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LCA29

North Hayling



Farmed landscape and shelter belts



North coastal marsh - Chichester Harbour



Northney



Open field pattern, North Hayling

LCA29 North Hayling

Introduction

The area contains one landscape character type: LCAH: Open Lower Harbour Plain. A full description of the characteristics common to this type is set out in Section 4. The area is composed of fifteen 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 Plantations (4.12); Coastal Wetlands (8.1); Salterns (8.3); Reclaimed Land (8.4); Harbours and Marinas (8.5); Mudflats (8.7); Oyster Beds (8.8); Edwardian Residential (9.6.3); Pre-War Residential (9.6.4); 60's and 70's Residential (9.6.5); Late 20th Century Residential (9.6.7); Pre 1810 Village/Hamlet (9.7); and Disused Railway (13.5.2) (Figure 1).

Location

Located across the northern part of Hayling Island.

Relationship to adjacent character areas

LCA32 Langstone Harbour: Long open views from the western edge of LCA29 across Langstone Harbour to the western shore. Contrasting landscapes.

LCA33 Chichester Harbour: From the north, a limited number of long open views to the open character of the harbour. The thirty dwellings at Spinnaker Grange located within this coastal marsh zone are visually prominent on the northern edge of Hayling Island. Coastal grazing marsh along periphery of LCA29 and within LCA29 connects to the harbour basin, while also providing undeveloped strong rural edge to Hayling Island.

LCA30 Stoke and north west Hayling: Intervisibility is limited due to the well hedged character of LCA30. A small number of hedgerows provide continuous links between these two LCAs, although they become more intermittent in character within LCA29.

Beyond the Borough boundary: A rural landscape with views out across to the contrasting urban conurbation of Portsmouth and connecting to the rural island character of Thorney Island.

Historic development

This LCA contains evidence of human occupation dating back to at least the Bronze Age. It also contains one of the most significant archaeological monuments within the borough, the Hayling Island Roman temple, whose remains were excavated in Touncil Field, mid-way between North Hayling village and the Havant Road. The excavations also indicated Saxon settlement activity on the site.

Before the construction of the road bridge to the island in 1824, access between the mainland and the island was by means of boat, or the 'Wadeway'. This raised trackway, exposed only at low tide, is thought to be of Roman, or even earlier date, and is now marked by the line of a public right of way between Langstone village and North Common. Shown on later maps as a 'horse road', a deep water channel was cut through the trackway in 1824 for the passage of barges.

The settlement of North Hayling was first documented as 'Heglingaigaen' in 956AD, and in 1256AD as Northeneye. The parish church of St Peter dates to the 12th

century, and early settlement is shown predominantly to the north of the church. A serious fire in 1757 destroyed much of the early village, though some farm buildings at Church Farm, Eastney Farm and North Farm appear to have survived. By the end of the 19th century, this settlement still essentially comprised a group of farms, including North Farm, Northend Farm, Church Farm and Eastney Farm with a few cottages, mostly apparently set in orchards.

As elsewhere on the island, saltmaking was an important activity, with the Great Salterns and Little Salterns at the north east of the parish till the late 19th century. The largest oyster complex on the island was established by the South of England Oyster Co. Ltd., at the north west corner of the LCA in 1880. Several acres were reclaimed from the sea and enclosed with man-made bunds to provide pens for the several stages of oyster production. They continued in use till 1980, and are now a wildlife area.

The area to the north of Northney was developed as a holiday camp in the 1930's, and in more recent years, a large hotel and marina have been developed at Duckard Point.

Key characteristics of North Hayling

Physical: landform, soils and land cover

- Low lying and predominantly flat, with some local gentle low mounding as seen in the central area between North Hayling and Stoke Common
- Underlain with River Terrace Deposits which overly a number of chalk formations including the Lewes Nodular Chalk Formation, Seaford Chalk Formation, Newhaven Chalk Formation, Culver Formation and Portsdown Chalk Formation. Raised marine deposits exist along the harbour basin edge
- To the north around Stoke Common and North Hayling soils are freely draining slightly acidic loamy giving rise to a Grade 1 and 2 agricultural land. Poorer Grade 4 agricultural land fringes the harbour edge
- Across the central area between North Hayling and Stoke Common, ground water is channeled into a series of straight manmade ditches some of which align along adjacent to hedgerows, whilst others sit within the open agricultural plain. Water courses to the east of North Hayling within the area covered by rough grassland are more organic in form, forming a fringe of short channels feeding into Chichester Harbour
- Within the central area and to the east of North Hayling, large arable fields with intermittent poor hedgerows dominate. Adjacent to the harbour edge there is a linear arrangement of fields containing rough grassland, which are separated from the more productive agricultural land in places by a well tree lined hedgerow
- Shelter belts of wind swept trees can be seen to the north west of North Hayling, with other lines of individual trees adjacent to the A3023 to the north of the island. These features are seen to exist as solitary items within this open landscape. Small woodland copses or orchards are also a feature on the edge of North Hayling
- Remnant oyster beds provide areas of shallow water enclosed by low embankments to the north of Stoke Common.

Biodiversity

- This is a coastal landscape character area with a rich mosaic of related habitats. The open sea is adjoined by intertidal mud and sand including algal beds. Some of these habitats adjoin the shore directly, whilst others interlink with a mixture of habitats of scattered and continuous salt marsh with two very small patches of coastal grazing marsh. One of these patches surrounds area patch of scattered scrub in the north of the area
- In the far north of the area there is an engineered coastal feature and behind this there is a large marina and a patch of amenity grassland with arable land and coastal grazing marsh to the south. The coastal grazing marsh has a patch of dense scrub within it
- In the north west of the area there is a coastal habitat mosaic including continuous saltmarsh and scattered saltmarsh, coastal grazing marsh, intertidal mud and shingle and saline lagoons
- Further inland there is a small area of residential development which provides habitat through gardens
- In the north and east of the area there is a strip of intertidal mud and sand which borders the area interrupted by engineered coastal features and a marina. On the eastern edge of the character area there is a large patch of coastal grazing marsh which separates the main inland habitat mosaic of the area from the coastal mosaic and the open sea. This area is recognised locally as Northney Marsh and is valued as a resource for nature
- The coastal mosaic is separated from the land mosaics by coastal defences, behind this is a pond of less than 0.5 hectares in area
- The centre of the area consists mainly of arable land with improved grassland on either side of it. There are three patches of broadleaved woodland which occur in the north east in an area of improved grassland
- There is a thin strip of mixed plantation woodland which separates the arable land from the improved grassland
- The south of the area consists of arable land which is not interrupted by any other habitat type, to the east of this there is a patch of unimproved neutral grassland which conjoins the coastal grazing marsh, bordering the coastal habitats
- This landscape character area is of national and international importance, it is covered by a number of nature conservation designations: SSSI, SPA, SAC and Ramsar site.

Historic and built environment

- This LCA, perhaps more than any other in the borough, retains much of its authentic rural settlement pattern, with large farm complexes situated along St Peter's Road, creating a largely ribbon development
- The number of roads leading off perpendicularly has resulted in an indented character with a mix of small pasture fields and rear gardens backing onto the open arable landscape
- The majority of the LCA is characterised by medium regular sized parliamentary type fields with straight boundaries on either side of the historic linear settlements of Northney and North Hayling

- The northern edge is defined by small regular sized fields with straight boundaries. Both historic landscape characters are distinguishable in the landscape through a mixture of hedgerows, wire fences and farm tracks. Many of the hedgerows have become sparse and degraded
- Traces of both well preserved oyster beds and salterns can still be observed in the landscape on the western and northern intertidal fringes
- The spaces between the farms and early cottages have now generally been infilled with 20th century houses, but these are generally detached buildings, set within substantial grounds, and retain the historic pattern
- Settlements and farmsteads originally were located inland with the harbour edge free from development
- The settlement has a rural character, with properties set back within their plots, which are bounded with walls of flint, stone or brick, and with grass verges adjacent to the road
- Historic linear settlement of North Hayling, formerly comprising the hamlets of Northney, Eastney and Westney, has short perpendicular roads and retains numerous listed buildings
- Good surviving examples of vernacular houses and farm buildings, though a number of these have been converted to residential use
- Considerable survival of local vernacular building materials, including thatch, ironstone rubble, flint with red brick dressings and timber-framed buildings
- A new development of 30 neoclassical red brick dwellings (Spinnaker Grange) at Northney is sited on the periphery of the island and is visually prominent from adjacent open areas
- Low flint walls with hedgerows are dominant as a boundary feature around dwellings contributing to the character of this historic rural settlement
- The flint and stone St Peter's Church with shingled broach spire of a style distinctive in Hampshire and West Sussex and its mature yew trees forms a feature along North Hayling Road due to its siting close to the road
- The cemetery extension protrudes out into the open landscape. The poor quality design of this new burial area contrasts with the original cemetery
- Bund walls surrounding extensive former oyster beds on the NW edge of the character area, now a nature reserve
- Large marina, boatyard and hotel complex at Duckard Point
- In some locations short rear gardens have led to an over dominance of the built form on the adjacent open agricultural plains, while longer rear gardens with tree and shrub vegetation create a filtering of views of the dwellings.

Experiential: tranquillity, visual perceptions and access

- A tranquil landscape with the North Hayling Road free from heavy traffic creating an attractive rural road available for walkers and horse riders; contrasting with the busy A3023 which brings all the traffic onto the island and down to South Hayling
- Duckard Point Marina exists as a cluster of yacht masts as seen from the adjacent landscape
- A good network of public rights of way exists across the arable plain to the west of North Hayling, while limited public access exists to the east and none

to the eastern harbour edge. A section of the Hayling Billy recreation route exists to the west.

Visual: openness/enclosure, prominence and visibility

- An open arable landscape containing settlements enclosed by small woodlands and hedgerows
- Shelter belts provide enclosure around medium sized fields
- Open views across the arable plains, with views of part of North Hayling
- Limited views from the harbour due to lack of access. However an informal footpath exists to the north to the harbour side
- Long views to the South Downs.

Specific local key issues

- Visually prominent development within the undeveloped periphery adjacent to the harbour edge
- Increase of vehicular traffic eroding quality and tranquility of North Hayling Road
- Infill development within the small pasture fields on the periphery of North Hayling is eroding the character as well as the soft vegetated boundary treatment as seen from the wider landscape
- Potential pressure for further residential development adjacent to the marina
- Parts of this landscape may change as the focus of agricultural subsidies alters, to encourage greater environmental management, therefore there may be less intensive agricultural practices coupled with increased management of landscape elements such as hedgerows.

Designations

Chichester Harbour Area of Outstanding Natural Beauty (eastern area)

St. Peter's Conservation Area

15 listed buildings

5 unlisted historic buildings

Chichester and Langstone Harbours RAMSAR site

Chichester and Langstone Harbours SPA

Solent Maritime SAC

Chichester Harbour SSSI

Langstone Harbour SSSI

Pycrofts Meadow SINC

Hayling Billy Line SINC

East of Pycrofts Meadow SINC

West of North Hayling B SINC

North Common and Saltmarsh SINC

North of Northney Road SINC

West of North Hayling D SINC

West of North Hayling F SINC

West of North Hayling G SINC

West of North Hayling P SINC
Chichester Road Meadow SINC
East of St Peter's Road A SINC
East of St Peter's Road D SINC
West Hayling Local Nature Reserve

Landscape and built form strategy and guidelines

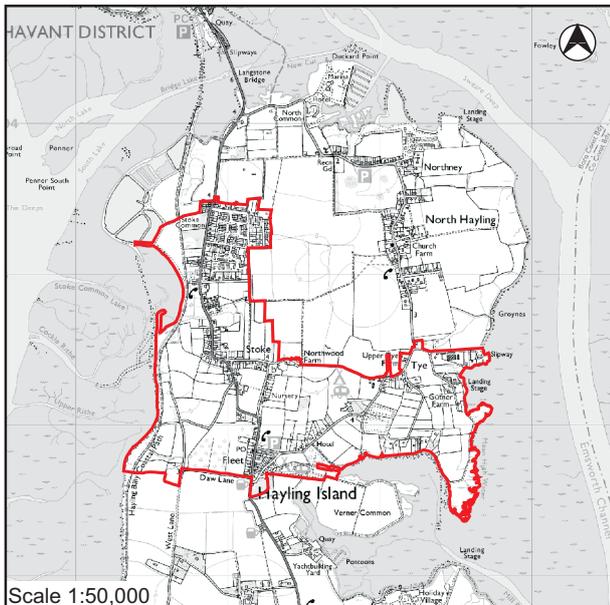
The landscape strategy is to *conserve* and *enhance* the local character. The following guidelines apply:

Land management

- Maintain, manage, and in places enhance, the hedgerows separating the arable land from the periphery of fields of coastal grazing marsh aligning the harbour edge
- Maintain peripheral open band of coastal grazing marsh as a feature of the harbour edge
- Maintain woodland copses adjacent to North Hayling village as a feature of the settlement
- Maintain shelter belts as a feature of the northern part of this LCA
- Propose tree planting on the harbour side of Spinnaker Grange to reduce its visual impact on adjacent open areas and Chichester Harbour
- Enhance connectivity through green infrastructure
- Manage ponds for the benefit of biodiversity
- Ensure that the coastal habitats are maintained and enhanced and remain unaffected by any local development
- Encourage the use of field margins for ecological benefits by providing habitat through hedgerows and land that is not cultivated for farming.

Built form and development

- Avoid development and infill within small fields around the settlement edge of North Hayling so to maintain a vegetated boundary character and also to maintain indented form of settlement
- Maintain hedgerow boundaries and low flint walls within North Hayling village
- Where possible improve the boundary edge treatment of the Marina at Duckard Point to reduce its visual dominance
- Investigate provision of pedestrian access to eastern harbour edge
- Further development to the east of St Peter's Road should be resisted as this would fundamentally change the authentic ribbon-layout of the settlement
- Further development to north or south of the village core should also be resisted, as this could lead to the merging of the original detached hamlets of North Hayling, Tye and Northney.



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LCA30

Stoke and North-west Hayling



Small enclosed fields



Patchwork of small fields, mature trees and large detached properties adjacent Mill Rithe

LCA30 Stoke and North-west Hayling

Introduction

The area contains one landscape character type: Enclosed Lower Harbour Plain LCT I. A full description of the characteristics common to this type is set out in Section 4. The area is composed of a complex mix of sixteen historic landscape character types: Small Regular Fields with Straight Boundaries (Parliamentary Type) (1.9); Small Rectilinear with Wavy Boundaries (1.16); Orchards (3.1); Nurseries with Glass Houses (3.3); 20th Century Plantations (4.12); Salterns (8.3); 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 & 70's Residential (9.6.5); Late 20th Century Residential (9.6.7); Pre 1810 Village/Hamlet (9.7); Caravan Sites (9.11); Small Farmsteads (9.13) and Disused Railway (13.5.2) (Figure 1).

Location

Located across the central area of Hayling Island.

Relationship to adjacent character areas

LCA29 North Hayling: Limited intervisibility due to the dense hedgerow character of LCA30. A small number of hedgerows provide continuous links between these two LCAs, although they become more intermittent in character within LCA29. Less ribbon development along the section of A3023 within LCA29 contrasts with intermittent ribbon development within LCA30.

LCA31 Central Hayling plain: Limited intervisibility although on the periphery open views across the open landscape character to the south. Contrasting landscapes with few connecting hedgerows across these two LCAs. Intermittent ribbon development along the A3023 provides common link.

LCA32 Langstone Harbour: Long open views from the western edge of LCA29 across to the western shore.

LCA33 Chichester Harbour: Limited access to the eastern edge where there are long open views to the open character of the harbour. Some connections across these two LCAs with the coastal grazing marsh intermittent along side areas of rear gardens.

Beyond the Borough boundary: Views across to rural Thorney Island to the west, across to the island of Portsea to the east, with views of the Spinnaker Tower in Portsmouth. Long views north to the South Downs. The rural island landscape contrasts with the urban conurbation of Portsmouth.

Historic development

Archaeological finds within this LCA indicate human activity dating back to the mesolithic period, with considerable activity during the Iron Age evidenced by hearths and briquetage, potentially relating to an early salt industry here.

Stoke (previously Stike) is one of the first settlements recorded on early maps. As with the other early settlements on the island, the hamlet was originally little more than a loose grouping of farms, including West Stoke Farm (now lost) and East Stoke (now Northwood) Farm. A tower mill was situated to the north of the hamlet until it burned down in 1886.

Even by 1834, both Fleet and Tye comprised little more than the farms of the same names, with a few cottages, barns and granaries, and a smith's shop is shown at Fleet. Roads led from Tye down to Gutner Common and Wood Gaston, and by 1879, extensive oyster beds are shown in South Gutner Lake and Mill Rythe (see LCA 31), and may have been managed from the landing stage at Wood Gaston. A new farm was established on Gutner Lane by 1910, together with White Lodge and later houses.

A water works was established between Stoke and Fleet in the late 19th century, and although the water tower has been demolished, the main waterworks building survives. Brickmaking was carried out at a number of sites in the late 19th and 20th century, in particular at Copse Lane and Stoke Common, one of which continued in production until 1991.

Station Bay (named after the former North Hayling Halt on the Hayling Billy Line) in the north-west corner of the LCA is a crescent-shaped bay, where, during the 19th century, a combination of the tidal current and wind led to the washing up of bodies, which the police buried in the adjacent common. These skeletons are occasionally exposed by the scouring of the sea.

Key characteristics of Stoke and North-west Hayling

Physical: landform, soils and land cover

- A predominantly flat landscape with some slight mounding
- The underlying geology is overlain with River Terrace Deposits which to the north overly a chalk formation including the Lewes Nodular Chalk Formation, Seaford Chalk Formation, Newhaven Chalk Formation, Culver Formation and Portsdown Chalk Formation and to the south the Lambeth Group Raised marine deposits exist around the edge of the island, with raised beach deposits at the junction of Daw Lane and West Lane leading to the harbour edge
- Soils are loamy with a naturally high water content which have produced Grade 2 agricultural land in the interior with Grade 4 agricultural land adjacent the harbour edge
- To the west a narrow band of short watercourses drain perpendicular to the adjacent straight harbour edge. Some small pools also exist. A low lying wet area with a number of water courses which provide separation for the settlements of Stoke Common and Stoke to the south. Along the eastern harbour edge a number of short water courses drain into the upper reaches of the indented harbour edge and minor inlets
- A patchwork of small pasture fields with thick boundary hedgerows and mature hedgerow trees. To the west towards the harbour edge narrow bands of woodland and thick hedgerows exist, with larger fields of arable land and pasture. To the east fields are smaller and predominantly pasture
- Small woodland copses are a feature at junctions around the small enclosed hedged fields.

Biodiversity

- The outer east and west borders of this character area have coastal habitats which are included in the Chichester Harbour and Langstone Harbour SSSI's. These two areas are also designated as SPA, SAC and Ramsar site
- The majority of this area consists of small scale mosaic of habitats which is dominated by grassland improved for agriculture. There are two orchards towards the south of the area, one of which is much larger than the other
- The habitat mosaic is bisected by urban areas in the west, whereas in the east the mosaic is more continuous
- In the north west there is a patch of broadleaved woodland associated with coastal grazing marsh further to the west and semi improved neutral grassland on the western coast
- To the south of this is a thin strip of intertidal shingle which is part of a large patch that exists in LCA 32
- Towards the centre of the area there is a small area of bare land prepared for mineral extraction, this is surrounded by improved grassland and agricultural buildings
- The east of the area consists of a mosaic of habitats which include arable land, residential areas (providing habitat through gardens) and grassland with some patches of broadleaved woodland
- There is a small patch of tall marginal vegetation (along watercourses) close to the northern boundary of the area
- The eastern border of the area consists of coastal grazing marsh bordered by continuous salt marsh.

Historic and built environment

- The western and central areas are characterised by small rectilinear fields with wavy boundaries
- The northern and eastern areas are defined by small regular fields with straighter boundaries which probably reflect the later enclosure of the landscape. The hedgerows preserve this historic landscape character
- A small area of Stoke Common survives in the north west coner of the LCA and reflects the former unenclosed and open nature of the coastal fringe
- The eastern low-lying fringe is defined by historical salt making although any indication of this industry is difficult to distinguish on the ground
- Small villages and hamlets provide a enclosed landscape which repeats through to the surrounding small field pattern
- This LCA contains the three historic settlements of Stoke, Fleet and Tye, all of which retain buildings dating to the 18th century or earlier. These include timber-framed and thatched 16th century houses, weather-boarded barns, a timber-framed and brick-nogged staddle granary and an 18th century forge
- Stoke and Fleet are linear settlements mainly with stretches of intermittent ribbon development. Stoke Common originally also a linear settlement has grown with a large area of modern housing sited to the east
- Caravan and camp sites exist on the edge of Fleet and Tye, contained within the field pattern
- Detached dwellings are sited on the edge of the minor inlet of Mill Rithe. In some cases their dense garden vegetation and their close proximity to the

shore line, detracts from an adverse visual impact on the open unspoilt character of the inlet

- The western half of this LCA is dominated by the busy main road from Havant with its series of post-enclosure right-angle bends
- Early and late 20th century housing to the north of Stoke is of a suburban estate form and layout quite out of character with the rest of the north half of the island
- While that part of Stoke village which lies away from the main road has a relatively rural character, the late 19th and 20th century ribbon development which has extended along the main road from Stoke and Fleet, is typical of other suburban building of its era
- The western edge of the LCA is dominated by the former line of the 'Hayling Billy', now a coastal path, and the potential vulnerability of the low-lying island is indicated by the presence of a number of WW2 pillboxes along this western shore
- To the east of Tye, a number of slipways and landing stages exist, though all are private. The northernmost of these is associated with a commercial site.

Experiential: tranquillity, visual perceptions and access

- The busy A3023 degrades and separates the linear settlements of Stoke and Fleet
- Due to ribbon development adjacent to the A3023 (Stoke Common, Stoke and Fleet), a poor perception exists of the rural nature of the landscape beyond
- Access to the western harbour edge and the Hayling Billy is provided with a car park to the west of Stoke Common
- To the east limited access to Chichester harbour with only a slipway and landing stage located at Gutner Farm
- Away from the busy A3023, good access is provided with a high density of footpaths and rural lanes.

Visual: openness/enclosure, prominence and visibility

- An enclosed landscape of small well hedged fields and linear development.
- On the northern periphery long views north to the South Downs
- Limited views across area due to the high density of hedgerows, small woodlands and built development
- Long open views from harbour side to Langstone Harbour and Portsmouth beyond and to the east Chichester Harbour and Thorney Island.

Specific local key issues

- Perception of a continuous adjacent built environment, with little awareness of adjacent countryside
- Busy A3023 dividing settlements
- Infill development within the small fields
- Any further development at the southern end of the island would increase the volume of traffic, creating an adverse impact throughout these historic settlements
- The A3032 creates a barrier to the habitats in the west of the area.

Designations

Chichester Harbour Area of Outstanding Natural Beauty (narrow eastern area)
14 listed buildings
7 unlisted historic buildings
Chichester and Langstone Harbours RAMSAR site
Chichester and Langstone Harbours SPA
Solent Maritime SAC
Chichester Harbour SSSI
Langstone Harbour SSSI
Stoke Common SINC
Pound Croft Field SINC
Knotts Marsh Scrub SINC
Hayling Billy Line SINC
Plot 5835 South of Knotts Marsh SINC
Plot 6114 South of Knotts Marsh SINC
Pill Box Field SINC
Long Marsh SINC
West of North Hayling V SINC
North Copse SINC
Fields and Saltmarsh South of Copse Lane SINC
Gutner Farm SINC
Gutner Lane Meadow SINC
West of North Hayling D SINC
Gutner Point Local Nature Reserve
West Hayling Local Nature Reserve

Landscape and built form strategy and guidelines

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

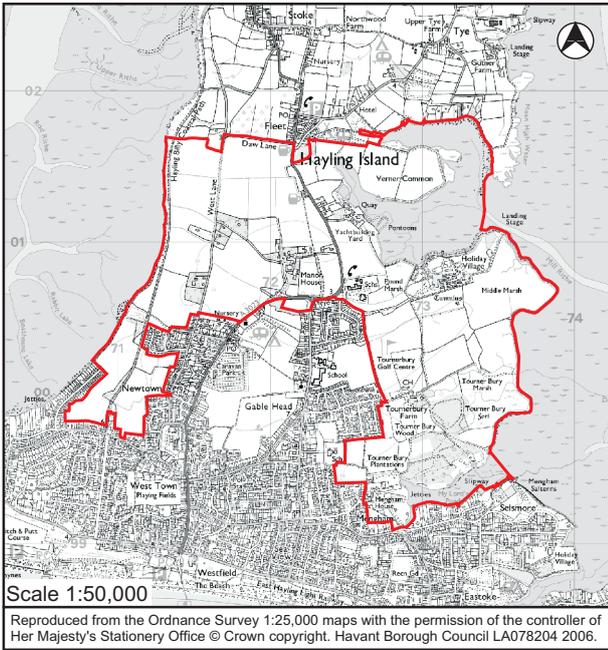
Land management

- Maintain and manage linear woodland belts to the west
- Ensure that the coastal habitats are maintained and enhanced and remain unaffected by any local development
- Encourage the use of field margins for ecological benefits by providing habitat through hedgerows and land that is not cultivated for farming
- Maintain and enhance the broadleaved woodland resource
- Maintain as far as possible the natural stretches of shoreline and ensure soft engineering techniques are used as future flood defences. Avoid hard engineering solutions within this semi natural environment.

Built form and development

- Maintain and improve the areas of openness adjacent the A3023 within the intermittent linear settlements allowing links to the rural countryside beyond

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- Maintain vegetated boundary treatment within settlements of Stoke, Tye and Stoke Common
 - Avoid development and infill within the small fields between the settlements of Stoke, Fleet and Tye to maintain separate settlement form.



LCA31

Central Hayling plain



Harbour Walk – Chichester Harbour



Manor House



Large open field pattern



Mill Rythe Holiday Home



Oak trees at gateway to South Hayling



Low tide on Mill Rythe

LCA31 Central Hayling plain

Introduction

The area contains four landscape character types: Open Lower Harbour Plain LCT H; Enclosed Lower Harbour Plain LCT I; Broad Inlet LCT L; and Minor Inlet LCT M. A full description of the characteristics common to these types is set out in Section 4. The area is composed of a complex mix of twenty two historic landscape character types: Medium to Large Regular Fields with Wavy Boundaries (1.6); Small Regular Fields with Straight Boundaries (Parliamentary Type) (1.9); Medium Fields with Straight Boundaries (Parliamentary Type) (1.10); Small Rectilinear Fields with Wavy Boundaries (1.16); 19th Century Plantations (4.5); 20th Century Plantations (4.12); Salterns (8.3); Harbours and Marinas (8.5) Mudflats (8.7); Navigation Channels (8.9); Boatyard (8.11); Late Victorian Settlement (9.6.2); Late 20th Century Residential (9.6.7); Caravan Sites (9.11); 19th Century Schools (9.12.1); 20th Century Schools and Playing Fields (9.12.2); Small Farmsteads (9.13); Manor House/Estate (9.14); Golf Courses (11.2); Industrial Complexes and Factories (12.3); Disused Railway (13.5.2); and Prehistoric and Roman Military and Defence (14.1) (Figure 1).

Location

Located on Hayling Island to the north of the settlement of South Hayling and to the south of the settlement of Fleet.

Relationship to adjacent character areas

LCA30 Stoke and north west Hayling: Limited intervisibility due to the dense hedgerow character of LCA30. A small number of hedgerows provide continuous links between these two LCAs, although they become more intermittent in character within LCA31. Less ribbon development along section of A3023 contrasts with intermittent ribbon development within LCA30.

LCA33 Chichester Harbour: To the east there are open views across the harbour. Broad coastal grazing marsh connects these two landscapes, although visually intrusive sea defences along the harbour edge dilutes the connection.

LCA32 Langstone Harbour: To the west there are open views across the harbour. Small areas of coastal grazing marsh connect to the harbour landscape.

LCA35 West Town Hayling Island: The northern edge of the urban environment of LCA35 is particularly visible against the open landscape character of LCA31. Hedgerows connect back into the urban conurbation, where their original alignment is marked by mature remnant hedgerow trees. Open landscape character of LCA31 continues at Gables Head into LCA35.

LCA36i South Hayling: 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.

Beyond the Borough boundary: Long views to the west from the old line of the Hayling Billy out across to the contrasting urban conurbation of Portsea Island, to the opposite bank and Portsmouth. Limited but open views from the public domain out to the rural landscape character of Thorney Island.

Historic development

Historically, this was one of the most sparsely settled parts of the island, and remains so today. The marshes in the eastern half of the LCA were used for sheepgrazing, and a shepherd's hut is shown on Middle Marsh throughout the 19th century.

The Tournier Bury Iron Age univallate hillfort would have dominated the western side of the entrance to Chichester Harbour, and may have had some military significance, though its precise use is not known.

The present Georgian brick Manor House and Manor Farm are thought to be situated on the site of a former monastic Grange associated with Hayling Priory. During the 18th century it was known as 'Great Farm', and was situated within Far Copse (now Manor Wood).

A tide mill is recorded at Mill Rythe as early as the 13th century, and continued in use until the late 19th century. Although now lost, the form of the mill pond survives, as does the dam at its south-eastern end. The quay formerly associated with the mill now functions within a yacht building yard and marina.

The farmland adjacent to Langstone Harbour on the west side of the LCA was used during WW2 as a fire decoy site, to draw enemy bombs away from Portsmouth. The one major 20th century development in this LCA was the pre-war construction of Warner Brothers 'Sunshine Holiday Camp', now Mill Rythe Holiday Village, on Pound Marsh, adjacent to which a school has more recently been built.

Characteristics of *Central Hayling plain*

Physical: landform, soils and land cover

- A predominantly flat landscape slightly mounded towards the central area. To the east the shoreline is characterised by minor inlets, Mill Rithe and Mengham Rithe, compared to the western shoreline which is relatively straight
- In the north geological bands of the Lambeth Group are followed by London Clay, with a fine band of Bognor Sand exposed over the London Clay stretching from the east at Middle Marsh to the edge of Langstone Harbour to the west
- Overlain by river terrace deposits with a wide band of raised marine deposits along the eastern edge with a further narrower band of raised beach deposits loosely aligning along the 5mAOD contour line. The minor inlets contain beach and tidal flat deposits
- Predominantly loamy soils with a naturally high water content producing Grade 2 agricultural land internally, with poorer non agricultural land along the western perimeter and Grade 4 land along the eastern perimeter. This has resulted in a productive arable landscape in the centre of the LCA with large fields with thin or non-existent hedgerows. Towards the west a thin band of rough grassland scrub aligns the harbour edge
- Towards the east the loamy and clayey soils of the coastal flats exist stretching over Verner Common and across to Middle Marsh. This has resulted in poor quality Grade 4 agricultural land producing an open

landscape with vegetation cover of rough grassland and amenity grassland associated with the Tournerbury Golf Centre

- Centrally the drainage pattern exists of straight manmade ditches which align some hedgerows, while others sit within the open agricultural plain. To the east within the area covered by rough grassland, the drainage pattern is more organic in form, forming a fringe of short channels feeding into the harbour
- The forked broad inlet at Verner Common is drained by Mill Rithe. While the minor inlet at Mengham House drains into Mengham Rithe
- Natural irregular low brown/sandy coloured shoreline. Although the use of rubble (off white in colour) adjacent Tourner Bury Fort as a flood defense has iron out these local irregularities
- A concentration of oak trees exists at the entrance to South Hayling linking back along the hedgerows to the Manor House and to the primary school. Other individual oak trees stand alone within the area of the Tournerbury Golf Centre
- Mature pines and garden conifers emphasis the historic landscape at Mengham House
- Tourner Bury Wood provides an important area of woodland within this open landscape
- Strong wooded character to Mengham Creek.

Biodiversity

- The outer borders of this character area consist of coastal habitats which are included in the Chichester Harbour and Langstone Harbour SSSI's. The area is covered by a significant part of the Chichester Harblour designation in the north east. These two areas are also designated as SPA, SAC and Ramsar site
- The west of this landscape character area consists mainly of arable land, there is a small mosaic between two large patches of arable land which consists of coastal grazing marsh, broadleaved woodland and semi-improved neutral grassland
- The western edge of the area is bordered by a thin strip of intertidal shingle whilst the centre of the area consists of arable land with large patches of broadleaved woodland and residential development (providing habitat through gardens) with larger patches of improved grassland as well as dense scrub and semi improved neutral grassland
- A patch of arable land in the east of the area separates this mosaic from a larger, more open mosaic which makes up the south eastern corner of the area. This mosaic consists of a very large area of coastal grazing marsh with semi-improved neutral grassland and a pond to the north of it. There is a large area of amenity grassland, some improved grassland and a large patch of broadleaved woodland with scattered scrub and young tree planting
- There are two ponds in the south of the area and one pond under 0.5 hectares. The habitat mosaic on this side is bordered on the eastern side by engineered coastal features which separates it from a coastal habitat mosaic. The coastal habitat mosaic consists of continuous saltmarsh, scattered saltmarsh and intertidal mud and shingle as well as open sea.

Historic and built environment

- The western and eastern areas of the LCA are defined by medium to large regular fields with wavy boundaries. In the western area this relates to the longevity of farmland, whilst in the eastern area this relates to the more recent reclaiming of salt marshes and drainage. Few hedgerow boundaries survive in this area but the character of the enclosure pattern is retained through wire fences and farm tracks
- The northern central area is characterised by medium regular sized fields with straight boundaries. This relates to the later enclosure of land to the north of Manor Farm. Few hedgerow boundaries survive in this area but the character of the enclosure pattern is retained through wire fences and farm tracks
- The north east area of the LCA has a historic landscape character of small regular fields with straight boundaries, which has been reclaimed from former unenclosed salt marsh and Verner Common
- The south eastern area around Tourner Bury is characterised by woodland plantation and small rectilinear fields with wavy boundaries. The well preserved hedgerows preserve this historic landscape character in this area
- A number of farmsteads exist along the 5mAOD contour line (along West Lane and Manor House) surrounded by thick hedgerow vegetation and small woodlands
- A short section of 7 dwellings lie as ribbon development along the A3032
- Flint walls used at Mengham House
- WW2 pill boxes adjacent western shoreline
- Recreation facilities are also catered for with a holiday village at Middle Marsh, characterised by dense development, areas of tarmac for car parking and some non-native tree and shrub planting. There is also a golf course at Tournerbury Farm with a new club house and area for car parking
- This LCA contains a number of significant sites of both archaeological and historic interest - Tourner Bury Iron Age hillfort, the Manor House on the possible site of a monastic Grange, Mengham House and the mill pond of the former Hayling Tide Mill. The relative paucity of later building on this part of the island means that these features continue to have prominence in the landscape, and help to preserve its historic character
- Raised sea wall indicating early reclamation of marshland for agriculture
- Form and outline of former mill pond, including survival of mill dam.

Experiential: tranquility, visual perceptions and access

- In areas adjacent the A3032, tranquility is reduced due to the heavy volume of traffic and the open nature of the landscape. However in contrast good levels of tranquility are appreciated along the Hayling Billy Coastal Path and to the west around the minor inlets and to the rear of the adjacent urban areas
- An agricultural landscape with colour depending on time of year and crop selection. Areas of linseed oil producing blocks of blue/purple flowers have been apparent in a small number of fields in the recent years
- The Hayling Billy Coastal Path aligns adjacent the shoreline to the west. Access to the eastern shore is restricted by the private golf course. Access along the eastern side of the urban edge of South Hayling is evident with a number of public rights of way.

- Historically only a number of points of access have developed; these include the pontoons within the Mill Rithe minor inlet.

Visual: openness/enclosure, prominence and visibility

- An open landscape with blocks of trees and shrub vegetation screening and concentrated around farmsteads allowing long views across adjacent areas of the open arable landscape
- Strong wooded character to Mengham Creek provides sense of enclosure
- Key viewpoint are from the Hayling Billy Coastal path across Langstone harbour basin to Portsmouth and the Spinnaker Tower
- To the east from the public rights of way views across the open golf course to Chichester Harbour can be appreciated
- There are open views from around the minor inlet at Verner Common to Middle Marsh and the marina at Black Point and beyond.

Specific local key issues

- Expansion of the recreation facilities into the undeveloped coastal plain to the east
- Loss of mature trees
- Poor quality harbour edge treatment eroding natural contours and colours of shoreline
- Poor edge treatment (such as at Mill Rythe holiday village) with ancillary facilities often exposed to open adjacent landscape
- Poorly landscaped playing fields adjacent open rural landscape
- Visible urban edge
- Coastal habitats could be affected by flood and sea defences
- Potential further expansion of northern boundary of South Hayling which could increase the visible urban edge and erode the remaining rural qualities of this area.

Designations

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

5 listed buildings

Tourner Bury SAM

12 unlisted historic buildings

Chichester and Langstone Harbours RAMSAR site

Chichester and Langstone Harbours SPA

Solent Maritime SAC

Chichester Harbour SSSI

Langstone Harbour SSSI

Hayling Billy C SINC

Hayling Billy D SINC

Hayling Billy E SINC

Hayling Bily F SINC

Hayling Billy G SINC

Saltmarsh Lane C SINC
Saltmarsh Lane E SINC
Tournerbury Farm A SINC
Tournerbury Farm B SINC
Hayling Secondary School Playing Field SINC
South of Daw Lane A SINC
South of Daw Lane C SINC
South of Daw Lane D SINC
South of Daw Lane H SINC
Verner Common West SINC
Pound Marsh B SINC
Mill Rythe Lane Saltmarsh SINC
Mill Rythe Holiday Village SINC
Landfill Meadow SINC
West Hayling Local Nature Reserve

Landscape and built form strategy and guidelines

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

Land management

- Maintain, manage and replant to retain concentration of oak trees at entrance of South Hayling which currently provides a gateway feature
- Improve the vegetated character of the school playing fields at Hayling Secondary School, by maintaining and managing the existing mature oak trees, and replanting new trees to soften the urban edge and provide links to the adjacent rural countryside
- Maintain the historic character of the landscape around Mengham House, by preserving, managing the existing 'gardenesque' trees and when the case may arise replant trees of similar species and character
- Manage ponds for the benefit of biodiversity
- Manage scrub to prevent encroachment on other habitat types.

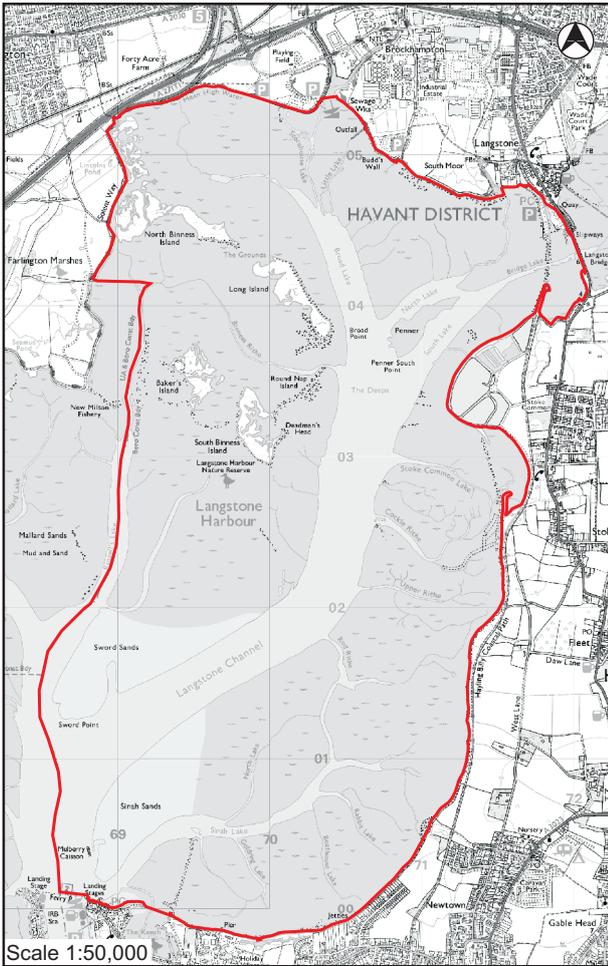
Built form and development

- Reduce visual impact of A3023 through hedgerow planting. Restrict development of the built form along the A3032 to maintain open rural character
- Any redevelopment of the existing farmsteads and properties along West Lane must avoid additional visual intrusion of the built form on the adjacent open landscape. Also important trees within these sites must be managed and protected
- Improve edge treatment of Mill Rythe Holiday Village. Reduce urbanizing character of approaching driveway by appropriate management
- Provide pedestrian access to eastern shoreline

-
- Further development along Manor Road to the west of its junction with Church Road should be avoided in order to preserve the setting of the important group of listed and historic buildings at Manor House.

LCA32

Langstone Harbour



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View across Langstone Harbour towards Portsmouth



Langstone Harbour from Stoke Common

LCA32 Langstone Harbour

Introduction

The area contains one landscape character type: Harbour Basin LCT J. A full description of the characteristics common to this type is set out in Section 4. The area is composed of five historic landscape character types: Salt Marsh (8.2); Shingle and Dunes (8.6); Mudflats (8.7); Navigation Channels (8.9); and Disused Railway (13.5.2) (Figure 1).

Location

This LCA includes the area of the harbour basin up to the high tide water mark to the west of Hayling Island and extending outside the Borough across to Portsea Island.

Relationship to adjacent character areas

LCA29 North Hayling: Along this edge, human interventions have taken place with modern oyster beds and waste tipping, thus creating an artificial shoreline and a protrusion into the harbour basin. Intervisibility due to the open landscape character of LCA29. Restored shallow tidal pools connect with the wider harbour basin.

LCA30 Stoke and north west Hayling: The enclosed vegetated character of LCA30 restricts views and reduces the visual impact of the built form on the harbour basin. Small areas of coastal grazing marsh connect to the harbour basin.

LCA31 Central Hayling plain: The narrow belt of scrub vegetation along the harbour edge separates these two character areas, reducing the visual impact of human activity from Hayling Island. Small areas of coastal grazing marsh connect to the harbour basin.

LCA34 Sinah Common and The Kench: The northern part of this LCA includes a holiday village and an area of holiday shacks around to the west of The Kench. The three storey central building at the holiday village is visually prominent, although the surrounding vegetation reduces its influence. The low lying development around the tidal inlet known as The Kench connects and adds to the character of the harbour basin. On the periphery of Hayling Island there is an intermittent band of coastal grazing marsh which provides a connection to the harbour landscape.

LCA35 West Town, Hayling Island: Rear garden vegetation is important in reducing the influence of the built form on the harbour basin. Contrasting landscapes with no peripheral coastal grazing marsh.

LCA38 Langstone Harbour mouth: A narrow opening, not always seen as an open entrance/exit to the Solent, made more prominent by adjacent harbour mouth development. Overall 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.

LCA41 South Moor and Broadmarsh coastal park: An artificial shoreline has been created along the harbour edge; from this manmade shoreline there are a number of car parks where there are views of the harbour. Contrasting landscapes with no harbour basin connections.

Beyond the Borough boundary: Forms part of the three harbours (Portsmouth to the west and Chichester to the east) creating the largest intertidal area on the south coast of England. Long views to the South Downs and the urban conurbation of Portsmouth.

Historic development

The harbour contains a number of islands to the west of the main Langstone Channel, and there is some evidence that there has been human activity on these islands dating back to the Bronze Age.

The harbour has long been a source of commerce for the people of Havant with industries including wildfowling, oyster fishing, and the dredging of sand and gravel. Wildfowling is said to be the third oldest trade in the harbour, dating back to 1650, with the use of the punt and gun common from the late 18th century. Between 1890 and 1940 there were 40 professional wildfowlers in the harbour, and by 1868, there were said to be some 129 oyster fishermen working in the harbour. The harbour was also notorious for smuggling.

Unlike Chichester Harbour, however, which benefits from the natural sheltered inlets down the east side of Hayling Island, which have, both historically and currently been exploited to provide sheltered shipbuilding sites and marinas, the much straighter west coast of the island has provide no such opportunities, with the result that the east coast of Langstone Harbour remains much less busy than other coastal areas.

The meeting of Langstone Harbour and Chichester Harbour can be taken as the bridge between the mainland and Hayling Island. Constructed in 1824, the first bridge was of timber. It was replaced in 1956 by the present bridge.

The 1000ft long bridge carrying the Hayling Billy Line was constructed in 1867, of timber piles driven into the alluvial mud, and later encased in concrete.

Various commercial proposals have been made over the years with respect to Langstone Harbour. One of the most ambitious was the 1855 proposal to construct an area of docks covering some 200 acres, extending northwards from The Kench, and connected to the mainland by an exclusive railway, running down the eastern side of the harbour on an embanked viaduct.

During WW2, three concrete 'pheonixes' were built on Hayling Island, intended to be part of the famous Mulberry harbour which was towed across the channel for landing supplies to the Allied armies invading Europe in 1944. Unfortunately, one of these structures broke its back on Inching, and now sits some 300metres north of the ferry pontoon.

As with all other stretches of coastal water, the harbour has had its share of shipwrecks, not only having a bearing on the location of historic watchtowers and lifeboat stations, but also leading to the presence of wrecks, some of which are exposed at low tide. Perhaps the best known of these is 'The Langstone', a gaff rigged ketch, built in 1900, and used for 40 years to carry gravel and grain from Chichester to Southampton. It is an example of a particular local style of Langstone barge, whose shallow drafts made them ideal for the harbours of the Solent.

Key characteristics of *Langstone Harbour*

Physical: landform, soils and land cover

- A number of small irregular fragmented island groups exist to the north and include North Binness Island, Long Island, Baker's Island, South Binness Island, Deadmans Head and Round Nap Island
- Towards the harbour mouth two large sand banks (Sword Sands and Sinah Sands) are evident at low tide flanking the main drainage channels
- At mean high tides, water covers about 1,900 hectares of the whole of Langstone Harbour, however only about 200 hectares are permanently under water leaving 1,700 hectares of mud exposed at mean low tide
- The formations of the underlying solid geology are as descending from the north are Lewes Nodular Chalk Formation, Seaford Chalk Formation, Newhaven Chalk Formation, Culver Formation and Portsdown Chalk Formation, the Lambeth Group, London Clay and Bognor Sand. The exposed mud flats are a result of beach and tidal deposits, with the small islands a result of raised marine deposits
- The drainage network includes Hermitage Stream which runs into Storehouse Lake, Broad Lake and on into The Deeps; the central open water channel north of the Langstone Channel. Additional Rithes flow from the east with water draining from Hayling Island
- The northern shoreline has been heavily influenced by landclaim, creating an artificial shore line with substantial earth embankments
- Large smooth expanse of mud with remnant oyster beds and ship wrecks exposed at low tide providing points of interest
- Small areas of salt marshes exist on the mudflats.

Biodiversity

- This landscape character area is covered by Langstone Harbour SSSI and is of national and international importance, it is covered by a number of nature conservation designations: SSSI, SPA, SAC and Ramsar site
- The open sea is adjoined by intertidal mud and sand (including algal beds). Some of these habitats adjoin the shore directly, whilst others interlink with a mixture of habitats of scattered and continuous salt marsh with two very small patches of coastal grazing marsh, one of which surrounds an area of scattered scrub in the north of the area.

Historic and built environment

- The historic landscape character is dominated by the historic deep navigation channel of Langstone Harbour
- Situated between the commercial, industrial and military port of Portsmouth to the west, and the upmarket yacht sailing haven of Chichester Harbour to the east
- Langstone is neither busy nor rich, but stays relatively rural in character.
- Deep water moorings are concentrated within Sinah Lake to the south and either side of the main navigation channel north of the ferry pontoons
- The Mulberry Caisson, marooned in the harbour to the north of the ferry landing, is an interesting reminder of the historic D-day landings
- Wreck of the 'Langstone', a flat-bottomed, ketch rigged barge, in front of the quay at Langstone.

Experiential: tranquillity, visual perceptions and access

- Noise from the A27 (T) and A3 (T) junction spoils tranquillity, especially when the prevailing winds are from the north. However when conditions are right, there are areas of tranquillity towards the south
- A colourful landscape with different tidal conditions, weather and light. Providing sombre areas of mud banks which can then glisten and sparkle in the sun, vibrant greens seen at low tide on the near shore, with gradation of off white beaches of shingle and pebbles. 'Strand lines' form contrasting linear patterns of dark dried seaweed and detritus on the off white shingle beaches
- The eastern area provides a broad stretch of shoreline and adjacent mud flats which is largely free from boat craft and human activity
- The accessible channels are demarcated within the landscape at high tide with a concentration of watercraft
- The harbour is a popular recreation area, with its sheltered waters used for active water sports. Nearly the whole of its shoreline is accessible by foot.

Visual: openness/enclosure, prominence and visibility

- A strong sense of openness, the tidal range provides different aspects and visual relationships to the adjacent shoreline of Hayling Island
- Long open views across to the natural shore line of Hayling Island, Ferry Point provides a prominent land mark
- Views across to the junction of the A27 (T) and the A3 (M)
- Views across to Portsmouth with the Spinnaker Tower and the incineration plant at North End prominent features on the skyline
- Long open views to Portsdown and the South Downs.

Specific local key issues

- Adjacent LCAs will need to remain development free to protect the open character of the harbour basin
- Visual impact of Brockhampton and A27 (T)/A3 (M) junction
- Islands of coastal grazing marsh and scrub could be affected by sea level rises.

Designations

Chichester and Langstone Harbours RAMSAR site

Chichester and Langstone Harbours SPA

Solent Maritime SAC

Chichester Harbour SSSI

Langstone Harbour SSSI

The Kench Scrubs SINC

Sinah Warren Village Marsh SINC

Hayling Billy Line SINC

Landscape and built form strategy and guidelines

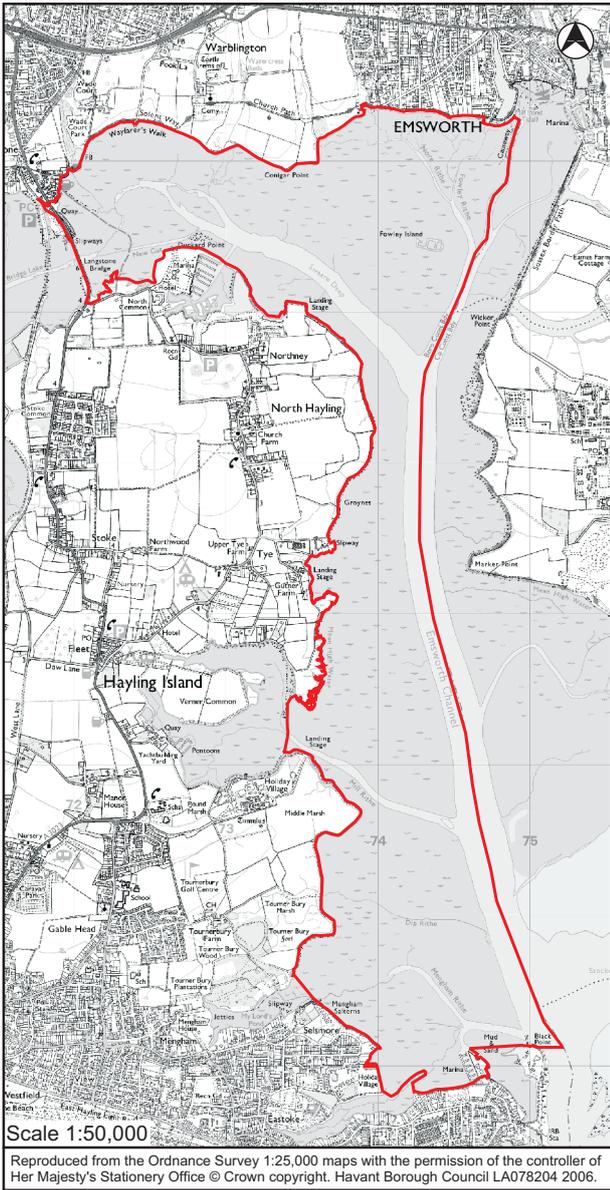
The landscape strategy is to *conserve* the local character. The following guidelines apply:

Land management

- Retain remnant oyster beds and boat wrecks as points of interest, provide information boards (LCA 31 and LCA 32)
- Ensure that the coastal habitats are maintained and enhanced and remain unaffected by any local development.

Built form and development

- Retain unspoilt predominantly open character of eastern zone, with a complete restriction of development of any jetties, landing stages, marinas etc.



LCA33

Chichester Harbour



Chichester Harbour mudflats



Marina



Sailing on Chichester Harbour

LCA33 Chichester Harbour

Introduction

The area contains two landscape character types: Harbour Basin LCT J; and Broad Inlets LCT L. A full description of the characteristics common to this type is set out in Section 4. The area is composed of four historic landscape character types: Harbours and Marinas (8.5); Mudflats (8.7); Oyster Beds (8.8); and Navigation Channels (8.9); and Road (13.6) (Figure 1).

Location

Located to the east of Hayling Island and extending outside the Borough across to Thorney Island and the peninsula of West Wittering. This LCA includes the area of the harbour basin up to the high tide watermark.

Relationship to adjacent character areas

LCA 24 Emsworth Historic Core: Strong influence on the character of the basin with remnant oyster beds and the causeway exposed at low tide creating a physical connection. Limited intervisibility from harbour into Emsworth.

LCA25 Emsworth – Western suburbs: Less connection between the harbour and urban area, with limited views into the built environment.

LCA26 Warblington and Wade Court: Open views of Warblington Castle set in open landscape; open shoreline character also allows views across the adjacent fields. Wind swept landscape adjacent harbour edge connects to open harbour landscape.

LCA27 Langstone: Important historic un-spoilt harbour frontage visible from harbour.

LCA29 North Hayling: Open adjacent unspoilt area of coastal grazing marsh with the majority of the built form sited towards the centre of the island. The thirty dwellings at Spinnaker Grange located within this coastal marsh zone are visually prominent on the northern edge of Hayling Island. Coastal grazing marsh along periphery of LCA29 and within LCA29 connects to the harbour basin, while also providing undeveloped strong rural edge to Hayling Island.

LCA30 Stoke and north west Hayling: An enclosed vegetated landscape of small hedged fields screens the settlements of Tye and Stoke from LCA33. Built development within the coastal grazing marsh peripheral zone has resulted in an inland rural landscape character developing on the harbour edge, which has a weaker connection to the harbour basin character.

LCA31 Central Hayling plain: An open landscape with a fragmented shoreline of small inlets, strong intervisibility and strong landscape connections. The open undeveloped coastal grazing marsh which exists along the periphery of the island is visually important to the undeveloped character of the harbour basin.

LCA32 Langstone Harbour: Tidally connected, although the old alignment of the Hayling Billy along with Langstone Bridge filters intervisibility at the pinch point above Hayling Island.

LCA36i South Hayling: The urban edge has been softened by rear garden vegetation and the parts of the surviving coastal grazing marsh, which reduces 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.

LCA36ii: Caravan site development adjacent harbour edge has eroded the area of coastal grazing marsh removing the landscape connection with LCA33. Limited intervisibility due to development up against harbour edge.

LCA37 Black, Sandy and Eastoke Points: A small inlet connects to the harbour basin with views out across the harbour basin.

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

Outside the Borough: Forms part of the three harbours (with Portsmouth and Langstone to the west), creating the largest inter-tidal area on the south coast of England. Views across to the undeveloped landscape character of Thorney Island.

Historic development

The 'Wadeway', or horse road which crossed the harbour between Langstone and Hayling Island before the construction of a bridge in 1824, was cut through at the same date by the 'New Cut', allowing large barges to pass easily between Sweare Deep in Chichester Harbour, and South Lake in Langstone Harbour. Another causeway, known as 'Fisherman's Walk' ran from Emsworth towards the former oyster beds at Fowley Island, only part of which now survive.

The western coastline of Chichester Harbour, including the east coast of Hayling Island and Emsworth to the north, has benefitted greatly from its natural assets of stream outfalls, long sheltered inlets and coves. This has provided the perfect conditions for sea-related commercial activities including, historically, fishing, oyster fishing, salt-making, aggregate dredging, boat and shipbuilding, and, more recently, yachtbuilding and the provision of yacht berthing in private marinas. Together with similar facilities on other coasts of the harbour, this has built an extremely vigorous and popular leisure industry on this body of water, which is now one of the most important recreational centres for water sport in the south of England.

The harbour is known to have been used for transport since at least Roman times, when a harbour with stone built quay was constructed at Fishbourne, West Sussex. In addition to the port of Chichester, established by Edward I, a number of small creeks around the harbour were engaged in foreign trade by the 13th century, with wool being the principal export, and by the 14th century, wine became an important import. Although the harbour has never had deep water anchorages, it was perfectly adequate for coastal trading, with corn and wool from the hinterland being exported, and coal and other commodities being imported. Trading links between the harbour and London increased during the 15th century, and a lucrative trade in grain, malt and flour continued to increase until the 18th century. Emsworth became increasingly important for harbour trade in the 19th century, and by 1836, some 40% of all coastal cargoes passed through that port.

The arrival of the railways in the mid 19th century led to a steady decline in the commercial traffic of the harbour, and the increasing size of commercial traffic meant that the smaller ports were no longer suitable. While long-distance fishing replaced the commercial trade from Emsworth at the end of the 19th century, this had ceased by the 1920's, and the character of the harbour changed from a trading port to a pleasant backwater enjoyed by small boat enthusiasts (MoLAS, 2004). The oyster farming and dredging industry continued until well into the 20th century.

Characteristics of Chichester Harbour

Physical: landform, soils and land cover

- One small artificial island (originally oyster beds) exists to the north, known as Fowley Island
- A small sand bank which is exposed at low tide exists within the Mill Rithe drainage channel at the junction with the Emsworth Channel
- The formations of the underlying solid geology are as descending from the north are Lewes Nodular Chalk Formation, Seaford Chalk Formation, Newhaven Chalk Formation, Culver Formation and Portsdown Chalk Formation, the Lambeth group, London Clay and the Bognor Sand member. The exposed mud flats are a result of beach and tidal deposits, with the small island a result of raised marine deposits
- Large expanse of mud with remnant oyster beds and boat wrecks exposed at low tide providing points of interest
- The drainage pattern includes the forked drainage channel with the River Ems from Emsworth draining into the Emsworth Channel and the Sweare deep draining from the west. Narrow drainage channels known as Mill Rithe and Mengham Rithe drain the western inlets of Hayling Island
- The northern part of the basin has a smoother harbour shoreline profile, while to the south in Hayling Island the shoreline is more indented leading into the inlet at Mill Rithe, Mengham Rithe and Cockle Creek
- Dissected areas of salt marshes exist on the mudflats.

Biodiversity

- This landscape character area is of national and international importance, it is covered by a number of nature conservation designations: SSSI, SPA, SAC and Ramsar site
- The first habitat that adjoins the open water is intertidal mud and sand including algal beds; this tends to border the rest of the shoreline habitats and proves a break between the open water and the shore. This habitat tends to be linear and to follow channels
- Further into the shore the habitat tends to be a mosaic of continuous and scattered salt marshes whilst in the north east there is some shingle above high water and in the very far south there is some intertidal shingle, both of these occur in discreet, discontinuous patches.

Historic and built environment

- The area is dominated by mudflat and rills from the main navigation channel, used for moorings. A former oyster bed is located at Fowley Island in the northern part of the LCA
- Whilst the seascape LCA itself contains no extant buildings or structures, other than the former oyster beds of Fowley Island, visible at low tide, the built form of adjacent townscapes and individual buildings has a significant impact on the character of the LCA.

Experiential: tranquillity, visual perceptions and access

- A quiet landscape with the adjacent open largely development free hinterlands contributing to its unspoilt character

- A colourful landscape with different tidal conditions, weather and light. Providing somber areas of mud banks which can then glisten and sparkle in the sun, vibrant greens seen at low tide on the near shore, with gradation of off white beaches of shingle and pebbles. 'Strand lines' form contrasting linear patterns of dark dried seaweed and detritus on the off white shingle beaches
- The accessible channels are demarcated within the landscape at high tide with a concentration of watercraft
- The harbour is a popular recreation area, with its sheltered waters used for active water sports, although the adjacent shoreline is poorly accessed.

Visual: openness/enclosure, prominence and visibility

- A strong sense of openness, the tidal range provides different aspects with a changing visual relationship to the adjacent shoreline of Hayling Island and Thorney Island
- Panoramic views of open water, mud flats, the harbour peninsula against a backdrop to the north of the South Downs
- Views across to Warblington Castle set within an open agricultural landscape
- Views to the historic core of Emsworth
- Views to the area of new housing development (Spinnaker Grange) set within the un-spoilt periphery of north Hayling Island
- Views of the large scale visually intrusive hangers on Thorney Island.

Specific local key issues

- Visibly intrusive development on the periphery of adjacent LCAs
- Sea and flood defences eroding natural character of harbour shoreline
- An increase in the number of moorings, buoys and channel markers
- Sea level rises may impact upon coastal habitats
- 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

Conigar Point Meadows SINC

North Common & Saltmarsh SINC

Warblington Castle Farm East E SINC

Gutner Point Local Nature Reserve

Landscape and built form strategy and guidelines

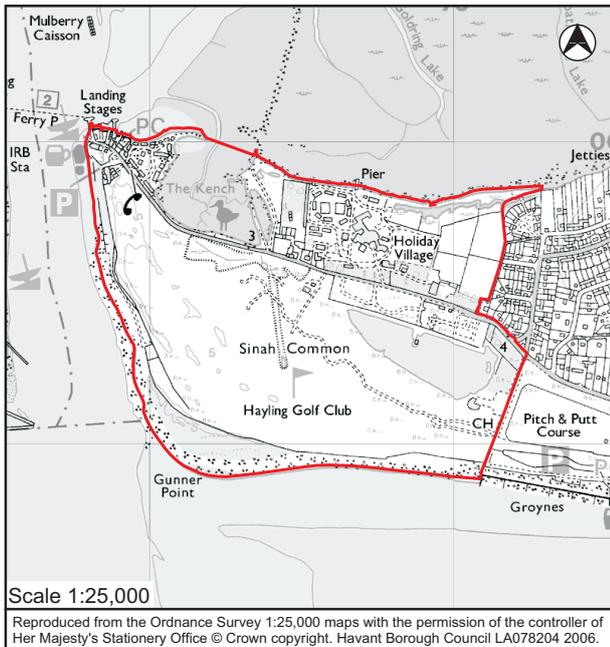
The landscape strategy is to *conserve* the local character. The following guidelines apply:

Land management

- Ensure that the coastal habitats are maintained and enhanced and remain unaffected by any local development.

Built form and development

- Development on the periphery of adjacent LCAs and Thorney Island should be restricted to maintain the open semi natural environment of the harbour basin
- Retain remnant oyster beds and boat wrecks as points of interest, provide information board within adjacent character areas (LCA 24 Emsworth Historic Core).



LCA34

Sinah Common and the Kench



Hayling Golf Course – Sinah Common



Shingle beach at Gunner Point



The Kench



Sinah Common Dunes panorama



Tree lupins on the dunes at Sinah Common



The Ferry Boat Inn at the western end of Hayling Island

LCA34 Sinah Common and The Kench

Introduction

The area contains three landscape character types: Enclosed Lower Harbour Plain LCTI; Harbour Basin LCT J; 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 seven historic landscape character types: Large Irregular Assarts with Wavy or Mixed Boundaries (1.3); Fishpond and Hatchery Complexes & Natural Ponds & Lakes (7.7); Salterns (8.3); Mudflats (8.7); Pre-War Residential (9.6.4); Caravan Sites (9.11); and Golf Courses (11.2) (Figure 1).

Location

Located on the south western tip of Hayling Island.

Relationship to adjacent character areas

LCA32 Langstone Harbour: The northern part of LCA34 includes a holiday village and an area of holiday shacks located to the west of The Kench. The three storey central building at the holiday village is visually prominent, although the surrounding vegetation reduces its influence. The low lying development around the tidal inlet known as The Kench connects and adds to the character of the harbour basin. On the periphery of Hayling Island there is an intermittent band of coastal grazing marsh which provides a connection to the harbour landscape.

LCA38 Langstone Harbour mouth: LCA34 provides an elevated area above the harbour mouth with some views out from the ridges contrasting with the enclosed, limited views within the small valleys of the sand dunes. The sand dunes of LCA34 are a result of long shore drift resulting in a strong landscape connection between these two LCAs.

LCA35 West Town, Hayling Island: Strong vegetated edge provides a screen and limited views of the built form from LCA34. The band of wind swept trees within LCA34 links with the mature tree character within the southern edge of the urban built form of LCA35.

Beyond the Borough boundary: Short views out to the urban conurbation of Portsea Island which contrasts with the less developed character of LCA34.

Historic development

This area was originally part of the estate granted to the Dukes of Norfolk following the dissolution. The 'Passage House' shown at the end of the road at the southeast corner of The Kench in 1759, appears as the 'Cyner Publick House' by 1784, and remained the only building in the LCA. By 1879, it has been joined by Sinah Farm to its east, and the Norfolk Lodge P.H at the tip of 'Gunnel Point' (now the Ferry Boat Inn). Only the area to the north of the east-west road is shown as farmland at this date, with the entire area to the south comprising Sinah Common ('Pass Common' until the 19th century), with an old gravel workings shown to the south of the farm. The Common is marked as a 'Rabbit Warren' on the 1834 map, but is now Hayling Golf Club, founded in 1883 by the Sandeman Family (of port and sherry fame, see LCA 35).

The former farmland between Sinah Lane and The Kench was purchased by Augustus Arbuthnot in the 1930's, where he built the house 'Sinah Warren', and

established one of the first 'factory' farms in the country, to help deal with food shortages during the war. He was also responsible for the extensive and varied tree cover, having supposedly tried to grow every known tree in the world here. The estate was taken over by Warner Brothers during the 1960's and established as the Sinah Warren holiday centre, with Arbuthnot's house at its centre, and the retained farmhouse on its southern edge.

'The Kench' became the base, in the 1930's, of 'The Hayling Island Health Society', who built a number of holiday chalets around its edge. After the war, these were joined by a number of houseboats, and converted craft from the war, including torpedo boats and landing craft.

The LCA played an important role during the 2nd world war. A heavy anti-aircraft gunsite was established to the south of the road, comprising four gun emplacements, control buildings, ammunition stores and a domestic camp with parade ground and air raid shelter. A 'QF' site, which simulated an area under attack and on fire was created in the centre of the LCA, of which ignition cable and fire break trenches may survive. Other contemporary features include three pillboxes and anti-tank blocks. This LCA has generally escaped later built development, and remains in use almost exclusively in the tourism and leisure fields.

Characteristics of Sinah Common and The Kench

Physical: landform, soils and land cover

- Predominantly flat and low lying with the highest points along the western edge of the sand dunes
- The sand dunes provide a rippling area of ridges and hollows orientated sweeping into the harbour mouth in a north south direction, then sweeping back in a east west direction to align with the coast
- Underlying geology includes to the north Portsmouth Sand and White Cliff Sand with the Wittering Formation to the south. Overlain with blown sand deposits producing, sand dune soils classified as non agricultural land
- Fraying irregular northern harbour edge contrasts with the smooth shoreline to the south
- Large water body to the north of the Sand dunes
- Linear bands of marram grass vegetation responding to the growth of the sand dune area, with mature tree and shrub vegetation located towards the older sections of the sand dunes adjacent Ferry Road. The Sinah Warren Holiday Village is enclosed along its southern edge by mature trees
- Contrasting manicured 'greens' within the golf course, with open drives free from scrub vegetation
- Trees dramatically wind swept creating bent gnarled forms
- Small area of hedged fields to the east of Sinah Warren Holiday Village
- Dense tree cover of Sinah Warren
- Narrow band of rough grassland along the northern edge, which the holiday village protrudes into.

Biodiversity

- This landscape character area is covered by two SSSIs (Langstone Harbour and Sinah Common) as well as containing an SPA, an SAC and a Ramsar site (Langstone Harbour)

- Sinah Common consists of a mosaic of sand dune habitat with small patches of dune scrub within it as well as larger patches of dry heath/ acid grassland mosaic and unimproved acidic grassland. Behind the sand dune complex there is a large pond, this adjoins an area of unimproved neutral grassland with patches of dense scrub
- Behind the pond there are patches of arable land and grassland as well as intertidal mud and shingle and scattered salt marsh on the northern shore of the harbour mouth
- Belts of broadleaved woodland connect many of the different habitats. None of the woodland is ancient, semi-natural woodland
- The shoreline consists of shingle above high water.

Historic and built environment

- Sinah Common has been converted into a golf course which retains the unenclosed character of the historic landscape
- To the north, former salting works survive on the northern tidal fringes of the LCA and salt pans and rills can still be observed
- Between the coastal boundaries is a small area characterised by small regular fields with straight boundaries which reflect the recent enclosure of the landscape, which existing hedgerows retain
- The LCA retains considerable evidence of WW2 activity, the most significant of which are the gun emplacements of the military camp, but also include 3 pillboxes, concrete anti-tank blocks, and a 'QF' fire simulation site, of which the ignition cable and fire break trenches may survive
- With the exception of the holiday village, this LCA is very sparsely developed
- A tight cluster of development at Ferry Point including a boat yard and detached two storey dwellings
- The poor built features, varied materials and poorly maintained hard landscaping of the extensive car parks adjacent to the pub detract significantly from the historic setting of the public house and the relatively rural character of Sinah Common
- Although Sinah Warren house, and Sinah farmhouse are retained within the holiday village, they are hidden from the road, and therefore fail to make a positive contribution to the publicly accessible character of the LCA
- Single storey, mainly wooden, dwellings located to the west of The Kench creates an appropriate scale of development and setting for this small bay
- Neo-Modern flat roofed golf club house provides single attractive building within the development free area of the sand dunes
- Ferry Road, which has no strongly defined edge treatment, creates an attractive low key approach to Ferry Point.

Experiential: tranquillity, visual perceptions and access

- A quiet and peaceful landscape, especially within the sand dunes and along the northern harbour edge. Seasonal traffic on the Ferry Road, which increases within the summer months
- The beach is accessible, with a public car park at Ferry Point. The golf course is not publicly accessible, although a matrix of footpaths exists. Informal pathways exist to the east of The Kench.

Visual: openness/enclosure, prominence and visibility

- Areas of enclosure exist at The Kench, with areas of openness and exposure on the ridges of the sand dunes
- Memorial garden set among redundant pill boxes, creates a quiet place with a sense of enclosure
- Long open views from the beach out to sea, and to the Isle of Wight
- Open views across the harbour mouth to Portsea Island and Spinnaker Tower
- Long views northwards across Langstone Harbour basin towards Portsdown.

Specific local key issues

- Poor quality built environment at Ferry Point, especially the car park
- Intrusion of the built form and structures into the predominantly underdeveloped island margin
- Over use of bollards for preventing road side car parking clutters the landscape
- Visual impact of maintenance yards on Ferry Road and the wider landscape
- Fragile dune systems are rare in Hampshire and need careful and long term management.

Designations

World War II heavy anti-aircraft gunsite, Sinah Common SAM

Chichester and Langstone Harbours RAMSAR site

Chichester and Langstone Harbours SPA

Solent Maritime SAC

Langstone Harbour SSSI

Sinah Common SSSI

Gunsite Car Park and Open Space SINC

Sinah Stables SINC

Sinah Warren Village Marsh SINC

The Kench Scrubs SINC

The Kench, Hayling Island Local Nature Reserve

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 and manage the northern boundary of coastal grazing marsh along the harbour edge and encourage Sinah Warren Holiday Village to create and manage coastal grazing marsh along their frontage to restore the break in this characteristic island feature
- Maintain, manage and improve the existing tree cover within Sinah Warren Holiday Village to reduce the visible impact on the adjacent open harbour landscape. Link tree species selection to adjacent wooded areas of sand dunes
- Maintain and manage wooded character of Ferry Road and protect mature trees

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- 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.

Built form and development

- Improve quality of car park at Ferry Point
- Maintain simple edge treatment of Ferry Road, avoid over use of bollards and co-ordinate styles throughout
- Avoid visually intrusive built development within the Sinah Golf Course
- Restrict development beyond the existing building line at Sinah Warren Holiday maintain the open undeveloped harbour edge character as far as possible
- Maintain the single storey development character at The Kench
- Improve presentation of important group of WW2 features
- Reduce the visual intrusion of maintenance yards and their points of access on the wider open landscape
- Maintain the natural low key character of The Kench and avoid additional moorings within this area.