found within the urban landscape of LCA23. Along the western edge the hedgerow planting adjacent Redlands Road and Westbourne Road provides some screening of the adjacent built form.

LCA22 Southleigh agricultural Plain: To the north there are some open views from LCA23 across the open agricultural plain of LCA22 compared to more filtered views due to the adjacent hedgerows to the south. A number of rear gardens have been lost to housing which has led to a visual impact of the built form on the adjacent open countryside of LCA22.

Historic development

There is no evidence to suggest that this area has, historically, been anything other than an essentially agricultural landscape, though there were large brickworks to either side of Westbourne Road by the late 18th century. 19th century settlement comprised only three farms and a handful of villas and cottages, with orchards shown on the 1st edition OS.

New Brighton became the focus of some prosperous Edwardian villa extensions to the crowded settlement of Emsworth, not only along the two diverging main roads north from the town, but with the creation of Westbourne Avenue. With the exception of housing along the east half of Southleigh Road, little further residential development took place until the later post-war period, with only limited extension of the housing area since 1975.

Key characteristics of *New Brighton*

Physical: landform, soils and land cover

- The landform from the north gently slopes southwards, then flattens out beyond Southleigh Road
- The underlying geology is London Clay which is overlaid with a narrow band of periglacial deposits (Head) north of Southleigh Road and river terrace gravel deposits to the south of Southleigh Road
- To the north the London Clay has produced slowly permeable seasonally wet slightly acidic but base rich loamy and clayey soils. To the south overlying the drift geology the soils are loamy with a naturally high water content
- Surface drainage is not evident within this built environment
- Vegetated boundary hedgerow treatment adjacent private dwellings with mature trees along Horndean Road and New Brighton Road with short sections of flint wall
- Uninspired recreation ground with soft edge treatment although dwellings are set back from the perimeter
- Areas of higher density housing development lack trees and soft boundary treatment.

Biodiversity

- This landscape character area is urban and provides a variety of habitats through elements such as playing fields, gardens and street trees
- There is one large sports field in the centre of the character area and a smaller one in the south western extent there is also a small patch of amenity grassland in the north west of the area
- Along the southern boundary of the area there is a patch of neglected rough grassland with a smaller patch of dense scrub to the west.

Historic and built environment

- Now dominated by residential development, the grid-like the housing and street plan reflects the former historic landscape pattern of small regular sized fields with straight boundaries
- A former routeway between Southleigh Road and Oak Lodge survives as a prominent tree line in the northern part of the LCA
- A few 19th century buildings survive, the most noticeable being the attractive flint and stone estate cottages on New Brighton Road (formerly Westbourne Road). The Edwardian villas here and on Horndean Road are of an impressive scale, occupying generous plots and have ornate architectural detailing
- The group of slightly smaller villas at the south end of Westbourne Ave are of a relatively uniform architectural style, and form an attractive group
- The layout of the 1960's estates generally comprises a series of cul-de-sacs, with single and two storey houses within relatively generous gardens. A small area of housing on the Radburn layout exists at the north-western corner of the LCA
- Some fine detached Edwardian villas and a uniform row of smaller Gothic-styled villas at the southern end of the LCA
- Styles of housing at both the north-west and north-east corners are incompatible with their rural context
- Poor boundary rear garden fencing degrades streetscape along Spencer Road

- Over used sections of close boarded wooden fencing distracts from street character
- Flint and red brick walls create attractive boundary treatment for dwellings
- Access between this essentially suburban area and the town of Emsworth has always been pinched by the bridge carrying the railway. This has now been further emphasised by the bridge carrying the A27 (T), with the result that the 'gateway' to this picturesque historic town comprises underpasses beneath two utilitarian bridges.

Experiential: tranquillity, visual perceptions and access

- To the north adjacent Hollybank Wood good levels of tranquillity. Towards the south noise from the A27 (T) becomes dominant
- Access throughout, with access onto the Sussex Boarder path to the east.

Visual: openness/enclosure, prominence and visibility

- Holly Bank Wood provides containment to the north, with the trees providing a visual backdrop to the housing along the northern edge
- Large areas of bungalows provide an open expanse of sky
- Short range views north where the urban edge is seen abutting Holly Bank Wood.

Specific local key issues

- Poor boundary treatment degrades streetscape
- Uninspired areas of grassland provide the only areas of public space within the built environment
- Management and retention of mature street trees
- Further expansion of the residential area at the north-west corner could put pressure on adjacent woodland
- Amenity grassland could be used to provide a valuable ecological resource within the urban context.

Designations

None

Landscape and built form strategy and guidelines

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

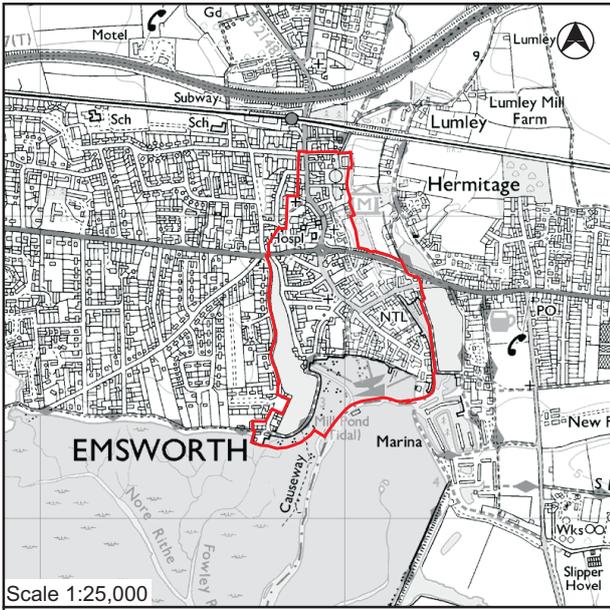
Land management

- Maintain and improve wooded character to the north of Southleigh Road, with management of existing trees and replanting of new trees
- Improve areas of grassland with native tree planting providing links with Hollybank Wood
- Improve the central recreation ground with new tree and shrub planting around periphery and provide a link to Hollybank Wood
- Maintain and improve tree lined character of Horndean Road and New Brighton Road

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- Maintain and improve the rural character to the recreation ground on the western edge
 - Encourage the use of field margins for ecological benefits, and plant new hedgerow habitat
 - Manage neglected rough grassland for the benefit of biodiversity.

Built form and development

- Any further development in this area should be carefully designed to ensure an appropriate physical and visual relationship with its essentially rural context
- Avoid development within the rear gardens to the south of Horndean Road which would have an impact on the adjacent open rural character of LCA22
- Redevelopment and new development should not encroach on the wooded skyline as provided by Hollybank Wood.



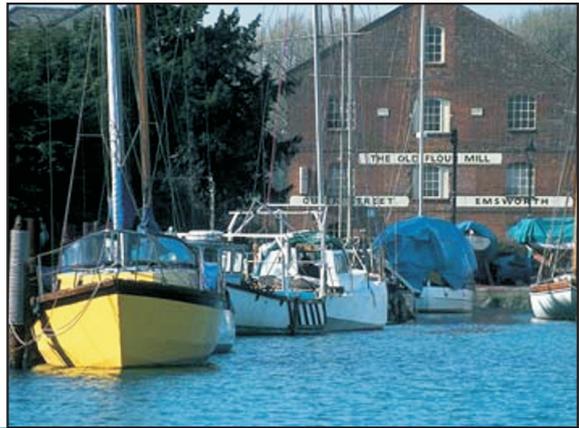
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LCA24

Emsworth - historic core



Mill Pond, Emsworth



The Old Four Mill, Emsworth



Foreshore at Emsworth, looking west



Listed buildings on South Street, Emsworth

LCA 24: Emsworth - historic core

Introduction

The area contains two landscape character types: Urban Lower Harbour Plain LCT G and Broad Inlets LCT L. A full description of the characteristics common to these types is set out in Section 4. The area is composed of fifteen historic landscape character types: Mills, Mill Ponds & Leats (7.8); Harbours & Marinas (8.5); Mudflats (8.7); Boatyard (8.11); 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); Late 20th Century Residential (9.6.7); Medieval and Post-Medieval Historic Town Core (9.9); Re-Developed Historic Core (9.10); Sports Fields (11.3); Open Ground (11.5); Industrial Complexes and Factories (12.3); and Large Scale Industry (12.4) (Figure 1).

Location

The area forms the historic eastern part of Emsworth which is located adjacent the eastern boundary of the Borough and the open water of Chichester Harbour.

Relationship to adjacent areas

LCA22 Southleigh agricultural plain: A narrow band of woodland and scrub vegetation with some areas of grassland contrasts with the high density form of the urban development of LCA24. Limited intervisibility.

LCA25 Emsworth western suburbs: The Mill Pond and Westbrook provide a recognizable transitional boundary with good intervisibility between the historic core of Emsworth with the more suburban environment of LCA 25. The A259 provides a strong historic routeway connecting the two character areas.

LCA33 Chichester Harbour: A footpath runs along the harbour edge, as well as the promenade around the western Mill Pond, giving views across the harbour. There are limited views out to the harbour down the narrow roads of Tower Street and The Fishermans, within the rest of the close knit built environment views are restricted.

Beyond the Borough boundary: There are views across to Thorney Island within West Sussex. These open, mainly unspoilt, views are important to maintaining a natural environment for Chichester Harbour as well as a setting for Emsworth. To the east of the LCA, low density development aligns the Mill Pond within Hermitage, West Sussex. This low density development provides a contrast to the more tight knit built environment of Emsworth's historic core.

Historic development

The excavation of a Saxon midden (during road building) close to the main road, together with occupation deposits in the LCA, suggests that Emsworth was originally a Saxon village; though it does not appear in Domesday records. In 1239 it was granted the right to hold a weekly market and an annual fair, indicating that it had become a significant settlement by this date. It was part of the parish of Warblington, and therefore does not possess its own medieval parish church.

During the Middle Ages, Emsworth became a busy port; known for its shipbuilding, rope making, fishing net and sailcloth manufacture, and for its fishing and oyster breeding industries. The presence of several springs and streams in the vicinity also led to an important brewing industry in the town. In addition to its local industries, the port was also important for the export of timber from its hinterland; flour from

its many mills; and the import of coal and wine. The port of Emsworth enjoyed a period of growth and prosperity during the 18th century, but this slowed from the mid 19th century, as improved communications provided by the railway took trade away from the port, and relegated Emsworth to a minor role within the larger Portsmouth/Havant area.

Unfortunately, its important oyster fishing industry was devastated by an outbreak of typhoid in 1902, caused by pollution from the town's sewage, from which it never recovered. During the 20th century, its historic industries have further declined, and been superseded by leisure-based activities such as sailing and tourism.

Characteristics of Emsworth - historic core

Physical: landform, soils and land cover

- A slight knoll underlain by Brickearths
- To the north underlain with London Clay with a band of the Lambeth Group to the south. Overlain with periglacial Head deposits creating a slight raised landform between the two Mill ponds
- The soil is loamy with a naturally high ground water
- No visible drainage channels within the built environment. Streams are visible as small rills draining above the high water level into Chichester Harbour basin
- Trees limited within the historic core, with trees evident within larger gardens on the periphery and north of the A259, sometimes visible from the public domain.

Biodiversity

- This landscape character area is urban and provides a variety of habitats through elements such as gardens and street trees
- Habitats exist as two distinctive areas in the south ; a saline lagoon and a mosaic of shingle above high water and intertidal mud and sand (including algal beds), separated from each other by an engineered coastal feature
- There is a strip of plantation woodland to the south.

Historic and built environment

- The built-up area is characterised by the medieval and post-medieval town core of Emsworth. Former industries are still evident on the southern edge of the town including the millpond and former oyster beds along the foreshore, which survive within the intertidal zone
- A medieval street pattern survives in the historic core to the south of the A259, with a closely knit built layout of narrow streets loosely radiating out from the central market square to the two mill ponds and harbour edge
- A relatively uniform urban scale and massing along street frontages created by predominantly two- and three-storey buildings
- Narrow plot boundaries, deriving from the medieval burghage plots, particularly along High Street and South Street
- The narrow frontages and the position of most buildings at the rear of the pavement giving the buildings a vertical emphasis
- The two Mill Ponds are strong features on the east and western boundary of this area

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- Maltings, flour mills and shipyards survive as a reminder of the town's former importance as a port
 - The surviving timber structures of the former oyster beds can be seen at low tide
 - Flint and/or brick boundary walls and brick retaining walls at the harbour's edge
 - Some large gardens with mature trees
 - Heavy traffic and modern highway design, including the underpass
 - Poor eastern approach along the A259 with poorly defined built edge and views of the rear of properties
 - Now urban in character, it retains the size of population and a relationship with the open landscape and harbour more typical of a rural settlement.
 - The LCA largely faces inwards away from the harbour and has limited views out to sea, the relationship between the LCA and the harbour are still very important, providing its distinctive visual character and much of its surviving historic form
 - Although the road layout at the northern end of the historic core of Emsworth has been significantly altered by road improvements associated with the A259, much of the layout of the medieval town survives; most significantly, High Street and South Street, where the majority of medieval and 17th century buildings survive
 - King Street (formerly Sware Lane), Queen Street (formerly Dolphin Hill) and Tower Street are also early elements of the town plan, though along with Nile Street, which was only created in 1790, they contain predominantly 18th century buildings
 - The majority of buildings within this historic core are of two or three storeys, giving the townscape a relatively uniform scale. The relatively narrow plot widths, deriving from the proportions of the early burgage plots, give the building frontages a vertical emphasis, and their location at the rear of the pavement contributes to an enclosed streetscape
 - These densely built frontages contrast with significant areas of open space providing large gardens to some of the properties, particularly to the rear of King/Queen Street, and to either side of Tower Street
 - Mature trees in these gardens provide relief from the otherwise dense urban grain
 - Another notable feature in the historic core of the town is that of boundary walls, which make an important contribution to the character of the streetscape. Whilst some of these utilise the local flint or stone, the majority of them are brick
 - The heyday of the town in the 18th century is evidenced by the fine surviving Georgian streetscapes, particularly along King Street, Queen Street, Tower Street and Nile Street, and the re-fronting of earlier buildings on the High Street
 - The predominant materials of these buildings are brick and tile, though stucco is not uncommon. The brickwork frequently deploys the grey 'flared' headers common in 18th century building throughout Hampshire and West Sussex, both in panels with contrasting red brick quoins and dressings, and mixed with red brick to produce chequered brickwork
 - Fine yellow brick Regency style houses are a particular feature of the west end of King Street

- Some of the buildings relating to the town's important history as a port survive, however, some of its principal industrial areas have been redeveloped with residential properties in the later part of the 20th century, erasing much of its former industrial character, and replacing it with a more suburban feel
- Whilst the approach to the town from Havant in the west is through a typical late 19th and early 20th century historic suburb, with fine houses and generous gardens, those from the east and the north are less successful
- The approach from the east has been detrimentally affected by changes to the road layout, and the loss of the authentic urban edge, and that from the north has been even more degraded by the successive bridges carrying the A27 (T) and the railway. The approach is further degraded with views of the cluttered rear of properties
- The built form and architectural style of the urban area to north of the A259 is significantly different to that of the historic core to the south. Although there was some limited development along the road leading north from the town by 1810, the majority of building in this area dates, at earliest, to the late 19th century. This area now contains many of those institutions which could not fit within the tight urban grain of the historic core, such as St James's Church of 1839-40, and the early 20th century Post Office and Fire Station
- The urban area to north also contains the gasometer, first shown on the OS in 1938, though on a gas works site first established in 1854. This gasometer can be seen from many vantage points both within and beyond the town, and is a significant townscape feature.

Experiential: tranquillity, visual perceptions and access

- Quiet harbour front away from the noise of the A259, which creates a division to the area to the north
- Colorful landscape of red brick, flint and painted render. With pockets of trees and shrubs adding an array of greens
- Highly accessible area with an attractive accessible harbour edge.

Visual: openness/enclosure, prominence and visibility

- Enclosed by built form
- An enclosed historic core contrasting with the open harbour landscape
- The gasometer on the mid 19th century gasworks site, is a visibly prominent feature throughout Emsworth and across Chichester Harbour
- Intervisibility with the northern periphery of Thorney Island and Hayling
- Open mainly unspoilt views across to Thorney Island within West Sussex, important in maintaining a natural environment for Chichester Harbour as a setting for Emsworth.

Specific local key issues

- Risk of sub-division of larger properties into flats requiring increased areas for car parking resulting in loss of garden space, trees and open space character
- Warmer summers could put pressure for further higher density development adjacent to the harbour edge

- Potential increase in visitor pressure, resulting in increased requirement for car parking and visitor facilities which could have a visual impact on the historic character of open spaces within this LCA
- Increase in seasonal activities such as sailing and tourism, and the higher percentage of properties becoming second homes will cause a gradual polarisation of activity levels in the town between summer and winter, with the loss of traditional local shops, and the increase in shops catering only for the summer trade. This will eventually have a detrimental impact on the fundamental character of the town centre, and on the employment pattern of the local population
- Sea level rise and increased erosion could require further sea defences, which could over dominate the harbour edge and degrade the historic character
- Increased traffic numbers further dividing the north from the south creating a less desirable northern area
- Poor quality development which is visible on Hayling Island and Thorney Island
- Pressure on the subdivision of larger historic properties into multiple dwellings, with increasing demand for car parking in the tight knit urban core, and the loss of authentic internal plan form, layout and architectural detail of important listed buildings
- Pressure also exists for the redevelopment of redundant industrial areas, leading to the loss of their historic character, and for the redevelopment of the areas to the rear of street frontage buildings, usually resulting in the erasure of the medieval burgage plot boundaries, and a fundamental change to the urban morphology of the area
- Loss of urban biodiversity value through increased development pressures
- The saline lagoons in the south of the area are a significant ecological resource and could be affected by development and/or sea defences as changes in water flow and level will have a considerable impact on the habitat.

Designations

Emsworth Conservation Area

97 listed buildings and 18 buildings of local importance

Chichester and Langstone Harbours RAMSAR site

Chichester and Langstone Harbours SPA

Solent Maritime SAC

Chichester Harbour SSSI

Chichester Harbour Area of Outstanding Natural Beauty (historic core area)

Emsworth Mill Pond SINC

Landscape and built form strategy and guidelines

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

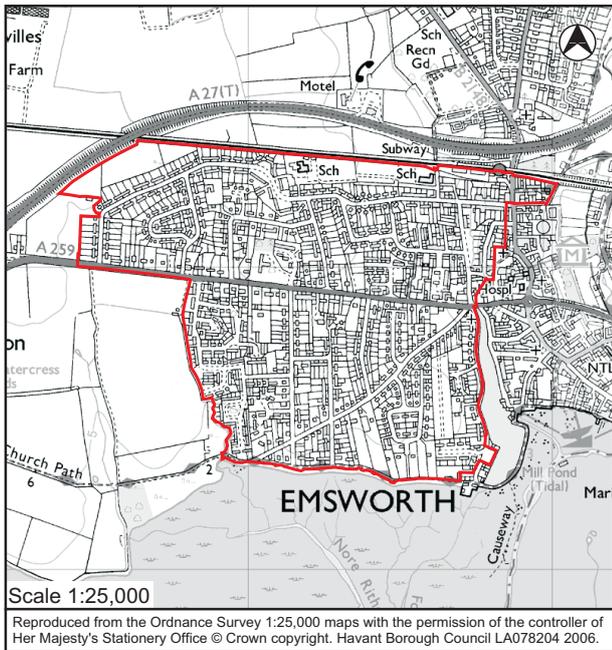
Land management

- Maintain the eastern vegetated boundary
- Conserve and enhance the strips of woodland in the north of the area as these provide an important ecological resource

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- Conserve and enhance coastal habitats and the public appreciation of them
 - Enhance habitat connectivity through street trees and the creation of new habitat patches to make the movement of wildlife between habitats more simple
 - Protect the character and public enjoyment of Ems Valley.

Built form and development

- Conversion of existing vernacular buildings should be carefully controlled to prevent loss of local character
- New development including extensions should avoid the introduction of suburban styles and materials and respond to its landscape setting in scale, form and design, materials and colour
- Flint and brick wall boundary treatments should be conserved and protected. The use of close boarded fencing and other non-vernacular materials should be avoided within the Conservation Area
- Any new development within, or adjacent to the historic core should be of a scale and massing in keeping with the historic precedent
- Densely built street frontages, with frontage buildings displaying a vertical emphasis have been identified as a key characteristic of the LCA. New development should echo this urban morphology by developing the street frontage, with access to the interior of the street block through narrow passages or covered carriageways
- Large gardens with mature trees provide variety within the historic core and should be preserved and maintained. Proposals to further develop these sites should be strongly resisted
- The survival of ancillary buildings and outbuildings to the rear of the street frontage provide interest and variety of scale, and their demolition should be resisted
- Endeavour to identify appropriate and viable new uses for important surviving industrial buildings
- The entrance to Emsworth from the east should be better defined with an improved building edge creating a defined gateway. Improvements also to the built edge adjacent the A259 should be considered
- Co-ordinate and control the use of signage, seating, bins, bollards etc to avoid excess of items to avoid unnecessary clutter and visual intrusion on historic character
- Highway improvements should be sensitive to character and scale of the historic centre and should avoid standardized solutions
- Avoid development of a scale and character which would not only be visible within the town but would be visible from adjacent open character areas.
- Improve intervisibility between the area to the north of the A259 and the south, improve the underpass as an important pedestrian link.



LCA25

Emsworth – western suburbs



Chichester Harbour front



Walkway along harbour front, adjacent sailing club



Warblington Road



View westwards along Victoria Road



Allotments off Bath Road

LCA 25: Emsworth - western suburbs

Introduction

The area contains one landscape character type: Urban Lower Harbour Plain LCT G. A full description of the characteristics common to this type is set out in Section 4. The area is composed of eleven historic landscape character types: Medium Regular with Straight Boundaries (Parliamentary Type) (1.10); Boatyard (8.11); 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); Medieval and Post-Medieval Historic Town Core (9.9); 20th Century Schools and Playing Fields (9.12.2); Allotments (11.6); and Large Scale Industry (12.4) (Figure 1).

Location

This area forms the western part of Emsworth (in the east of the Borough) adjacent to the open water of Chichester Harbour.

Relationship to adjacent areas

LCA22 Southleigh agricultural plain: A rural setting to the northern residential edge of Emsworth is provided by the open arable landscape of LCA22. The school playing fields, paddocks and areas of rough grassland which form part of LCA25 provide a connection to the landscape of LCA22.

LCA24 Emsworth Historic Core: The Mill Pond at the northern end provides a clear and recognizable boundary with good intervisibility between the historic core of Emsworth with the more suburban environment of LCA 25. The A259 provides a strong historic routeway connecting the two character areas.

LCA26 Warblington and Wade Court: To the north the proximity of Emsworth has resulted in the dilution of the adjacent rural landscape character with a variety of fencing types, informal tracks, horse shelters, horse boxes and general equine activity. Further to the south, where equestrian features are less dominant, good quality hedgerows and woodlands provide a strong contrast and attractive setting to the western edge of Emsworth. Rear gardens abut LCA26 resulting in poor intervisibility.

LCA33 Chichester Harbour: A footpath runs along the harbour edge, with views out across the harbour landscape. However within the built up area of LCA25, views out are restricted and limited to along Beach Road and Kings Road.

Beyond the Borough Boundary: There are views across to Thorney Island within West Sussex. These open unspoilt views are important in maintaining a natural environment for Chichester Harbour and as a setting for the northern edge of Emsworth.

Historic development

This LCA is separated from the historic core of Emsworth by a stream - the Westbrook - whose outfall into the sea was enclosed by 'The Promenade' to become the Seaside Mill Pond. The LCA is divided roughly in two by the east-west line of the former Roman road from Winchester to Chichester, and there have been archaeological finds within the area of material dating from the Neolithic, Roman and Saxon periods. The first documented settlement within the LCA is of Emelsworth Farmstead in 1224. By the 17th-18th century, the farm's land extended along the south-west side of The Common and along the west side of the Westbrook

stream. At this time there were large common fields to the north and south of the closes adjacent to the main road: Highland Field to the north, and Sea Field to the south. They were enclosed by private Act of Parliament in 1820 and divided up among the various persons who had owned strips in them (Reger, 1967).

The LCA today represents the expansion of the port and market town of Emsworth with predominantly residential property during the 19th and 20th centuries. The first westward expansion of the town had occurred by 1810, with the construction of several houses at the east end of the Havant Road, and two large houses set within extensive gardens also fronting the main road. Emsworth comprised part of the parish of Warblington, and Church Path, which connected the town with its parish church, ran in a south west to north east alignment across the character area. An osier farm is shown to the north of Church Path in 1810, while the area to the south was farmland. The rise in fashion of sea bathing at the turn of the 18th/19th centuries, led to the construction of a bathing house at the south east corner of the LCA in 1805, giving its name to Bath Road. However, Emsworth never became fashionable as a seaside resort.

The railway line which now forms the northern boundary of the character area was built in 1847, providing quick transport links to Portsmouth and Chichester, and allowing workers in those two towns to live in Emsworth.

As one would expect, the expansion of the residential settlement grew incrementally, and can be seen to largely reflect the field boundaries of the former farmland. Originally focussing on the main road, and the western end of The Promenade which enclosed the mill pond, the residential area has now expanded to fill the land between the coast and the railway line.

Characteristics of Emsworth - western suburbs

Physical: landform, soils and land cover

- The landform forms a flat coastal plain, sloping from the north from around 10mAOD to below 5mAOD at the harbour edge, developing into a more gentle undulating landform to the north
- River terrace deposits cover an underlying geology of London Clay to the north followed by the Lambeth Group, then the chalk formation including Lewes Nodular Chalk Formation, Seaford Chalk Formation, Newhaven Chalk Formation, Culver Formation and Portsdown Chalk Formation; this has produced a soil described as loamy with a naturally high water content
- No evidence of surface drainage
- Mature street trees along main arteries
- Mixed hedgerow boundary treatment around older properties
- The periphery of the residential area to the north is dominated by pony paddocks, playing fields, allotments and rear garden boundary treatment
- The largest internal open space is covered by allotments, which provides a spread of contrasting colour and texture
- Long stretches of adjacent gardens provide swathes of greenery throughout this built environment, although not particularly visible from the roadside
- Open areas of grassland forming verges and larger areas of grassland around 60's/70's residential development.

Biodiversity

- This landscape character area is urban and provides a variety of habitats through elements such as gardens and street trees
- There is a small patch of broadleaved woodland in the north west of the area, this is associated with a mosaic of improved grassland which runs through this area and northwards into LCA 22
- There is a large grass sports field in the north of the area and a smaller patch of amenity grassland further south. The amenity grassland is isolated from other habitats
- There is a small area of shingle above high water in the south of the area adjacent to an internationally important coastal habitat which extends into LCA 33.

Historic and built environment

- The historic character is defined by various phases of residential development which has grown incrementally over the 19th and 20th centuries. Little evidence of the former agricultural landscape survives, although where mature tree and hedge boundaries exist between properties these reflect earlier field boundaries of small regular sized geometric fields
- The early settlement within this LCA is characterised by the large, generally three-storied, detached and semi-detached villas set in relatively large plots fronting the main A259 Havant Road
- The late Victorian and Edwardian housing is of two distinct forms - that in the north-east of the LCA, close to the station, is generally of small terraced properties, while that to the west, extending the settled area to the north and south of the main road is generally of larger detached villas with small front gardens, and large, linear rear gardens. These houses have fine quality red facing brick on the front elevations, and brindled brick to sides and rear, and decorative white timber bargeboards and other architectural detail common in the Edwardian period
- Two notable exceptions to this form are the terraces on Record Road and between King's Road and Beach Road, though their architectural detailing is in similar vein
- Pre-war housing is predominantly of a detached form similar to the Edwardian development, though again included terraces on Bath Road fronting the Seaside millpond. The majority of this pre-war development lies to the south of the main Havant Road, and, with the architectural detailing of the houses generally aiming at originality; it gives the area a spacious and varied character. Materials are predominantly brick and stucco, with tile or slate roofs, and occasional hung tile
- A notable group of houses on the southern half of Beach Road, and a further example at the junction of King's Road and Warblington Road, have distinctive glazed verandahs at ground floor level. The mature vegetation of the front gardens now also makes a major contribution to the character of the LCA
- Considerable expansion of the residential area took place following WW2, particularly to the north of the main Havant Road. This housing comprised relatively uniform groups of bungalows and two-storey houses with hipped or gabled roofs, and later post-war development in this area was of similar

form, with relatively generous plot sizes in the north west quadrant of the LCA, becoming smaller in the north-east quadrant

- Later development extending the south west edge of the LCA, and redeveloping earlier large plots is of a much denser grain, with predominantly two storey houses, including a number of flat roofed examples on Maisemore Gardens
- The main road (A259) from the west follows the course of the Roman road from Chichester to Bitterne and is characterised by mature trees and some large detached houses
- Further residential streets lead off perpendicular to this main artery. This road is also busy with traffic which creates a divide for the north from the south
- Warblington Road follows the line of the former Church Path, between Emsworth and its parish church at Warblington
- Areas of newer housing for example at Creek Road and around Brook Gardens and Barn Close have a less defined boundary treatment which creates a more open landscape dominated by front gardens and areas of parked cars
- Rear gardens of the settlement edge back onto the adjacent fields providing a poor quality transitional zone of a mix of hedgerows/walls/rear sheds and general poor quality treatment.

Experiential: tranquillity, visual perceptions and access

- Quieter to the south away from the A27 (T) and railway line, especially along the harbour edge
- The allotments to the east provide an open area of contrasting texture and colour within the built environment
- High density network of streets and roads provides good connectivity across this LCA. However due to the lack of public rights of way the adjacent character areas are not that well connected, except for the harbour edge pathway to the south.

Visual: openness/enclosure, prominence and visibility

- Enclosed by built form
- Except from the footpath which aligns the harbour edge, views of the harbour are limited to the few roads which lead down to the harbour side
- Long open views out from harbour edge to Thorney Island and Hayling Island
- Long views out from harbour edge to Thorney Island and Hayling Island (including the area of new housing at Spinnaker Grange)
- Due to the flat landscape intervisibility is limited along the roads and streets. The A259 provides a long open road corridor through this LCA.

Specific local key issues

- Demand for residential property in Emsworth is high, putting pressure on the existing housing stock. Increased pressure for redevelopment is likely to be put on the extensive plots of large historic properties on the primary routes, to provide multiple dwellings

- There is also likely to be increased pressure for the sub-division of larger properties into flats requiring increased areas for car parking resulting in loss of garden space and trees.
- Warmer summers could put pressure for further higher density development adjacent to the harbour edge
- Increased recreation could result in the expansion of the existing sailing club, which would require additional space for car parking, visitor facilities etc
- Sea level rise and increased erosion could require further sea defences, which could over dominate the harbour edge
- Increased traffic further dividing the north from the south creating a less desirable northern area
- Large buildings and overall poor quality development could degrade the northern edge of this settlement and subsequently the northern part of the LCA
- Localised 'improvements' to individual terraced properties will lead to the incremental degradation of authentic historic detail, and compromise the uniformity and value of the group
- Visual impact of large scale development on Thorney Island and Hayling Island (including the high visibility of the area of new housing on Spinnaker Grange)
- Clutter of street furniture especially at the junction of the roads with the harbour edge
- Sea defences could impact upon the saline lagoons in the adjacent character area
- Potential loss of remaining biodiversity resource through increased development
- Pollution from increased traffic could impact on the habitats adjacent to the A27 (T).

Designations

Emsworth Strategic Gap
Emsworth Conservation Area (part)
7 Listed Buildings and 6 unlisted historic buildings
Chichester and Langstone Harbours Ramsar site
Chichester and Langstone Harbours SPA
Solent Maritime SAC
Chichester Harbour SSSI
Emsworth Mill Pond SINC

Landscape and built form strategy and guidelines

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

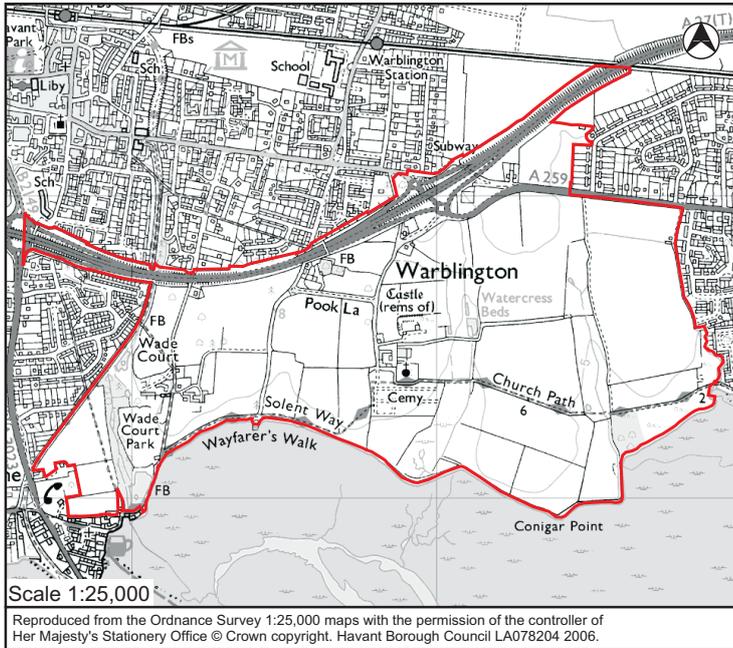
Land management

- Create small areas of wildflower meadow and small wooded copses

-
- Conserve and enhance adjacent coastal habitats and the public enjoyment of them and ensure that any new development or coastal defences take account of these habitats
 - The function of open areas of grassland should be addressed, with new uses considered to create more attractive and useful areas within the built environment.

Built form and development

- Boundary treatments using locally distinctive materials and styles should be conserved and protected, and the use of close boarded fencing and other non-vernacular materials avoided as far as possible in the street scene
- In the event of new development, the relationship of building line to street frontage within the immediate context should be observed
- The special character of the streetscape of Warblington Road should be preserved and maintained
- New highway improvements should be sensitive to local character and scale
- New large built form on the northern edge would not be in keeping with this settlement. Smaller scale development around a robust landscape framework would enhance this northern edge
- Measures could be considered to soften the currently abrupt boundary between settlement and farmland beyond
- Measures should be taken to control the further piecemeal alteration of uniformly detailed terraces to prevent further erosion of authentic character
- Co-ordinate and control the use of signage, seating, bins, bollards etc to avoid excess of vertical items intruding visually at the end of open vistas towards Chichester Harbour.



LCA26

Warblington and Wade Court



Warblington Castle tower and farmhouse



Chichester Harbour coastline



Church Path, Warblington



Farmed landscape bordering Chichester Harbour



View to Warblington village

LCA26 Warblington and Wade Court

Introduction

The area contains one landscape character type: Open Lower Harbour Plain LCA H. A full description of the characteristics common to this type is set out in Section 4. The area is composed of twelve historic landscape character types: Small Regular Fields with Straight Boundaries (Parliamentary Type) (1.9); Medium Regular Fields with Straight Boundaries (Parliamentary Type) (1.10); 20th Century Plantation (4.12); Mills, Mill Ponds & Leats (7.8); Edwardian Residential (9.6.3); Pre-War Residential (9.6.4); Pre 1810 Village/Hamlet (9.7); Small Farmsteads (9.13); Manor House/Estate (9.14); Post 1810 Parkland (10.2); Cemetary (10.4); and Road (13.6) (Figure 1).

Location

Located between Langstone to the west and Emsworth to the east and abutting Chichester Harbour to the south, while enclosed by the A27 to the north.

Relationship to adjacent character areas

LCA 14 Havant historic core: Visually separated by the A27 (T) on embankment. The A27 (T) also provides the boundary to two character areas composed of contrasting landscape elements.

LCA22 Southleigh agricultural plain: The open landscape character of the railway line allows intervisibility between these two LCAs. The large arable fields which are predominant within the east of LCA26 form a landscape connection across into LCA22.

LCA25 Emsworth – western suburb: To the north the proximity of Emsworth has caused dilution of the adjacent rural landscape character with a variety of fencing types, informal tracks, horse shelters, horse boxes and general equine features. Further to the south, where equestrian activity is less dominant, good quality hedgerows and woodlands provide a strong contrast and attractive setting to the western edge of Emsworth. Rear gardens within LCA25 abut LCA26 resulting in poor intervisibility.

LCA27 Langstone: LCA26 provides a strong rural setting to Langstone. Intervisibility is limited due to the dense vegetated character along the eastern edge, although the Hayling Billy provides some views out from the public domain from this edge. Contrasting landscapes, although there are a number of mature trees within LCA27 which provide a link to the historic parkland landscape character of LCA26.

LCA33 Chichester Harbour: Long open views out across the harbour. Wind swept landscape adjacent to the harbour edge connects to the open character of the harbour basin.

Beyond the Borough boundary: Long open views across to Thorney Island, the rural character of LCA26 links to the rural character of Thorney Island.

Historic development

The line of the Roman road between Chichester and Wickham runs across the northern extension at the west side of this LCA, and to its south, the remains of a Roman building including baths and a hypocaust have been recorded.

There was already a settlement at Warblington in the 6th century, and it is mentioned in Domesday records. However, by the 12th century, the sea level had

dropped, leaving the creek too shallow for boats, and leading to the demise of Warblington, and the rise of Emsworth, formerly the subordinate settlement within the parish. This demise was compounded in the 15th century with the establishment of a deer park, and the forced re-location of the remaining population. Between 1514 and 1526, the Countess of Salisbury built a moated brick and stone house here. This was largely demolished in 1643, though one of the towers of the former gatehouse was retained as a dovecote.

Recorded as 'Newtimber' in Domesday, the manor of 'Wade' was mentioned in the early 13th century, apparently taking its name from the 'Wadeway' which crossed to Hayling Island.' In the 7th century, the area was predominantly agricultural, with only Wade Farm and seven houses within the Wade and Denvilles area. The gardens of the former farmhouse, Wade Court were greatly enhanced at the turn of the 19th/20th century, including a water garden. The property was sub-divided into housing plots in 1912, and the house itself sub-divided in the 1950's. The spring-fed streams which run across this LCA have, both historically and recently, been used for watercress beds.

Access to both Warblington and Wade Court from the north has changed significantly following the construction of the A27 (T), Havant By-pass.

Characteristics of Warblington and Wade Court

Physical: landform, soils and land cover

- The landform gently undulates between the contours of 10m and below 5mAOD. The subtle valleys contain streams, redundant water cress beds and low lying marshy wet areas
- Underlying chalk formation includes the Lewes Nodular Chalk Formation, Seaford Chalk Formation, Newhaven Chalk Formation, Culver Formation and Portsdown Chalk Formation. Overlying drift includes Periglacial deposits (Head), marine deposits and alluvium align in narrow bands perpendicular to the harbour edge; this has produced overall a soil described as loamy with a naturally high water content
- The grade of agricultural land varies with areas of Grade 1 and 2 predominant over the chalk producing areas of large fields under arable production. Poorer quality Grade 3 soils cover the low lying areas over the drift deposits where smaller linear fields of pasture and thick hedgerow vegetation have evolved
- Wade Court and its parkland occupy an area of poorer quality soils where belts of woodland and small fields of grassland have developed.

Biodiversity

- The largest habitat type in this area is improved grassland along with arable land and small patches of other habitats
- Arable land exists within the east of the area and is dissected by a wide strip of unimproved neutral grassland that has a small patch of broadleaved woodland in the centre
- Above the arable land there is a large patch of improved grassland which continues to the north east and joins a smaller area of grassland. This mosaic continues towards the east and into the adjoining character area (LCA 25)

- There is a very small area of residential development (habitat provided through gardens) associated with this mosaic as it joins the improved grassland on its western edge
- In the south east of the area, below the arable land, there is a small mosaic of coastal grazing marsh, broadleaved woodland with neglected rough grassland, saline lagoons and dense scrub. This area is known as Nore Barn Woods and is a community managed landscape
- Further west, within the large area of improved grassland there are a variety of habitats including a small pond, grassland, arable land as well as residential development which provides habitat through gardens
- On the western boundary of the improved grassland, adjacent to the urban area there is a large area of broadleaved woodland which runs from north to south in this character area. None of the woodland in this area is ancient, semi-natural woodland
- In the south, this character area borders the sea with a thin strip of salt marsh running from east to west
- In the south western extent of the area there is a small mosaic of coastal habitats including tall marginal vegetation (along watercourses) and saline lagoons
- The south of this area consists of the northern extent of the Chichester Harbour designated as SPA, SAC and Ramsar site
- Warblington Meadow Site of Special Scientific Interest is an unimproved grazing marsh adjoining Chichester Harbour and is of special interest for its gradation from freshwater, base rich marsh to old reclaimed salt-marsh and for its rich associated flora, with a total of 158 species of flowering plants having been recorded up to the time of its notification as an SSSI.

Historic and built environment

- Stretching between the dense residential areas of north Langstone to the west, and Emsworth to the east, this LCA provides a distinctive, largely rural area of coastline within a largely built up area
- The north western corner is defined by medium regular parliamentary type fields with straight boundaries, and the existing field hedgerows reflect this historic landscape character
- The eastern half of the LCA around the historic settlement of Warblington and a small area on the western edge near Langstone Farm is defined by small regular parliamentary type fields with straight boundaries although extensive hedgerow loss has degraded this historic landscape
- Listed Wade Court forms a cluster of buildings surrounded by woodland with a parkland and gardens the north which survive in a secluded rural setting, accessed only through a narrow tunnel under the A27 (T)
- A former saltern is recorded on the southern edge of the LCA near Conigar Point. This appears to have gone out of use during the 19th century and became reclaimed pasture land with minimal evidence for its former use
- The two settlements, although very close to the densely built areas of Langstone and Havant, retain an unusually tranquil and rural character
- The shrunken settlement of Warblington is fortunate in retaining a group of buildings of both architectural and historic interest, including the remains of Warblington Castle, St Thomas a Becket's church, the timber-framed and

weatherboarded aisled Black Barn, 17th century Warblington Castle Farmhouse and Cottage, which both appear to contain stonework salvaged from the castle, and two flint gravewatcher's huts in the churchyard. The extensive burial grounds associated with the church and the grade II* listed gateway tower of the former fortified manor house of Warblington Castle are a significant features of the LCA

- The flint church at Warblington with a number of mature dark old yew trees within the graveyard, enclosed by a low flint wall
- The new cemetery to the south has a more urban character with flowering cherry trees, laid out on a formal grid and enclosed by chain link fencing. The newer cemetery also includes a 1970's red brick toilet block
- The range of building materials surviving within this LCA is particularly varied, due primarily to the date and status of many of the buildings, though some later buildings, such as the 18th century Rectory, are of the more familiar brick and tile
- The buildings of Wade Court are largely hidden within the dense vegetation of the grounds and gardens, though glimpses of the brick and stone house, with its quirky turn of the century tower, are possible
- The gateway tower is a significant landscape feature both from the mainland and from Hayling Island
- Originally connecting directly from the main road between Havant and Emsworth, Warblington is now accessed from a major road junction, while Wade Court is accessed by a narrow lane bridged by the main road. The western side of the Wade Court property is bounded by the line of the former Hayling Billy railway, now a footpath and cycleway, which separates it from the housing estate of north Langstone
- Havant Road forms the line of the former Roman road, with the site of a Roman villa adjacent.

Experiential: tranquillity, visual perceptions and access

- To the south the landscape has good levels of tranquillity
- To the north traffic noise from the A27 on embankment is prevalent
- A landscape of contrasts with open exposed areas adjacent to the harbour basin and enclosed sheltered areas within the small scale landscape of linear fields which align the streams
- An accessible landscape with the historic routeway from Emsworth (referred to as Church Path and Solent Way) taking the walker through a variety of landscapes to Warblington and beyond to Langstone.

Visual: openness/enclosure, predominance and visibility

- Open landscape character to arable farmland, with more enclosure from hedgerows associated with the stream corridors
- Warblington Castle is a prominent feature
- From the east, open views from the harbour edge out across the harbour basin to Hayling Island and Thorney Island
- Views to the remains of Warblington Castle.

Specific local key issues

- Due to the expansion of Emsworth, the graveyard at St Thomas a Becket is under considerable pressure, and has been extended significantly to the south of the church with poor quality design and boundary treatment
- Boundary treatment of adjacent Emsworth
- Loss of wrought iron details of gateways which have been replaced with wooden facilities
- Horse grazing
- No visual connection between the tower and the former 'Church Path' connecting Emsworth to its parish church
- Erosion appears to be eating away the line of the former Church Path between Emsworth and Warblington at the outfall of the stream at the bottom of Warblington Road
- The eastern side of the LCA could see pressure for further expansion of the residential area at Emsworth
- Coastal grazing marsh is a valuable ecological resource.

Designations

Chichester Harbour Area of Outstanding Natural Beauty

St Faith's Conservation Area

Warblington Conservation Area

Wade Court Conservation Area

Langstone Conservation Area

11 listed buildings

2 unlisted historic buildings

Warblington Castle and Black Barn, Warblington SAMs

Chichester Harbour SSSI

Warblington Meadow SSSI

Brook Farm B SINC

Conigar Point Meadow SINC

Warblington Castle Farm East E SINC

Warblington Castle Farm West SINC

Wade Court Park SINC

Langstone Mill Pond 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

- Maintain the parkland trees at Wade Court and improve the area with new tree planting in a similar style
- Improve the boundary edge treatment to Emsworth and maintain the area of adjacent woodland as a buffer to the urban environment
- Ensure that the coastal habitats are maintained and enhanced and remain unaffected by any local development

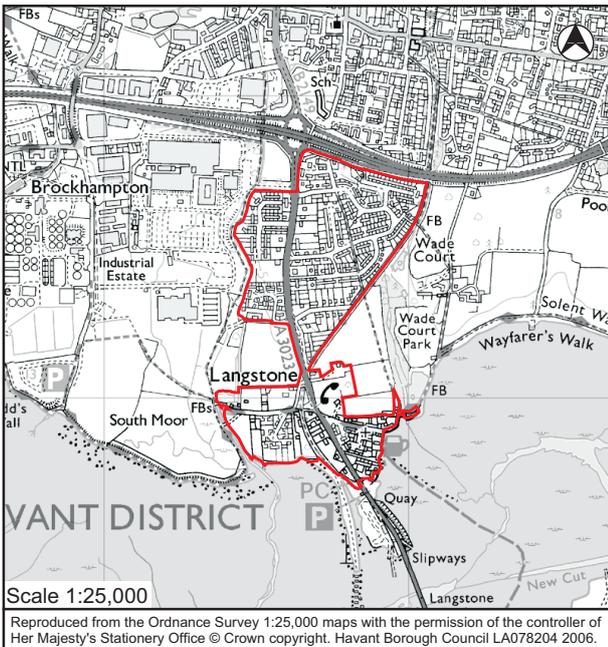
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- Maintain and manage tree and shrub planting on A259 (T) to provide screen of urban edge of southern Havant
 - Manage scrub to prevent encroachment on other habitat types.

Built form and development

- Maintain the character of the historic routeway (Church Path) with restoration of existing iron gateways and removal of wooden replacements
- With the design of new cemeteries, consideration must be given to the impact on the setting of the church, the character of the original graveyard and the surrounding landscape
- Attention needs to be paid to the selection of trees species for this rural location, vernacular boundary edge treatment, preferably flint and the design of any new utility buildings should be undertaken also in a vernacular style
- Consider opening a view towards the tower up from the bottom of Warblington Road/start of Church Path
- Investigate the erosion of Church Path, and design a solution to prevent further loss, and avoid need for walkers to find alternative routes
- Any further expansion westwards of the Emsworth residential area should be carefully designed to create an intermediary open landscaped built area between open land and dense settlement.

LCA27

Langstone



Hayling Billy



Langstone Harbour



The Royal Oak, Langstone



View west along Langstone High Street

LCA27 Langstone

Introduction

The area contains one landscape character type: Urban Lower Harbour Plain LCA G. A full description of the characteristics common to this type is set out in Section 4. The area is composed of nine historic landscape character types: Small Regular with Straight Boundaries (Parliamentary Type) (1.9); 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); 60's and 70's Residential (9.6.6); Late 20th Century Residential (9.6.7); Pre 1810 Village/Hamlet (9.7); and Disused Railway (13.5.2) (Figure 1).

Location

Located to the south of Havant at the crossing point to Hayling Island along the B2149.

Relationship to adjacent character areas

LCA26 Warblington and Wade Court: A strong rural setting is provided by LCA26 for Langstone. Intervisibility is limited due to the dense vegetated character along the eastern edge, although the Hayling Billy provides some views out from the public domain from this edge. Contrasting landscapes, although there are a number of mature trees within LCA27 which provide a link to the historic parkland landscape character of LCA26.

LCA28 Brockhampton industrial area: A band of native tree and shrubs forms an important boundary that reduces the visual impact of the adjacent industrial park on the historic character of Langstone. Contrasting landscape with no connections.

LCA32 Langstone Harbour: Less open with oblique views towards and across Langstone Harbour. Private rear gardens fronting harbour side provide little or no landscape connections and poor intervisibility from the public domain.

LCA33 Chichester Harbour: Open views from the Langstone Quay across Chichester Harbour, although views from within Langstone to the harbour are restricted by buildings. Historic quay provides strong connection to harbour landscape.

LCA41 South Moor and Broadmarsh coastal park: Views from LCA27 across into the open landscape of LCA41. This open landscape provides an important setting and contrast to the tight knit urban development of Langstone.

Historic development

Like other settlements in the area, the location of Langstone village was determined not only by its position where the Roman Road from Rowland's Castle met the Wadeway to Hayling Island, but also by the supply of fresh water from the Lymbourne Stream. Evidence of a Roman Villa has been recorded to the north of Langstone Avenue.

Langstone became a thriving harbour village, serving as the port of Havant during the medieval period until the decline of the coastal trade in the early 20th century. The settlement had both a windmill and (tide) water mill, processing the produce of its hinterland for transport to the urban centres. When access to Hayling Island was by boat or via the wadeway, all traffic passed along the High Street, but, following the construction of the bridge in 1824 and a new road connected with it, the historic settlement core was effectively by-passed.

Mill Lane, which was originally the western extension of the High Street leading from Langstone Mill to the quay, became separated from the village core by the construction of the new main road. A new residential area developed here, of very different character to the village core, with a particular phase of building in the early 20th century, and a further housing estate in the late 20th century.

The former commercial activity of the port and its mills has now been replaced with that of tourism and leisure; the former industrial and commercial buildings converted to residential and holiday use.

Key characteristics of *Langstone*

Physical: landform, soils and land cover

- Low lying and predominantly flat, underlain with river terrace deposits which overlie a chalk formation including the Lewes Nodular Chalk Formation, Seaford Chalk Formation, Newhaven Chalk Formation, Culver Formation and Portsdown Chalk Formation
- Adjacent periglacial drift deposits have given rise to poor quality soils with subsequent woodland and thick hedgerows
- Evidence of surface drainage found to the north east
- Mature street trees align the A3023. Other mature trees exist within the built environment as originally part of larger gardens
- The alignment of the Hayling Billy is marked by linear vegetation to the north, whilst the character to the south is more open.

Biodiversity

- This landscape character area is urban and provides a variety of habitats through elements such as gardens and street trees as well as through habitats existing on the periphery of the area and generally associated with mosaics that exist in the adjacent character areas (LCAs 26 and 28)
- Running down the western boundary there is a patch of broadleaved woodland
- In the south there is an isolated patch of mixed plantation woodland
- In the south east there is a patch of scattered trees over grassland. This is linked with improved grassland which occurs within LCA 26
- There is also a small patch of mixed plantation woodland associated with a patch of coastal grazing marsh
- The character area borders Chichester Harbour which is designated as SPA, SAC and Ramsar site.

Historic and built environment

- The historic character is defined by various phases of residential development. Little evidence of the former agricultural landscape survives; although where mature tree and hedge boundaries exist between properties these reflect earlier field boundaries of small regular sized geometric fields
- An historic feature, traceable as mature trees in the landscape is the former branch line of the Hayling Island Railway between Woodfield and Langstone in the northeastern part of the LCA and in the southern half of the LCA.

-
- This LCA now comprises three relatively distinct areas, each having its own built character
 - Historic waterfront retaining a number of historic buildings including those associated with former industry and trade of Langstone as the port of Havant
 - Historic Langstone is contained and is orientated towards the harbour edge. Internal newer housing has diluted its special historic character
 - The two principal historic foci of the settlement are the waterfront area including the east end of Langstone High Street, and Langstone Mill, to the west of the road from Havant to Hayling. Both of these areas have been subject to 20th century development, but of very different character
 - Flanking Mill Lane to the west of the main road, the historic focus comprises large houses set within generous plots, and with dense hedgerow and front garden vegetation retaining a semi-rural character
 - The more suburban design of 'Harbourside' is not particularly prominent from Mill Lane. The suburban town houses of Towers Gardens, and the sub-Neo-Georgian style of the Saltings at the west end, and to the south of the High Street are, however, totally out of keeping with the authentic layout, form and style of buildings to their east
 - The waterfront presents a particularly impressive, and relatively authentic townscape, particularly when viewed from Hayling Island or the connecting bridge. The relatively uniform two-storey scale of the majority of the buildings results in the enhanced prominence of the former windmill
 - Although now effectively by-passed by the main road to Hayling Island, the popularity of the Royal Oak public house has led to significant car parking on the High Street, which detracts from the setting of the historic buildings at its eastern end
 - The historic buildings of the village core display several of the typical vernacular building forms and materials of the area; long, low terraces of cottages, with first floor windows hard under the eaves, with long catslide roofs covering outshouses at the rear; brick (some rendered), tile and thatch, and some later patterned hung tile
 - Elsewhere in the LCA, other vernacular materials, in particular flint, and the less common (in this area) weatherboard, are best represented by the Flint House and its lodge, and 59/61 Langstone Road respectively
 - The difference between the historic relationship between buildings and roads, and the modern one can be seen clearly on the north side of the open field to the west of the main road, where the Victorian cottages face onto the open space, while their modern neighbours to the east turn their backs to the public realm with high timber fences, and address only their internal estate road
 - A particular feature of the otherwise undistinguished predominantly post-war housing of north Langstone is the survival of the route of the historic footpath between Havant and Langstone Mill, that now cuts across the layout of the housing estate in a narrow slot, which changes in character along its route
 - At its southern end, the route of the historic footpath crosses the line of the former Hayling Billy railway line, which forms a 'green route' along the edge of the settlement, though has a more open relationship with the farmland to its east, than the rear gardens of the housing to its west.
 - Viewed from Hayling Island, Langstone appears as it was historically; a hamlet set against a rural hinterland

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- Historic and modern crossing points to Hayling Island
 - Former line of Hayling Billy railway forms desirable route into Havant town centre, and forms transition to rural areas to east
 - Gardens of houses lining Mill Lane help to retain a rural feel to this area.

Experiential: tranquillity, visual perceptions and access

- To the north noise from the A27 prevails, while the noise as well as the volume of traffic from the A3023 can be seen to divide this settlement
- An accessible landscape with permeability to adjacent LCAs. The Hayling Billy path provides access along the western and southern edge. Original alignments of footpaths have survived within the northern part of this settlement, however due to the high density of the adjacent development this has restricted their character to narrow alley ways with in some places poor boundary treatment. The Wayfarers Walk route also runs through the historic core.

Visual: openness/enclosure, prominence and visibility

- Internally enclosed by the built form while the adjacent boundary vegetation also limits views out. However from the harbour edge there are long views out across Chichester Harbour which creates a sense of openness
- Open views from the harbour pool and Langstone to Chichester Harbour basin and Hayling Island
- Views to the east and west are limited by the dense linear woodland and hedgerow planting along the periphery of this settlement.

Specific local key issues

- Risk of housing development as infill between north and southern part of Langstone
- Pressure for further residential development could see the infill of the triangle of land between the former railway line and the village core, resulting in the loss of village character, and creating continuous development between the waterfront and Havant town centre
- Development of housing (as at west end of High Street) can be of a style and layout which is out of keeping with the historic character of the village
- Traffic volume on the A3023
- Pressure of visitors and car parking
- Popularity of waterfront pubs creates pressure for car parking, particularly along the High Street
- Pollution and run off from the urban area may impact on the coastal habitats such as watercourse vegetation and saline lagoons
- Saline lagoons are vulnerable to changes in water movement and temperature.

Designations

Chichester Harbour Area of Outstanding Natural Beauty (southern historic core area)

Mill Lane Conservation Area

Langstone Conservation Area

18 listed buildings

Chichester and Langstone Harbours Ramsar Site
Chichester and Langstone Harbours SPA
Solent Maritime SAC
Chichester Harbour SSSI
Langstone Harbour SSSI

Landscape and built form strategy and guidelines

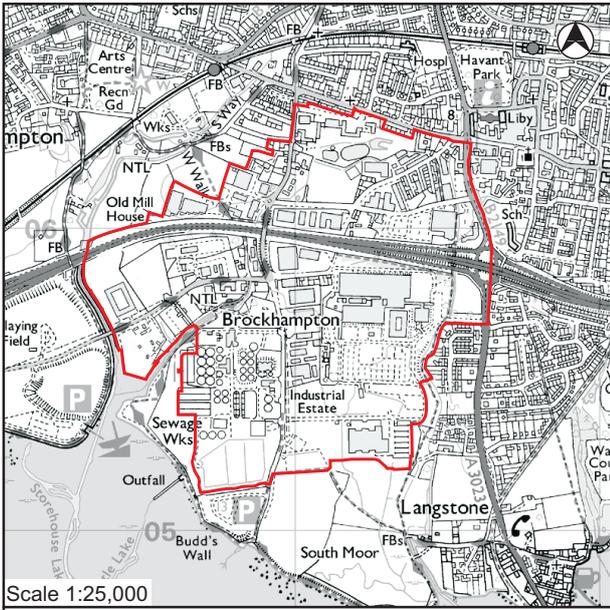
The landscape strategy is to *conserve* the local character. The following guidelines apply:

Land management

- Retain alignment of the Hayling Billy and maintain and manage vegetated character
- Retain and improve tree lined character of A3032
- Maintain and manage east and western vegetated boundaries
- Protect open views across the harbour from Langstone
- Maintain and enhance the broadleaved woodland, replacing coniferous woodland when appropriate with broadleaved species.
- Encourage the use of field margins for ecological benefits by providing habitat through hedgerows and land that is not cultivated for farming
- Manage grassland so that it has the potential to provide a more diverse ecological resource through the range of habitats and food stuffs that it provides.

Built form and development

- New housing development should avoid intruding into the natural swathes of woodland which are a feature along the western and eastern perimeter of this settlement
- Resist further development which would erode the gap between the village core and the northern residential area, effectively conjoining the settlements of Langstone and Havant
- Any new development should address the main roads rather than turn their back in favour of fronting onto estate cul-de-sacs
- Visitor parking should be designed and located so to not compromise the historic façade of Langstone Quay.



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LCA28

Brockhampton Industrial Area



Waste processing site west of Brockhampton Industrial area



Industrial units in Southmoor Lane

LCA28 Brockhampton Industrial Area

Introduction

The area contains two landscape character types: Urban Upper Harbour Plain LCT E and Open Lower Harbour Plain LCA H. A full description of the characteristics common to this type is set out in Section 4. The area is composed of twelve historic landscape character types: Small Rectilinear with Wavy Boundaries (1.16); Reclaimed Land (8.4); Early and Mid-Victorian Settlement (9.6.1); Late Victorian Settlement (9.6.2); Pre-War Residential (9.6.4); Late 20th Century Residential (9.6.7); Large-Scale Commercial (9.15); Open Ground (11.5); Industrial Complexes and Factories (12.3); Large Scale Industry (12.4); Water Treatment (12.5); and Road (13.6) (Figure 1).

Location

Located to the west of Langstone, on the southern side of Havant adjacent to Langstone Harbour and to the east of Broadmarsh Coastal Park.

Relationship to adjacent character areas

LCA13 Historic Bedhampton: Medium scale industrial buildings abut the edge of the open rural character of LCA13. In places the boundary treatment is poor leading to visual degradation on LCA13. Contrasting landscape characteristics.

LCA14 Havant historic core: Large scale buildings contrast with the enclosed street pattern and tight knit historic character of the built form of LCA14. The large scale newer buildings within LCA14 connect to the large scale buildings of LCA28.

LCA27 Langstone: Separated by a robust band of native tree and shrubs, an important boundary that reduces the visual impact of the adjacent industrial park on the historic character of Langstone. Contrasting landscape with no connections.

LCA32 Langstone Harbour: Manmade harbour edge, with earth bund limiting intervisibility. Contrasting landscapes with no connections.

LCA41 South Moor and Broadmarsh coastal park: The large scale buildings at Brockhampton Industrial Estate visually intrude on the eastern side of South Moor and the Broadmarsh Coastal Park. Contrasting landscapes, with few connecting elements.

Historic development

The former hamlet of Brockhampton was little more than a loose group of buildings including Brockhampton Mill on the stream of the same name, Harts Farm, and a small separate group of buildings on the road to the east. The predominant natural resource in the vicinity was water, with numerous natural springs, and the three parallel streams powering Bedhampton, Brockhampton and Havant Mills respectively from west to east. Much of the area was liable to flooding, and the clean spring waters were used for the growing of watercress. A number of nurseries had also been established here by the beginning of the 20th century.

Early industries on the outskirts of Havant which took advantage of this natural resource included a large tannery, a chamois leather works, and the LCA became the site both of works belonging to the Portsmouth Water Works Co., and Havant district's sewage works. The original Bedhampton Quay, known in the late 19th century as 'Stent's Quay', lay further upstream than the present one, serving the

Upper and Lower Mills, as well as the other local industries. Chalk and lime from the Bedhampton chalk pit were exported, with animal skins for parchment, and dog skins for glove making were imported. The present Bedhampton Quay was built in the late 20th century, following improvements to the A27, by United Marine Aggregates, for the import of building and roadmaking aggregates, continuing a long history of this local activity.

The low marshy land, at threat from flooding was never considered suitable for extensive residential development, and a further large scale works complex had been established by 1959. The area was more recently extensively developed as the Brockhampton Industrial Estate.

Key characteristics of Brockhampton Industrial Area

Physical: landform, soils and land cover

- Low lying and predominantly flat, with under lying solid geology including the Lewes Nodular Chalk Formation, Seaford Chalk Formation, Newhaven Chalk Formation, Culver Formation and Portsdown Chalk Formation
- Overlain with river terrace deposits, alluvium and periglacial Head. This has produced a soil which around the estuary heads is loamy and clayey with a naturally high water content, while soils further north are less clayey but still with a naturally high water content
- Tidal estuary of the Hermitage Stream. A stream also aligns along the eastern boundary adjacent to a footpath
- Three water bodies lie just south of West Street
- The vegetation along the eastern tributary of the Hermitage Stream provides a green corridor through a predominantly hard built environment of the industrial estate
- To the south adhoc planting schemes around individual buildings and remnant lines of trees (maybe old hedgerows) relate poorly to each other
- Roadside planting adjacent to the A27 (T) separates this traffic corridor from the adjacent landscape
- Strong structure of tree and shrub planting around the junction of Brockhampton Road and Solent Road.

Biodiversity

- This landscape character area is urban and provides a variety of habitats through elements such as gardens and street trees
- In the north of the area there are three ponds all under 0.5 hectares in extent. These are located close to a road and are isolated from other habitats
- In the east of the area there is a small mosaic which consists of a thin strip of scattered scrub which gives way to a larger area of amenity grassland that has a small patch of broadleaved woodland in its north eastern extent
- Close to this mosaic but further south there is a strip of broadleaved woodland that exists both in this character area and the area to the east (LCA 27)
- There is a patch of amenity landscape planting on the western edge of the woodland. Both of these habitats continue LCA 41 and are associated with a large patch of improved grassland which carries into LCA 41. To the west of the improved grassland there is a small patch of amenity grassland

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- In the west of the character area there is an area of scattered trees over grassland and this connects with an area of dense scrub which continues into LCA 41
 - There is also a marina associated with this mosaic of scrub and scattered trees towards the north
 - Further north of the marina and on the western boundary of the character area there is a patch of improved grassland which has a strip of dense scrub and grassland that runs west to east into the centre of the character area
 - There is a very small area of grassland in the north of the area which is part of a much larger area of grassland in LCA 13
 - Although this landscape character area is adjacent to the coast it has no coastal habitats within it.

Historic and built environment

- Predominantly industrial buildings to the south while to the north of the A27 (T) a mix of industrial units, smarter business style buildings along side groups of dwellings
- Mix of building styles with no strong distinguishing features
- Although some of the smaller scale works of the earlier 20th century survive towards the north of the LCA, the character of the area is dominated by the large scale modern industrial sheds of the industrial estate. The orthogonal layout of the estate, the scale of the buildings, and the extensive areas of hardstanding form a significant contrast to the natural vegetation of the coastal strip to the south
- Large scale shed buildings arranged along modern estate roads abut tightknit built historic character of West Street.

Experiential: tranquillity, visual perceptions and access

- The A27 (T) spoils any form of tranquillity within adjacent areas
- Large buildings, with open areas of tarmac have created a bland colour palette of a range of tonal greys. Where trees and shrubs do exist, they reduce the impact of this colourless landscape
- Important recreational routeway along the Hermitage Stream (Wayfarer's Walk)
- Hayling Billy public right of way leading up from the south along the western side of Langstone.

Visual: openness/enclosure, prominence and visibility

- A landscape with large shed buildings, providing areas of semi enclosure and openness
- Limited views due to the built environment character. However the enclosed landscape along the Hermitage Stream provides an area of contrast as compared to the open views adjacent Langstone Harbour.

Specific local key issues

- Visual impact of industrial sheds on adjacent open areas, i.e. Coastal Park, South Moor and open fields to the west leading to Bedhampton
- Lack of overall united character
- Poor quality adjacent landuses compromise amenity value of the Wayfarer's Walk

- Further development westwards of the King's Croft Business Park could impact upon the rural setting of the old Bedhampton Mill site
- The south-east corner of the industrial area appears incongruous when viewed from the rural setting of West Mill, Langstone
- This character area is adjacent to the Langstone Harbour SSSI which is also designated as SPA, SAC and as a RAMSAR site, therefore any new development should take account of the potential impact it may have on the adjacent designated landscape in terms of changes to waterflow or shading.

Designations

Old Manor House – listed building
Adjacent to Langstone Harbour SSSI
Southmoor Reserve SINC

Landscape and built form strategy and guidelines

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

Land management

- Provide an overall planting concept for the area, as set out within the Broadmarsh Landscape Strategy February 2002
- Improve boundary edge treatment of industrial estate with new tree and shrub planting to provide a screen to adjacent open areas particularly Langstone from Brockhampton
- Improve and maintain the Hermitage Stream as an important watercourse. Where redevelopment of adjacent sites is undertaken, development should not compromise restoration and enhancement of its character
- Enhance connectivity to harbour plain/coastal park through green infrastructure
- Manage forestry scrub to prevent encroachment on other habitat types
- Manage ponds for the benefit of biodiversity through controlling pollution and managing any invasive species
- Maintain and enhance broadleaved woodland as it is a valuable ecological resource
- The proximity to Langstone Harbour SSSI, SPA, SAC and RAMSAR site means that any new development should take account of the potential impact it may have on the adjacent designated landscape.

Built form and development

- Where possible restore the former building line and authentic scale and massing of properties along the south side of West Street to restore historic character and enhance setting of the adjacent Conservation Area
- Avoid large scale buildings on periphery of the area and adjacent to open land. Where this can not be possible, satisfactory boundary edge treatment should be proposed to reduce the overall impact
- Improve screening of southern edge of industrial estate to lessen its impact on both the mill house and the open coastal strip
- Maintain and improve links to harbour edge.

