South Downs
National Park Authority

SDNP Landscape and Visual Impact Appraisal and effects on the Public Right of Way network

A27 Arundel section: Route options 1 and 5A

To be read in conjunction with the report produced to consider option 3

Looking south from Amberley Mount towards Arundel Castle

May 2017

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1. Introduction

1.1. During 2015 the SDNPA was invited to meet with representatives from Highways England to be informed and consulted about the proposals to fund and deliver improvements to the A27 corridor through government funding.

1.2. A number of improvement schemes along the A27 were discussed including Arundel, East of Lewes, Worthing and Chichester.

2. Purpose of Study

2.1. This study considers the summary likely landscape and visual impacts of options for upgrading the A27 through Arundel. Impacts on the PRoW network / connectivity with the SDNP are also assessed as part of this study.

2.2. This study has been undertaken prior to public consultation in order to inform SDNPA members and officers of likely impacts on the SDNP where they can be predicted at this stage in the process. It is notable that detailed design information will not be developed until the preferred route is selected following the public consultation process.

2.3. This study has been written as an addendum to an earlier study, undertaken in April 2017, which considered road improvement option 0B, 3 and 5B within the Arundel section of the A27. That study is referred to from hereon as the 'original' study. Since completion of the original study it has become apparent that 2 additional route options, referred to as option 1 and option 5A, will be subject to the public consultation process. Accordingly, this study specifically considers the potential landscape, visual and access implications of route options 1 and 5A. The Assessment of route options 0B and 5B have not been included in the SDNPAs response to Highways England

2.4. However, in order to achieve parity between the original assessments of route options 0B, 3 and 5B, and of the recent additions of route options 1 and 5A, this study has assessed potential effects on the same receptors as previously identified, on the basis of the same baseline conditions.

2.5. In order to avoid repetition, several sections of this study simply cross-reference the equivalent sections in the original study.

3. Scope

3.1. This is not a complete Landscape and Visual Impact Assessment, although the process of analysis broadly follows the GLVIA3 Landscape and Visual Impact Assessment guidance recommendations. Landscape and Visual effects have been considered from a combination of desktop study and fieldwork based on the information available at the present time. It will differ from the assessment carried out by Highways England as it follows a different set of criteria and methodology. The methodology in this study is reflecting Landscape and Visual effects on the SDNP and its setting, and it is written and undertaken with this focus.

4. South Downs National Park - background

4.1. The National Park covers an area of over 1600km2 and is a highly diverse and varied landscape. It was designated as National Park in 2010, the area having been previously designated as the Sussex Downs Area of Outstanding Natural Beauty and the East Hampshire Area of Outstanding Natural Beauty (AONB). Both AONB designations were revoked on 31 March 2010.

4.2. National Parks were designated originally under the National Parks and Countryside Act of 1949 and subsequently the Environment Act 1995 which revised the original legislation and set out two statutory purposes for National Parks in England and Wales:

- *Conserve and enhance the natural beauty, wildlife and cultural heritage;*
- *Promote opportunities for the understanding and enjoyment of the special qualities of National Parks by the Public*

When pursuing these purposes in National Parks, there is also a duty to:

- *Seek to foster the* economic *and social wellbeing of local communities within the National Parks*

In cases where there is conflict between the two *purposes* the Sandford principle will apply – that is, the first *purpose* takes priority.

5. Number not used

6. Methodology for assessment of landscape and visual effects

6.1. Refer to sections 6.1 to 6.16 in the original study.

7. Landscape-related Local Planning Policy:-

Refer to the SDNPA Response to Highways England consultation for an assessment of the Planning policy context

8. Landscape Baseline

8.1. Context and background

Refer to section 8.1 of the original study

8.2. Landscape Character

Refer to section 8.2 to 8.13 of the original study

8.3. Tranquillity
Refer to section 8.14 to 8.17 of the original study

8.4. PROW, Access and Floodzone
Refer to section 8.18 to 8.26 of the original study

8.5. Historic Landscape Character Assessment
Refer to section 8.27 to 8.32 of the original study

8.6. Historic Environment

The original study refers to an appended study by Nexus Heritage. Whilst that study was written in relation to road improvement route options 0B, 3 and 5B (and not route options 1 and 5A, which are the subject of this addendum study), it is nevertheless still useful in describing the above ground historic features within the overall landscape that is regarded as the context for the additional route options 1 and 5A. Accordingly, for a description of the baseline historic environment, refer to the Nexus Heritage report appended to the original version of this study.

8.7. Biodiversity

Notable ecological features of the landscape setting of the A27 road improvements to the south of Arundel are set out in the ecology report undertaken by Hampshire County Council on behalf of SDNPA

8.8. Key landscape features within the study area (As taken from the original study)

- A very diverse, variable landscape, centred on a flat valley floor / floodplain
- Far reaching views, particularly to Arundel and the Downs in the north
- Arundel Castle is a particularly distinctive landmark
- Arundel Park is a major 18th century designed parkland landscape and remnant deerpark with important visual influences – estate walls, avenues and follies (such as Hiorne Tower)
- In places, a wooded landscape (notably Binstead Wood and Rewell Wood.
- In places, an undulating farmland, (with small to medium-sized pasture and arable fields, with hedgerow field boundaries, and treecover)
- In places, a rolling topography of vast, open upland with large-scale pastoral fields
- Generally tranquil and rural
- Deep, narrow, rounded coombes in the downland, and intimate hidden valleys in the upper coastal plain
- A large number of prehistoric and later earthworks
- Geometric grid of rare ‘wet fences’ dividing the reclaimed floodplain as permanent pasture
- Some areas of ecologically important flora, in the floodplain, and also unimproved chalk grassland on the open downs
- There is a complex PRoW network within the study area. Many public footpaths and Bridleways connect various communities, mostly aligning with the town of Arundel, and providing connections from the landscape outside the SDNP to the south with the downs within the SDNP to the north.
- High levels of tranquillity in the landscape away from settlement and the existing A27. The prevailing wind in the study area is from the south west, and accordingly the road noise from the A27 is therefore generally carried northwards into the SDNP
- The study area contains within it landscapes from several periods of history. However, there is a prevalence of historic landscape character types originating in the Medieval period. Much of these are informal fieldscapes, in the Arun Valley floor and the farmland between Walberton and Tortington. The ancient woodlands around Binsted Wood / Tortington Common are also notable for their time-depth. Whilst some parts are replanted woodland dating from the Modern to WWII era, large parts have their origins in the Medieval to Post-Medieval eras.

9. Visual baseline

9.1. Refer to section 9.1 to 9.7 of the original study. Where the previous study refers to route options 0B, 3 and 5B (only option 3 assessment included), also read this as including route options 1 and 5A.

10. Summary of potential effects on the range of receptors identified:-

10.1.1. General note regarding the design information provided to date

Our assessment of potential effects is made on the basis of design information provided by Highways England, and accordingly there is a direct relationship between the accuracy of the design information and the reliability of our assessment. The design drawings provided by Highways England are in a low resolution electronic format, lacking legibility in places. Therefore, the assessment below is in-part subjective, and should be regarded only as a high-level account of the potential effects.

10.2. Potential effects on the footprint and the immediate vicinity of the proposed A27 Arundel improvement options

Refer to Appendix IV

10.2.1. Land form

The physical changes to the landform required to facilitate the various road improvement options are summarised as follows:-

Route option 1

To the west of the Ford Road roundabout, route option 1 would widen the footprint of the existing A27 carriageway, along a very similar alignment. The road improvements would include some relatively minor adjustment to the carriageways vertical alignment, with sections of the road being elevated up to about 0.3m higher than the existing carriageway, or lowered by about 0.3m. The natural topography to the southern side of the existing A27 just west of Binsted Lane is lower than the carriageway, and accordingly the widening of that carriageway southwards would require a corresponding embankment to be created (approximately 0.5m high) to support the carriageway.

To the east of the Ford Road roundabout, route option 1 deviates from the course of the existing A27 onto an elevated section of highway, approximately 925m in length, traversing the eastern lower valley side, and requiring embankments reaching 8.3m at the highest point. The top of this feature would have a gentler grade than the natural surrounding topography, and therefore be fundamentally contrary to the natural valley side landform, projecting further into the flat valley floor, interrupting its continuous expanse between the railway (in the south at Ford and the east between Arundel junction and Arundel station) and the town of Arundel. Beyond this elevated section, the route option 1 would cut across 2 agricultural fields in a cutting, in placed up to 2.48m lower than the surrounding natural topography.

Route option 5A

Route option 3 would create a new highway, with a wide footprint, raised on 2.3km long embankment across the flat topography of the Arun valley floodplain. Close to the railway line

(which would be crossed by the new carriageway via a bridge over) the embankment would be 5m higher than the surrounding natural topography. In the centre of the valley floor / floodplain the embankment would be 2m higher than the surrounding flat natural topography. To the west of this, where the new carriageway would cross the River Arun, and the Ford Road, via 2 bridges over) the embankment would be 6m higher than the surrounding flat natural topography.

These embankments would be significant adverse physical interventions in the landscape, particularly considering the stark contrast with the flat landscape surroundings.

Westwards of Tortington Priory the road would continue on to a linear embankment, approximately 7m high before descending into a cutting, 7.1m lower than the surrounding natural landform at its deepest point near to Tortington Lane, which would be carried over the cutting and the proposed road. Further to the west the road alignment again rises up onto an embankment, which would be 7.5m higher than the surrounding natural landform where it coincides with a new bridge over Binsted Lane.

This linear embankment would continue westwards, increasing in height to its tallest point, 10.8m higher than the surrounding natural landform. This elevated feature public footpath 342 to be carried beneath the proposed carriageway in a subway.

To the west of Pedlers Copse, the northern stretch of this section of road would enter a cutting, providing the means for Binsted Lane to be carried over the proposed road (at which point, the cutting would be approximately 6.7m deep). A little further west of Binsted Lane the cutting would deepen to 8.3m deeper than the surrounding natural landform, before the carriageway (including the Yapton Lane / Shellbridge Road junction) continues onto an elevated section, with a wide embankment, approximately 5.8m higher than the adjacent natural topography, effectively widening the landform on which the existing A27 carriageway is aligned, close to the point where the proposed Option 5A route would tie-in to the existing route.

10.2.2. Vegetation

The physical changes to vegetation within the landscape required to facilitate the various road improvement options are summarised as follows:-

Route option 1

West of the Ford Road roundabout, the widening of the A27 carriageway on its existing alignment in order to facilitate the route option 1 would have significant adverse implications for roadside vegetation. Virtually no part of this 1.8km long stretch of the road improvements would be possible without first clearing tree-belts and parts of woodlands (which in the case of The Waterwoods and Stewards Copse, are recorded in Natural England's inventory of ancient woodland).

To the east of the Ford Road roundabout the footprint of the elevated section of highway would penetrate the permanent pasture reclaimed from the floodplain, and require clearance of at least 6 tree-belts, at least 5 field boundary hedgerows, and part of a wooded area (adjacent to Fitzalan Road, close to where the proposed road alignment would tie-in to the existing A27). To the east of the Arun Valley railway, the road would cut through gently undulating farmland, and clear parts of at least 3 hedgerow / tree-belt field boundaries within its footprint. It would also interrupt the pattern of fieldscape, potentially leaving 2 small parcels of remnant fields which would no longer

be agriculturally viable. These could become neglected and occupied by scrubby vegetation growth.

Route option 5A

Route option 5A would require the removal of some native hedgerows within the footprint of the new carriageway across the valley floor, and similarly the partial felling of 3 tree-belts within the agricultural landscape between Crossbush junction and the railway line. It should be noted however that this would be a physical change within the SDNP.

Further to the west of Ford Road, the sequence of raised sections of road, and sections within cuttings would require the clearance of 4 separate pieces of woodland, (2 inside the SDNP, and 2 outside the SDNP), along with a substantial part of woodland (Barn's Copse / Hundredhouse Copse / Little Danes Wood) which is listed as Ancient Woodland, (and is within the SDNP). The proposed road would also required the clearance of at least 7 field boundary hedgerows, and 5 tree-belts (roughly half inside the SDNP and half outside the SDNP). It would also sever several fields, and create at least 4 remnant fields which are likely to be too small to be agriculturally viable. Without active management, those small parcels of land could become neglected and occupied by scrubby vegetation growth, contrary to the prevailing landscape characteristics.

10.2.3. Land use / Severance

Matters relating to potential changes to the land use baseline situation, and incidences of severance are discussed within the wider context of the overall character of the surrounding landscape and the visual experience from within that landscape. Full description of that assessment work, set out separately in relation to the 2 alternative route options, is given in the table at Appendix VI

10.3. Potential effects of the proposed A27 Arundel improvements options on the Public Right of Way network and connectivity to the SDNP

10.3.1. Arundel - Option 1

To the west of the Ford Road roundabout, the existing PRoW network, and connectivity to the SDNP would in essence remain unchanged by the proposed road improvement option 1. Existing public footpaths 346 and 348, bridleway 415 and restricted byway 3061 meet the A27 carriageway where road improvement option 1 would improve on the same alignment as the existing carriageway. The technical drawings provided give no account to how the road improvement scheme would connect with those footpaths, or how users of those footpaths would cross the carriageway. The design information provided to-date implies that earthworks associated with widening of the existing A27 might form a barrier to movement from the footpaths to the road edge.

Of particular note, footpath 348 straddles either side of the A27 at present, with the southern side being outside of the SDNP, and the northern side being within the SDNP. This footpath could therefore be regarded as a direct connection into the SDNP, and the point at which footpath 348 crosses the A27 could be regarded as a gateway to the SDNP. However, the existing A27 clearly inhibits movement along the route of footpath 348.

To the east of the Ford Road roundabout, the proposed road improvement option 1 crosses public footpaths 206 and 2207. The technical drawings provided indicate that footpath 2207 would be taken over the A27 option 1 route by provision of a footbridge on a different alignment to the existing footpath route (i.e. the footpath would be diverted). However, the technical design does not appear to have taken into account how footpath 206 would interface with the A27, and continue unimpeded into Arundel (to the north), or the Arun valley floor (to the south). It should also be noted that a stakeholder consultation exercise facilitated by Arun District Council has put forward footpath 206 as a potential riverside cycle route connecting the NCN2 at Littlehampton to the town of Arundel and beyond to the Downs and the wider SDNP. The proposed widening of the bridge across the River Arun would require embankments, whose footprints appear to extend across the route of the footpath, on either side of the carriageway. No alternative provision has been designed for this footpath route to meet, and cross the A27, either as a footpath, or upgraded to a cycle route.

The proposed road improvements offer an opportunity to strengthen the relationship between the footpaths on either side of the A27 (and in doing so enhancing connections into the SDNP). At present, those opportunities appear to have been wholly missed.

The indicative NMU proposals associated with route 1 show an intent to connect with existing public footpaths 2207, 206, 346 and 348, bridleway 415 and restricted byway 3061, and also to the Monarchs Way regional path, via the existing pedestrian underpass at Arundel railway station, and the off-road shared cycle and pedestrian route recently completed by WSCC.

West of where the proposed Option 1 route ties-in to the course of the existing A27, the indicative NMU proposals also show the intent to create a shared segregated pedestrian and cycle route alongside the improved A27 carriageway, for the western part of the Option 1 improvements. For the eastern part of the proposed Option 1 route, a shared cycle and pedestrian lane would be created along the route of the existing A27 (alongside a local road (i.e. a downgrading of the

existing A27 serving Arundel railway station), stretching from Crossbush (in the East) to the tie-in to the existing A27.

Whilst these intentions are commendable, they seem to facilitate east-west NMU movement, whilst at best merely accommodating, but by no means enhancing NMU movement (and connections to the SDNP) in a north-south direction of travel. Furthermore, the indicative NMU proposals are not reflected in the technical highway design drawing provided, and as-such there is no certainty that the intent is achievable. Modifying the technical highway design in order to accommodate the NMU proposals may well cause an adverse increase to the landscape and visual impacts likely as consequence of the road improvement scheme. For instance, the creation of a shared segregated pedestrian and cycle route alongside the improved A27 carriageway can presumably only be achieved if sufficient space is allowed to accommodate its width, and that space would only be available if the necessary earthworks and footprint of the road improvements increased in size, with a corresponding effect on the adjacent landscape features which would be lost.

10.3.2. Arundel - Option 5A

The proposed road improvement Option 5A crosses the existing courses of public footpaths 2207, 206, 3403, 3402, 342, and 341, and also bridleways 338 and 336. Furthermore, the Option 3 road improvement also crosses 3 rural lanes (twice across Binsted Lane and also across Tortington Lane), and also Yapton Lane and Ford Road, each of which could be considered as potential recreational routes used NMU, (though perhaps not pedestrians in the case of Yapton Lane and Ford Road). 4 of these 13 interfaces with existing recreational routes are within the SDNP, 3 are on the boundary of the SDNP, and the remaining 6 could certainly be regarded as being in the setting of the SDNP, and providing connections to a wider PRoW network that conveys NMU into the SDNP.

For the eastern part the Option 5A route, crossing the Arun valley floor / floodplain, the technical drawings show that public footpath 2207 would be carried over the proposed carriageway on a new footbridge. Similarly, the proposed road improvement would not cause any severance of Ford Road, which would be continue as at present, with the re-aligned A27 carriageway carried over it on a new bridge. However, the technical drawings do not make clear what the design intent is in regard to public footpath 206. It should be noted that this public footpath is positioned at the top of the flood bank. The technical drawings indicate that the level difference between the top of this flood defence bank, and the centre of the proposed carriageway at the same position would be just over 2m. Allowing for the road / bridge construction, it is thought to be very unlikely that sufficient head clearance would be available for pedestrians to pass under the proposed bridge, on top of the flood bank on the existing alignment of public footpath 206. A diversion of the footpath off the flood bank here (in order to increase the head clearance) would be problematic, as the adjacent land is floodplain, known to periodically flood (hence the position of the footpath on top of the flood bank, above the floodplain).

It should also be noted that a stakeholder consultation exercise facilitated by Arun District Council has put forward footpath 206 as a potential riverside cycle route connecting the NCN2 at Littlehampton to the town of Arundel and beyond to the Downs and the wider SDNP.

Given the deficiencies of the technical design consideration given to-date, we consider that the implementation of road improvement Option 5A would effectively hinder access to the SDNP, as

public footpath 206 would be severed, or at least its viable use (on a modified alignment) would be restricted to times when the floodplain is not in flood, unless the design of the bridge crossing is revised to allow sufficient head clearance over the footpath.

For the western part of the Option 5A route, where it is outside of the SDNP the proposed alignment crosses the existing public footpaths 3403 and 3402, and Tortington Lane. The technical drawings provided indicated that public footpath 3403 would be closed, but movement along Tortington Lane be unimpeded, with the proposed A27 carriageway carried over it on a bridge. Public footpath 3402 would be stopped-up, with a new footpath provided on a diverted route along the southern side of the proposed A27 carriageway. The diversion route, via Binsted Lane and footpath 342 is approximately 970m long (about 640m further than the route along the existing alignment of footpath 3402).

Within the SDNP (or on it's boundary), the option 5A route would cross Binsted Lane, then existing public footpaths 342, 341, then Bridleway 338 (known as Old Scotland Lane), then across Binsted Lane for a second time, and finally cross Bridleway 336 before the road improvement scheme ties-in to the existing A27 alignment at the same location as Yapton Lane. Of particular note, Bridleway 338, Binsted Lane and footpath 342 provide logical east-west connections between Walberton (outside the SDNP) and Arundel with the SDNP just beyond. It is thought that these have the potential to be key routes for recreational users.

The technical drawings provided indicated that the easternmost part of Binsted Lane would remain unimpeded as it would bridge over the proposed A27 carriageway. An underpass would be provided to carry public footpath 342 on its existing alignment. The technical drawings do not refer to public footpath 341, and we assume that this footpath may be closed. Bridleway 338 (Old Scotland Lane) would also be stopped-up, although a new bridleway would be provided on a diverted route along the norther side of the proposed A27 carriageway. The diversion route, via Binsted Lane, is approximately 495m long (about 140m further than the route along the existing alignment of bridleway 338). Movement along the westernmost part of Binsted Lane would be unimpeded, with the proposed A27 carriageway carried over it on a bridge. The technical drawings do not refer to bridleway 336, and we assume that this footpath may be closed. Movement along Yapton Lane, and crossing the A27 to Shellbridge Road would be slightly improved from the existing situation (which currently only allows a left-turn exist from Yapton Lane, therefore truncating the connection with Shellbridge Road). However, the proposed road improvement would require users of Yapton Lane to take a detour of approximately 750m, to join Shellbridge Road via a new junction with the A27 to the east of the existing junction.

Other footpaths through Binsted Wood / Tortington Common take a roughly north-south alignment. Whilst these don't make logical connections between communities, they nevertheless have the potential to enhance the experience of recreational users within the SDNP. At present, this experience is truncated by the existing course of the A27. This causes as disconnect between the woodlands of Binsted Wood and Tortington Common (to the south of the existing A27) and Rewell Wood (to the north of the existing A27). These woodlands north and south of the existing A27 clearly relate to each other in terms of landscape character, and are key components of the Wooded Estate Downland (SDILCA B1). The severance caused by the existing A27 is a major detriment to the understanding and enjoyment of the special qualities of the SDNP by the Public.

However, the proposed realignment of the A27, as per the Option 5A road improvement scheme could provide opportunities to reverse the existing severance of the landscape.

Re-establishing various connections between PRoW and rural lanes to the north and the south of the existing A27 would be a tangible and welcome benefit to the SDNP, and the promotion of the understanding and enjoyment of its special qualities. It seems possible that the Option 5A road improvement scheme could offer an opportunity to re-connect some north-south recreational routes, in particular:-

- footpath 347 (south of the A27) and bridleway 386 (north of the A27)
- footpath 3400 (south of the A27) and footpath 388 (north of the A27)

However, given the proximity of the Option 5A route alignment, it seems that north-south connections between bridleways 336 and 337 would be improved (merely that the existing severance would be displaced a little further south). Similarly, the north-south connection between Yapton Lane and Shellbridge Road would be frustrated by a lengthy detour, as explained above.

The Indicative NMU proposals drawings suggest that a shared cycle and pedestrian lane would be created along the route of the existing A27 (alongside a local road (i.e. a downgrading of the existing A27), stretching from Crossbush (in the East) to Yapton Lane / Shellbridge Road (in the West), where the proposed-route would tie-in to the existing A27. The option 5A indicative proposals also shows a new bridleway to be formed alongside the shared cycle and pedestrian lane, westwards of No. 57a Chichester Road (i.e. where the existing A27 becomes a dual carriageway, west of Arundel).

The new stretch of bridleway, connected to the existing bridleway 386 would represent an improvement to the connectivity of routes available of horse users, allowing their movement from Slindon (and further west), through Rewell Woods, and onwards (via the local road, on the alignment of the existing A27) into Arundel, where horseriders could then return to Slindon via bridleway 415 (through the Waterwoods).

Whilst the intended bridleway link would be beneficial, the broader NMU indicative proposals seem to facilitate east-west NMU movement, but could go further to enhance NMU movement in a north-south direction of travel (and connections to the SDNP), frustrate some existing connections by closing some, requiring PRoW users to use an underpass, or bridges, and elsewhere necessitating lengthy PRoW diversions.

10.4. Potential effects of the proposed A27 Arundel improvement options on the overall character of the surrounding landscape and the visual experience from within that landscape.

The summary table below sets out the outcomes of the assessment of landscape and visual effects (calculated as a combination of the overall sensitivity of the visual or landscape receptors and their magnitudes of anticipated change).

Receptor		**Potential effects of the Arundel Option 1**	**Potential effects of the Arundel Option 5A**
SDILCA F4: Arun and Lower Rother Floodplain	Landscape	MODERATE ADVERSE	MODERATE ADVERSE

WSCC LCA SC10: Lower Arun Valley	Landscape	MAJOR ADVERSE (relating to the SDNP)	MAJOR ADVERSE (relating to the SDNP)
SDILCA G4: Arun Valley Sides	Landscape	MINOR / MODERATE ADVERSE	NEUTRAL
WSCC LCA SC8: Fontwell Upper Coastal Plain	Landscape	MODERATE ADVERSE (relating to the SDNP)	MAJOR ADVERSE (relating to the SDNP)
WSCC LCA SC12: Angmering Upper Coastal Plain	Landscape	MODERATE ADVERSE (relating to the SDNP)	MODERATE ADVERSE (relating to the SDNP)
WSCC LCA SC9: Chichester to Yapton Coastal Plain	Landscape	NEUTRAL (relating to the SDNP)	NEUTRAL (relating to the SDNP)
WSCC LCA SC11: Littlehampton and Worthing Finges	Landscape	NEUTRAL (relating to the SDNP)	NEUTRAL (relating to the SDNP)
SDILCA A3: Arun to Adur Open Downs	Landscape	NEUTRAL	NEUTRAL
SDILCA B1: Goodwood to Arundel Wooded Estate Downland	Landscape	MODERATE / MINOR ADVERSE	MAJOR ADVERSE
SCILCA B4: Angmering and Clapham Wooded Estate Downland *(Highdown Hill)*	Landscape	NEUTRAL	NEUTRAL
Receptor group 1 Arun to Adur Open Downs *(Springhead and Rackham Hills, and Wepham Down)*	Landscape	MINOR / MODERATE ADVERSE	MINOR / MODERATE ADVERSE
	Visual	MODERATE ADVERSE	MODERATE ADVERSE
Receptor group 2 Angmering and Clapham Wooded Estate Downland *(Including Highdown Hill)*	Landscape	MINOR / MODERATE ADVERSE	MINOR / MODERATE ADVERSE
	Visual	MODERATE ADVERSE	MODERATE ADVERSE
Receptor group 3 Arun valley floor	Landscape	MAJOR ADVERSE (relating to the SDNP)	MAJOR ADVERSE (relating to the SDNP)
	Visual	MAJOR ADVERSE	MAJOR ADVERSE
Receptor group 4 Arun valley floor / coastal plain	Landscape	NEUTRAL (relating to the SDNP)	NEUTRAL (relating to the SDNP)
	Visual	NEUTRAL	NEUTRAL
Receptor group 5 Lyminster / Crossbush valley side	Landscape	MAJOR ADVERSE (relating to the SDNP)	MODERATE ADVERSE (relating to the SDNP)
	Visual	MAJOR / MODERATE ADVERSE	MODERATE ADVERSE
Receptor group 6 Binstead Wood / Tortington Common	Landscape	NEUTRAL	MINOR / MODERATE BENEFICIAL

	Visual	NEUTRAL	NEUTRAL
Receptor group 7A Tortington / Binsted / Walberton farmland (southern part, around Binsted Lane)	Landscape	NEUTRAL (relating to the SDNP)	MAJOR / MODERATE ADVERSE (relating to the SDNP)
	Visual	NEUTRAL (relating to the SDNP)	MODERATE ADVERSE
Receptor group 7B Tortington / Binsted / Walberton farmland (northern part around Binsted Park)	Landscape	NEUTRAL (relating to the SDNP)	MAJOR ADVERSE (relating to the SDNP)
	Visual	NEUTRAL (relating to the SDNP)	MAJOR ADVERSE
Receptor group 8 Arundel Wooded Estate Downland	Landscape	NEUTRAL	MINOR / MODERATE BENEFICIAL
	Visual	NEUTRAL	MODERATE BENEFICIAL
Receptor group 9 Arundel town	Landscape	NEUTRAL	NEUTRAL
	Visual	NEUTRAL	MINOR / MODERATE BENEFICIAL

11. Conclusions

11.1. This study has considered 2 alternative route options.

Arundel section: Option 1

11.2. The Option 1 route can be considered in 2 distinct sections:- the western half (on the existing alignment of the A27), and the eastern half (on a new alignment).

11.3. The western part of option 1 is on the existing alignment of the A27. Where this is immediately adjacent to the Waterwoods, the A27 forms the boundary of the SDNP (approximately a quarter of the whole length of the option 1 route). To the west of the Waterwoods, the Option 1 route (on the alignment of the existing A27) is within the SDNP (also approximately a quarter of the whole length of the option 1 route).

11.4. The western part of option 1 is unlikely to have significant adverse implications for the SDNP or for upholding its Statutory Purposes. The majority of potential effects on the assessed landscape and visual receptors relating to the western part of option 1 were found to be 'neutral'. However, widening of the existing road would require the removal of existing roadside vegetation, which would be detrimental to the landscape experience by exposing the receptor to increased movement of vehicles and road noise.

11.5. The eastern part of option 1 (approximately from the River Arun to Crossbush, (approximately half of the whole length of the option 1 route)) is outside of the SDNP, (but clearly within its setting).

11.6. The eastern part of option 1 would have more far reaching implications for the landscape and visual context of the SDNP. 2 thirds of the receptors assessed were found to be the subject of adverse effects (greater than 'minor/moderate'), and almost half of those were found to be significant ('major/moderate' or 'major'), with implication for the SDNPA's ability to uphold the National Park's statutory purposes (despite the physical changes in question occurring in an area which lies outside of the National Park designation). The effects on the Arun valley floor, and the valley side near Crossbush are of particular note.

11.7. The creation of an elevated section of highway, approximately 925m in length, traversing the eastern lower valley side, would require embankments reaching 8.3m at the highest point. The top of this feature would have a gentler grade than the natural surrounding topography, and therefore be fundamentally contrary to the natural valley side landform, projecting further into the flat valley floor, interrupting its continuous expanse between the railway (in the south at Ford and the east between Arundel junction and Arundel station) and the town of Arundel. This physical change would have implications for the experience of far reaching views towards the chalk downs and Arundel. There would also be physical implications for the Permanent pasture reclaimed from the floodplain, and implications for the appreciation of landscape components that are clearly contiguous between the valley floor outside the SDNP, and the valley floor inside the SDNP. As-such, there is potential for this landscape change within the setting of the SDNP to compromise the ability to understand the special qualities if the SDNP landscape nearby.

11.8. A section of the proposed road improvement option 1 passes through the valley side near Crossbush, just south of Priory Farm, stretching approximately 540m from the Arun Valley railway westwards across 2 agricultural fields to meet the existing A27 Crossbush junction. The road would cut through gently undulating farmland (in places up to 2.48m lower than the surrounding fieldscape), and clear their hedgerow / tree-belt field boundaries within its footprint. It would also interrupt the pattern of fieldscape, potentially leaving remnant

small parcels of fields which would no longer be agriculturally viable. These could become neglected and occupied by scrubby vegetation growth, which would be contrary to the baseline visual components. The movement of vehicles and road noise would become more apparent, especially from PRoW 2207 (eroding the sense of tranquillity experienced from that PRoW at present). A footbridge to carry PRoW 2207 over the proposed carriageway, although no details of the height or form of that feature have been provided.

11.9. The physical and experiential changes associated with the proposed road improvement option 1 would have implications for the appreciation of landscape components which are contiguous between the valley floor on either side of the SDNP boundary, (e.g. the flat topography, permanent pasture, and far reaching views) and the valley sides on either side of the SDNP boundary (e.g. the tranquil, rural setting of undulating farmland and woody field boundaries). As-such, there is potential for this landscape change within the setting of the SDNP to compromise the ability to understand the special qualities of the SDNP landscape nearby.

11.10. Although the downgrading of the road along the existing alignment of the A27 could be regarded as a positive intervention locally, the intrusion of vehicle movement and road noise would merely be displaced further south rather than reduced. Whilst this could be regarded as slightly beneficial for the valley floor and valley sides within the SDNP to the north of the existing A27, the equivalent landscape character areas within the setting of the SDNP (to the south of the existing A27) would not experience that benefit.

11.11. Assessing the baseline landscape and visual conditions observed in the field has confirmed that changes to the key landscape visual components (surveyed in the field) as a consequence of route Option 0B would be mostly experienced by receptors within the valley floor, and the eastern valley side (as described above)

11.12. The existing PRoW network, and connectivity to the SDNP would in essence remain unchanged by the proposed Option 0B road improvement. The proposed road improvements present opportunities to strengthen the relationship between recreational routes on either side of the A27 (and in doing so, enhancing connections into the SDNP). Furthermore, the proposed provision of a shared segregated pedestrian and cycle route alongside the improved A27 carriageway would facilitate east-west NMU movement, the designs do not appear to enhance NMU movement (and connections to the SDNP) in a north-south direction of travel.

Arundel section: Option 5A

11.13. The Option 5A scheme would have far-reaching implications for the landscape and visual context of the SDNP across its length. Whilst almost half of receptors assessed were found to be subject to 'neutral' or beneficial effects as a consequence of Option 5A, the other effects were found to be between 'minor/moderate adverse' to 'major adverse'. The effects on the Arun Valley and farmland to the south of Binsted Wood / Tortington Common are of particular note.

11.14. The creation of a causeway approximately 2km in length, stretching across the width of the lower Arun Valley floor from the arable fields south of Priory Farm, Tortington (in the west) to the pastoral fields south of Priory Farm, Crossbush (in the east), would require an embankment over the valley floor throughout that length, including elevations of up to 6m to bridge over Ford road, and up to 5m to bridge over the railway, and 2m over the centre of the valley floor (*all hieghts tbc at this stage*). This would fundamentally change the key characteristics of the flat valley floor, interrupting its continuous expanse between the railway (in the south at Ford and the east

between Arundel junction and Arundel station) and the town of Arundel. This physical change would have implications for the experience of far reaching views towards the chalk downs and Arundel. There would also be physical implications for the Permanent pasture reclaimed from the floodplain. These landscape components are contiguous between the lower Arun Valley floor (outside of the SDNP) and the upper Arun Valley floor (within the SDNP). Accordingly, landscape change within the setting of the SDNP could compromise the ability to understand the special qualities if the SDNP landscape nearby. Alternatively, the change as experienced indirectly from within the SDNP would read as an intrusion within a continual landscape character. As the context of the SDNP would be adversely effected, it is thought that this could also compromised the ability to understand the special qualities of the SDNP from within it's boundary.

11.15. Although the downgrading of the road along the existing alignment of the A27 could be regarded as a positive intervention locally, the intrusion of vehicle movement and road noise would merely be displaced further south rather than reduced. Whilst this could be regarded as slightly beneficial for the valley within the SDNP to the north of the existing A27, the valley within the setting of the SDNP (to the south of the existing A27) would not experience that benefit.

11.16. Through the northern part of the agricultural landscape at Tortington, Binsted and Walberton (around Binsted Park) is partly within the SDNP, and partly outside the SDNP but very close to its boundary and clearly within its setting. Here, the Option 5A scheme proposes a sequence of 3 sections of highway elevated on embankments and 2 sections of highway in cuttings. The vertical alignment of the carriageway would be 10.8m higher than the surrounding natural topography at the highest point, and 8.3m lower than the surrounding natural topography at its lowest point. The footprint of this sequence of embankments and cuttings would also require clearance of several parts of woodlands, (including a substantial area of registered Ancient Woodland at Barn's Copse / Hundredhouse Copse / Little Danes Wood), along with several tree belts, and field boundary hedgerows. It would also sever several fields, and create at least 4 remnant fields that are likely to be too small to be agriculturally viable. Without active management, those small parcels of land could become neglected and occupied by scrubby vegetation growth, contrary to the prevailing landscape characteristics.

11.17. The physical and experiential changes associated with the proposed road improvement option 5A would have implications for the appreciation of landscape components which are contiguous on either side of the SDNP boundary, (e.g. the undulating Farmland and woody vegetation). The movement of vehicles and road noise introduced into this landscape can be regarded as an erosion of the high degree of tranquillity and stillness that are also regarded as a key baseline component. This would be exacerbated by the source of the intrusion (i.e. traffic) being at close range. The road would also curtail the perceived relationship with the wooded estate downland, i.e. an experience of the 'transitional landscape' (as it is referred to by the WSCC Landscape Character Assessment). As-such, there is potential for this landscape change within the setting of the SDNP to compromise the ability to understand the special qualities of the SDNP's landscape.

11.18. However, counter to the adverse effects of aligning route Option 5A through the agricultural landscape at Tortington, Binsted and Walberton (south of Binsted Wood / Tortington Common), downgrading the road along the existing alignment of the A27 (north of Binsted Wood / Tortington Common) could be regarded as a positive intervention locally. As the volume of traffic would be notably reduced, the degree of intrusion from vehicular

movement / road noise would also reduced. Similarly, The reduction in the quantity of vehicles in this part of the view composition could be regarded as a positive visual change.

11.19. Assessing the baseline landscape and visual conditions observed in the field has confirmed that changes to the key landscape visual components as a consequence of route Option 5A would be felt most adversely by receptors within the Arun Valley and within the agricultural landscape at Tortington, Binsted and Walberton (around Binsted Park)

Potential implications for the PRoW network / connectivity, in relation to both road improvement options.

11.20. The indicative NMU proposals provided for both Option 1 and Option 5A show an intent create a shared segregated pedestrian and cycle route alongside the improved A27 carriageway, for the length of the each of the improvement options. Whilst these intentions are commendable, they favour an east-west NMU movement. Greater consideration of NMU movement in a north-south direction of travel, enhancing connectivity to and within the SDNP would be beneficial.

11.21. The Option 1 proposals indicate that, for the most part, the existing PRoW network, and connectivity to the SDNP would in essence remain unchanged. However, the road improvement scheme could offer opportunities to strengthen the relationship between the PRoW on either side of the A27 (and in doing so enhancing connections into the SDNP). Those opportunities appear to have been wholly missed by the design proposals to date.

11.22. The Option 5A scheme does propose a new stretch of bridleway, to be formed alongside the shared cycle and pedestrian lane, westwards of No. 57a Chichester Road (i.e. where the existing A27 becomes a dual carriageway, west of Arundel). This would improve connectivity of routes available of horse users through the SDNP, via the existing bridleway 386 allowing their movement from Slindon (and further west), through Rewell Woods, and onwards (via the local road, on the alignment of the existing A27) into Arundel, where horseriders could then return to Slindon via bridleway 415 (through the Waterwoods). Whilst the intended bridleway link would be beneficial, the broader NMU indicative proposals of Option 5A seem to facilitate east-west NMU movement, and frustrate some existing connections by closing some, requiring PRoW users to use an underpass, or bridges, and elsewhere necessitating lengthy PRoW diversions.

11.23. Both of the road improvement options appear to have given some consideration to east-west NMU movement, but have to some extent eroded, and by no means enhanced NMU movement (and connections to the SDNP) in a north-south direction of travel. Both of the road improvement options could harness more opportunities to reverse the existing severance of the landscape. This would further the objective of promoting understanding and enjoyment of the special qualities of the SDNP.

11.24. Furthermore, the indicative NMU proposals provided to-date are not reflected in the technical highway design drawings, and as-such there is no certainty that the intent is achievable without causing additional (and un-assessed) landscape and visual harm.

Comparison of the 2 potential road improvement options considered by this study, alongside the 3 road improvement options considered by the original study

11.25. The assessment of potential landscape, visual and access effects (both within this addendum study, considering the Option 1 and Option 5A road improvement schemes, and the study, considering Option 3)

is made on the basis of the design drawings provided by Highways England. Those drawings are in a low resolution electronic format, lacking legibility in places.

11.26. Furthermore, technical drawings have not been provided for the western part of Options 3 . Therefore, the overall assessment undertaken is partly subjective and based on some assumptions.

11.27. Notwithstanding this concern, it is thought that a comparative discussion may assist the SDNPA Committee consideration of the proposals.

11.28. All 3 road improvement options have similar effects on the PRoW network. None appear to have adequately harnessed opportunities to reverse the existing severance caused by the A27, with Options 3, and 5A merely displacing the severance effect further south. Notwithstanding this displaced severance, Option 5A appears to offer at least some benefit, by proposing a new stretch of bridleway which would improve connectivity of routes available of horse users through the SDNP, via the existing bridleway network. It seems possible that Option 5A could also offer an opportunity to re-connect north-south recreational routes linking Binsted Wood and Rewell Wood, which are currently severed by the existing A27 (though as mentioned previously, new severance would be caused along the re-aligned A27 route further south). Option 1 appears to be relatively neutral in their access effects, as the existing situation of PRoW and access to the SDNP would be essentially unchanged. Option 3 appears to cause potentially the most harm, severing movement on the footpath along the River Arun flood bank (an effect which would also be caused by Options 5A). Option 3 would also severing (or at least hinder) movement through Tortington Common / Binsted Wood, whilst not re-establishing a connection between Binsted Wood and Rewell Wood.

11.30. Option 1 would cause direct harm to the Arun valley floor (close to Arundel), and the eastern valley side (close to Arundel railway station), by creating a substantial elevated section of highway traversing the eastern lower valley side, contrary to the natural surrounding topography. Option 5A would also cause direct harm to the valley floor and eastern valley side, a little further to the south, by creating a causeway approximately 2km in length, stretching across the width of the floodplain. This would be a notable vertical feature in an otherwise completely horizontal landscape. Options 1 and 5A would therefore have implications for the appreciation of landscape components which are contiguous on either side of the SDNP boundary, (e.g. the Permanent pasture reclaimed from the floodplain, the vegetated pastoral fieldscape of the valley sides, and the experience of far reaching views towards the chalk downs and Arundel). Accordingly, landscape change within the setting of the SDNP could compromise the ability to understand the special qualities if the SDNP landscape nearby, contrary to the Statutory Purposes.

11.31. Option 5A would cause direct harm to the farmland between Tortington and Walberton, with implications for the appreciation of landscape components which are contiguous on either side of the SDNP boundary, (e.g. the undulating Farmland and woody

vegetation), and curtail an experience of the 'transitional landscape' and the relationship with the wooded estate downland. Accordingly, landscape change within this landscape, both within the SDNP and outside the SDNP (but clearly within its setting) could compromise the ability to understand the special qualities if the SDNP landscape, and therefore be contrary to the Statutory Purposes. However, Options 5A could be beneficial to Binsted Wood / Tortington Common to some extent by removing the existing A27 from its northern edge, and re-connecting it with Rewell Wood to the north.

11.32. The Option 3 road improvement scheme would cause the most landscape and visual harm. As per options 5A a 2km causeway would cross the valley floor (with implications as described above). The route would then cause some direct harm to a part of the farmland near to Tortington Common (curtailing an experience of the 'transitional landscape' similar to that described above), and go on to cut a route through Binsted Wood / Tortington Common. That wholesale destruction of a considerable area of registered Ancient woodland would occur within the SDNP, cause new severance within this wooded landscape and a disconnect of recreational movement. This would clearly compromise the ability for the public to understand the special qualities if the SDNP landscape, and therefore be contrary to the Statutory Purposes.

References

South Downs Local Plan (Preferred Options version, September 2015).

Arun District Local Plan (2003)

Arun Local Plan 2011 – 2031 (Publication version, October 2014)

Arundel Neighbourhood Plan 2014 – 2029 (Made version, 2014)

Horsham District Core Strategy and General Development Control Policies (2007)

Amberley Neighbourhood Development Plan (Referendum version, 2017)

South Downs Integrated Character Assessment: Land Use Consultants, 2011

Landscape Character Assessment of West Sussex, 2003, with accompanying Land management guidelines

Sussex Historic Landscape Character Assessment, 2010, Nicola Bannister

SDNP Viewshed Study 2015 Land Use Consultants

Appendix VI (1)

Potential effects of the proposed A27 Arundel section, long off-line re-alignment (Option 1), on the overall character of the surrounding landscape and the visual experience from within that landscape.

Receptor	Key baseline components	Sensitivity					Magnitude of change	Significance of effects
		Relative value	+	Susceptibility to specific landscape / visual change (inc. relationship to SDNPA Statutory Purposes)	=	Sensitivity		
SDILCA F4: Arun and Lower Rother Floodplain	*Key components (landscape):-* • Flat valley floor / floodplain, periodically waterlogged (Consistent with SC10) • Meandering course of the tidal River Arun, between artificial flood banks. (Consistent with SC10) • Far reaching views contained by valley sides. (Consistent with SC10) o Views towards Arundel Castle • Permanent pasture reclaimed from the floodplain. (Consistent with SC10) o Geometric grid of 'wet fences' • Absence of woody vegetation. (Consistent with SC10) • Valley is lush and pastoral in character, with ecologically important flora	• National Park designation. • Rare 'wet fences' • Ecologically important flora = (Very) High value	+	• Option 1 would have no direct, physical implications for SDILCA F4. • May have a limited effect on SDNPA's ability to fulfil both statutory purposes. In particular, possible implications for the *'far reaching views'*, with vehicle movement and road noise from the Option 1 route being apparent (locally) from within SDILCA F4. On balance = Moderate susceptibility to landscape change	=	HIGH landscape sensitivity	*Landscape change:-* No direct, physical implications for F4. However, the creation of an elevated section of highway (by way of embankments forming a route with a gentler grade than the natural surrounding landform) traversing the eastern lower valley side may be apparent from parts of F4. (The nature of the change is described as part of the assessment of effects on SC10, below). The downgrading of the road along the existing alignment of the A27 would potentially reduce the intrusion of vehicle movements and road noise as experienced from F4 (displacing it a little further south, albeit perhaps more exposed on the elevated section of highway). However, it is unlikely that there would be any physical changes along the alignment of the existing A27 which would have notable implications for F4. Nevertheless, the physical changes associated with the proposed route alignment of option 1 may have implications for the appreciation of several key landscape components which are clearly contiguous between F4 and SC10 (as described as part of the assessment of effects on SC10, below). In addition, the proposed road improvement Option 1 could have notable implications for the enjoyment of far reaching views from within F4 On balance = LOW ADVERSE magnitude of change	*Landscape effects:-* MODERATE ADVERSE
WSCC LCA SC10: Lower Arun Valley	*Key components, relating to SDNP (landscape):-* • Flat valley floor / floodplain, periodically waterlogged (Consistent with F4) • Meandering course of the tidal River Arun, between artificial flood banks. (Consistent with F4) o Meanders and river width increasing in size • Far reaching views contained by valley sides. (Consistent with F4) o Views towards the chalk downs and Arundel • Permanent pasture reclaimed from the floodplain. (Consistent with F4) o Reclaimed areas extensive in size • Absence of woody vegetation. (Consistent with F4)	• Setting of the National Park • A broad consistency between key landscape components outside the SDNP, and those in the valley bottom within the SDNP = High value	+	• Option 1 would have direct, physical implications for WSCC LCA SC10 (with its route close to its northern edge, across its width). • It would fundamentally compromise key landscape components relating to the SDNP, such as the flat topography, far reaching views and permanent pasture. • May have a limited effect on SDNPA's ability to fulful its statutory purpose of 'promoting opportunities for the understanding and enjoyment of the special qualities', since the potentially compromised key components provide context to / relevant to the understanding of the SDNP landscape)	=	HIGH landscape sensitivity	*Landscape change:-* The creation of an elevated section of highway, approximately 925m in length, traversing the eastern lower valley side, would require embankments reaching 8.3m at the highest point. The top of this feature would have a gentler grade than the natural surrounding topography, and therefore be fundamentally contrary to the natural valley side landform, projecting further into the flat valley floor, interrupting its continuous expanse between the railway (in the south at Ford and the east between Arundel junction and Arundel station) and the town of Arundel. This physical change would have implications for the experience of far reaching views towards the chalk downs and Arundel. There would also be physical implications for the Permanent pasture reclaimed from the floodplain, and implications for the appreciation of landscape components that are clearly contiguous between SC10 and F4. As-such, there is potential for this landscape change within the setting of the SDNP to compromise the ability to understand the special qualities if the SDNP landscape nearby. Although the downgrading of the road along the existing alignment of the A27 could be regarded as a positive intervention locally, with regards to SC10 as a whole the intrusion of vehicle movement and road noise would merely be displaced further south rather than reduced, and any physical changes along the alignment of the existing A27 are unlikely to have notable implications for SC10. = (Very) HIGH ADVERSE magnitude of change (relating to the SDNP)	*Landscape effects:-* MAJOR ADVERSE (relating to the SDNP)

				On balance = High susceptibility to landscape change			Highways England technical drawings provided to-date do not indicate where any temporary road for construction phase would be situated. As-such, the magnitude of change, and accordingly the significance of effects on this LCA could be greater.	
SDILCA G4: Arun Valley Sides	*Key components (landscape):-* • Relatively steep valley sides, deeply indented by dry valleys • Pasture, chalk grassland and woodland occupy steeper slopes • Eastern side = large-scale arable fields • Western side = wooded character. Surviving early enclosures of late medieval date / Arundel Park, a major 18th century landscape park. • A string of villages surrounded by fields enclosed in the later medieval period. • fragmented road network of narrow rural lanes which often end in dead-ends. • tranquil, rural setting to the River Arun and its floodplain • Arundel Castle is a particularly distinctive landmark standing at a commanding position at the southern end of the Arun valley	• National Park designation • Arundel Park (Grade II* Registered historic park) • Arundel Castle (Scheduled Monument / Conservation Area) • Various scheduled monuments (archaeological earthworks) • Ancient woodlands = (Very) High value	+	• Option 1 runs along southern edge of the western part of G4 along course of existing A27. Road widening, and any (as-yet un-known) temporary road for construction phase <u>may have (limited) direct, physical implications for LCA</u> • In relation to the eastern part of G4, Option 1 would have no direct, physical implications. • Position of proposed road improvements south of woodland blocks would safeguard all key landscape components, except for woodland. • May (locally) have a limited effect on SDNPA's ability to 'Conserve and enhance the natural beauty, wildlife and cultural heritage', and promote the special quality of 'well conserved historical features'; On balance = Low susceptibility to landscape change	=	MODERATE landscape sensitivity	*Landscape change:-* On the western side: The footprint of the road widening associated with Option 1 would extend up to perhaps 10 meters further than the footprint of the existing highway (based on the information provided by Highways England to-date), in order to accommodate embankments down to a re-graded carriageway with shallower incline from the Ford Road roundabout up to Arundel Community Hospital. This increased width would require partial clearance of ancient woodland at the Waterwoods. (N.B. the low quality of the drawings provided by Highways England prevent accurate measurement of the extent of direct, physical implications for the LCA). Although this changes a valuable landscape component, the change is felt only relatively locally, and much of these ancient woodland blocks would remain in-tact. The retained woodland safeguards all key landscape components to the north within the valley sides. Accordingly, the only landscape component likely to change to any notable extent as a consequence of the proposed Option 1 would be the woodland blocks. On the eastern side: The creation of an elevated section of highway (by way of embankments forming a route with a gentler grade than the natural surrounding landform) traversing the eastern lower valley side may be apparent from nearby parts of G4. (The nature of the change is described as part of the assessment of effects on SC10, above). The downgrading of the road along the existing alignment of the A27 would potentially reduce the intrusion of vehicle movements and road noise as experienced from nearby parts of G4 (displacing it a little further south, albeit perhaps more exposed on the elevated section of highway). However, it is unlikely that there would be any physical changes along the alignment of the existing A27 which would have notable implications for the eastern part of G4. Nevertheless, the physical changes associated with the proposed road improvement option 1 may have implications for the appreciation of landscape components which are contiguous between G4 and SC12 (as described as part of the assessment of effects on SC12, below) On balance = LOW ADVERSE magnitude of change <u>Highways England technical drawings provided to-date do not indicate where any temporary road for construction phase would be situated. As-such, the magnitude of change, and accordingly the significance of effects on this LCA could be greater.</u>	*Landscape effects:-* MINOR / MODERATE ADVERSE
WSCC LCA SC8: Fontwell Upper Coastal Plain	*Key components, relating to SDNP (landscape):-* • A 'transitional landscape' • Scattered rural villages and farmsteads / intimate hidden valleys / winding lanes • Woody vegetation • Undulating Farmland • Views of the downs (and Arundel)	• Setting of the National Park • A good level of consistency between key landscape components outside the	+	• Option 1 would have no direct, physical implications for LCA. • Unlikely to have implications for SDNPA's ability to fulfil its statutory purposes = Low susceptibility to change	=	MODERATE landscape sensitivity	*Landscape change:-* No direct, physical implications for LCA. However, the creation of an elevated section of highway (by way of embankments forming a route with a gentler grade than the natural surrounding landform) traversing the eastern lower valley side would be apparent from parts of SC8 (close to Tortington Priory). Accordingly, the movement of vehicles and road noise could be more apparent, with	*Landscape effects:-* MODERATE ADVERSE (relating to the SDNP)

		SDNP, and those in the wooded estate downland within the SDNP = High value					implications for enjoyment of the scenic relationship with the downs (and Arundel). = MODERATE ADVERSE magnitude of change (relating to the SDNP)	
WSCC LCA SC12: Angmering Upper Coastal Plain	*Key components, relating to SDNP (landscape):-* • Woody vegetation • Undulating Farmland	• Setting of the National Park • Some consistency between key landscape components outside the SDNP, and those in the wooded estate downland within the SDNP = Moderate value	+	• Option 1 would have some direct, physical implications for a relatively small part of WSCC LCA SC12 (with a relatively short section of the route passing through the farmland just West of Crossbush junction). • It would fundamentally compromise key landscape components relating to the SDNP, i.e. the woody vegetation, undulating farmland. • May have a limited effect on SDNPA's ability to fulful its statutory purpose of 'promoting opportunities for the understanding and enjoyment of the special qualities', since the potentially compromised key components provide context to / relevant to the understanding of the SDNP landscape) On balance = Moderate susceptibility to landscape change	=	MODERATE landscape sensitivity	*Landscape change:-* A section of the proposed road improvement option 1 passes through part of SC12, just south of Priory Farm, Crossbush, stretching approximately 540m from the existing A27 Crossbush junction in the east across 2 agricultural fields westwards. The Highways England technical drawings provided indicate that this stretch of road would be in a cutting, in places up to 2.48m lower than the surrounding fieldscape. Highways England have also proposed a footbridge to carry PRoW 2207 over the proposed carriageway within SC12, although no details of the height or form of that feature have been provided. The road would cut through gently undulating farmland, and clear their hedgerow / tree-belt field boundaries within its footprint. It would also interrupt the pattern of fieldscape, potentially leaving remnant small parcels of fields which would no longer be agriculturally viable. These could become neglected and occupied by scrubby vegetation growth, which would be contrary to the baseline visual components. The movement of vehicles and road noise would become more apparent, especially from PRoW 2207 (eroding the sense of tranquillity experienced from that PRoW at present). The physical and experiential changes associated with the proposed road improvement option 1 would have implications for the appreciation of landscape components which are contiguous between SC12 and G4 (e.g. the tranquil, rural setting of undulating farmland and woody field boundaries). As-such, there is potential for this landscape change within the setting of the SDNP to compromise the ability to understand the special qualities of the SDNP landscape nearby. Although the downgrading of the road along the existing alignment of the A27 could be regarded as a positive intervention locally, with regards to SC12 as a whole the intrusion of vehicle movement and road noise would merely be displaced further south rather than reduced, and any physical changes along the alignment of the existing A27 are unlikely to have notable implications for SC12. On balance = MEDIUM ADVERSE magnitude of change (relating to the SDNP)	*Landscape effects:-* MODERATE ADVERSE (relating to the SDNP)
WSCC LCA SC9: Chichester to Yapton Coastal Plain	*Key components, relating to SDNP (landscape):-* • <u>Visual components only</u> (long views of the downs (and Arundel)). Considered within Receptor Group 4 below.	• Setting of the National Park • Relationship to the SDNP is visual only Scoped-out of landscape assessment		• Option 1 would have no direct, physical implications for LCA. • Unlikely to have implications for SDNPA's ability to fulfil its statutory purposes		Scoped-out of landscape assessment	*Landscape change:-* NIL (relating to the SDNP)	*Landscape effects:-* NEUTRAL (relating to the SDNP)
WSCC LCA SC11: Littlehampton and Worthing Finges	*Key components, relating to SDNP (landscape):-* • <u>Visual components only</u> (long views of the downs (and Arundel)). However, potential visual interconnectivity with the proposed Option 1 road improvements from areas within the LCA are	• Setting of the National Park • Relationship to the SDNP is visual only		• Option 1 would have no direct, physical implications for LCA. • Unlikely to have implications for SDNPA's		Scoped-out of landscape assessment	*Landscape change:-* NIL (relating to the SDNP)	*Landscape effects:-* NEUTRAL (relating to the SDNP)

	curtailed by physical massing (tree-cover and built-form, around Lyminster).	Scoped-out of landscape assessment		ability to fulfil its statutory purposes				
SDILCA A3: Arun to Adur Open Downs	*Key components (landscape):-* • Irregular fields of arable and pasture (consistent with B1) • Open (consistent with B1) o Very open / vast / large-scale fields • Deeply secluded / remote (consistent with B1) • Good pubic access (consistent with B1) • Large number of prehistoric and later earthworks (consistent with B1) • Rolling upland • Deep, narrow, rounded coombes (hidden dry valleys) • Unimproved chalk grassland which support nationally scarce plant species • Occasional scrub and woodland on steeper slopes and beech clumps on hill tops. • Dynamic landscape, with considerable seasonal variation	• National Park designation. • Nationally scarce chalk grassland species • Various scheduled monuments (archaeological earthworks) • Long views along the Arun valley • High level of tranquillity = (Very) High value	+	• Option 1 would have no direct, physical implications for LCA. • Unlikely to have implications for SDNPA's ability to fulfil its statutory purposes (aside from visual effects, considered within receptor Group 1, below). = Low susceptibility to change	=	MODERATE landscape sensitivity	*Landscape change:-* No direct, physical implications for A3. However, the creation of an elevated section of highway (by way of embankments forming a route with a gentler grade than the natural surrounding landform) traversing the eastern lower valley side may be apparent from parts of A3. (The nature of the change within the lower Arun Valley floor is described as part of the assessment of effects on SC10, above). It is not thought likely that any increase in road noise would be noticeable from any part of A3 (due the distance between the road improvement scheme and the receptor). Similarly, an increased awareness of the movement of vehicles is thought to be unlikely from more distant parts of A3 (such as the South Downs Way), though at locations within A3 that are nearer to the road improvement scheme (such as Perry Hill) this could be regarded as an erosion of tranquillity to some extent. Downgrading the existing A27 is not likely to have any notable implications for A3, since it's route is wholly outside the LCA and any changes would therefore only be experienced indirectly and at some distance. On balance = NEGLIGIBLE magnitude of change	*Landscape effects:-* NEUTRAL
SDILCA B1: Goodwood to Arundel Wooded Estate Downland	*Key components (landscape):-* • Irregular fields of arable and pasture (consistent with A3) o Fields are straight-sided and linked by thick hedgerows • Open (consistent with A3) • Deeply secluded / remote (consistent with A3) • Good pubic access (consistent with A3) • Large number of prehistoric and later earthworks (consistent with A3) • Large woodland blocks • Arundel Park:- Designed parkland landscape / remnant deerpark with important visual influences – estate walls, avenues, follies.	• National Park designation • Arundel Park (Grade II* Registered historic park) • Various scheduled monuments (archaeological earthworks) • Ancient woodland = (very) High value	+	• Option 1 extends into the south-eastern part of the LCA along course of existing A27. Road widening, and any (as-yet un-known) temporary road for construction phase <u>may have direct, physical implications for LCA</u>. • May (locally) be some limited loss of woodland (including ancient woodland), and field-edge hedgerows / tree-belts. • May (locally) have a limited effect on SDNPA's ability to 'Conserve and enhance the natural beauty, wildlife and cultural heritage'; On balance = Low susceptibility to landscape change *May be Medium susceptibility to landscape change if temporary road for construction phase cuts deeper into ancient woodland*	=	MODERATE landscape sensitivity	*Landscape change:-* Based on the information provided by Highways England to-date, the footprint of the road widening associated with Option 1 would extend several meters further than the footprint of the existing highway, in order to accommodate the increased width of carriageway and associated embankments, particularly on the south side of the road opposite Park Farm Cottages and the White Swan public house. (N.B. the low quality of the drawings provided by Highways England prevent accurate measurement of the extent of direct, physical implications for the LCA). This increased width would require partial clearance of roadside vegetation, including (most notably) a strip of ancient woodland on the south side of the road opposite Park Farm Cottages and the White Swan public house. Although this changes a valuable landscape component, the change is felt only relatively locally, and much of these ancient woodland blocks would remain in-tact. The retained woodland safeguards all other key landscape components to the north and south within B1. Accordingly, the only landscape component likely to change to any notable extent as a consequence of the proposed Option 1 would be the woodland blocks. = LOW ADVERSE magnitude of change <u>Highways England technical drawings provided to-date do not indicate where any temporary road for construction phase would be situated. As-such, the magnitude of change, and accordingly the significance of effects on this LCA could be greater.</u>	*Landscape effects:-* MODERATE / MINOR ADVERSE
SCILCA B4: Angmering and Clapham Wooded Estate Downland *(Highdown Hill)*	*Key components (landscape):-* • Outlying chalk ridge • Woodland, interlocked with straight-sided, open arable fields linked by hedgerows. • Irregular patchwork of early enclosures around Ecclesden Farm (probably late Saxon period assarts)	• National Park designation. • Bronze Age and Iron Age Hillfort (Scheduled monument)	+	• Option 1 would have no direct, physical implications for LCA. • Unlikely to have implications for SDNPA's	=	MODERATE landscape sensitivity	*Landscape change:-* No direct, physical implications for B4. However, the creation of an elevated section of highway (by way of embankments forming a route with a gentler grade than the natural surrounding landform) traversing the eastern lower valley side may be apparent from parts of B4. (The nature of the change within the lower Arun Valley floor is	*Landscape effects:-* NEUTRAL

	• Bronze Age and Iron Age earthworks at Highdown Hill provide a strong sense of historical continuity • Views across to Arundel Castle in the west, open downland to the north, and coastal plain to the south.	• Panoramic views, including long views to Arundel Castle and the Arun valley = (Very) High value		ability to fulfil its statutory purposes (aside from visual effects, considered within receptor Group 2, below). = Low susceptibility to change			described as part of the assessment of effects on SC10, above). It is not thought likely that any increase in road noise would be noticeable from any part of B4 (except perhaps at the adjacent part of B4 in the hamlet of Crossbush, albeit road noise from the A27 is already experienced in that location). Similarly, an increased awareness of the movement of vehicles is thought to be unlikely from more distant parts of B4 (such as Highdown Hill), though at locations within B4 that are nearer to the road improvement scheme (such as Warningcamp Hill) this could be regarded as an erosion of tranquillity to some extent. The downgrading of the road along the existing alignment of the A27 would potentially reduce the intrusion of vehicle movements and road noise as experienced from nearby parts of G4 (displacing it a little further south, albeit perhaps more exposed on the elevated section of highway). However, it is unlikely that there would be any physical changes along the alignment of the existing A27 which would have notable implications for B4. On balance = NEGLIGIBLE magnitude of change	
Fieldwork Representative Receptor group 1 Arun to Adur Open Downs *(Springhead and Rackham Hills, and Wepham Down)*	*Key components (landscape (Scenic quality / tranquillity)):-* • Generally, impressive wide views. • Open and exposed. • Movement of (high-sided) vehicles on the current A27 route is apparent, but doesn't cause significant distraction due to distance and scale of the panoramic context. • The current A27 does not cause road noise intrusion on Receptor group 1 due to distance. • High levels of relative tranquillity	• National Park designation. • Some representative viewpoints on the South Downs Way National Trail = (Very) High value	+	• Option 1 is unlikely to have undue consequences for maintaining the baseline situation of the landscape receptor's scenic quality / tranquillity. • Option 1 is unlikely to have implications for SDNPA's ability to fulfil its statutory purposes in respect of this landscape receptor = Low susceptibility to change	=	MODERATE landscape sensitivity	*Landscape change (Scenic quality / tranquillity):-* It is not thought likely that any increase in road noise would be noticeable from Springhead and Rackham Hills, or Wepham Down, due to the distance between the road improvement scheme and the receptors. Similarly, distance is likely to limit any increase in awareness of the movement of vehicles experienced from the South Downs Way at Springhead and Rackham Hills. However, receptors in closer proximity to the road improvements, such as those at Wepham Down / Peppering Lane, may experience some increased awareness of the movement of vehicles projecting into the valley floor close to the town of Arundel, as a consequence of the creation of an elevated section of highway (by way of embankments forming a route with a gentler grade than the natural surrounding landform) traversing the eastern lower valley side. On balance = LOW ADVERSE magnitude of change	*Landscape effects:-* MODERATE / MINOR ADVERSE
	Key components (visual (view composition)):- • Foreground of large, open fieldscape, with some tree-belts. • Eye is drawn to the valley bottom • Middle-distance views of the valley bottom, with intricate pattern of small to medium-sized fields and network of hedgerows / trees. • Arundel Castle is the key focal point, comfortably situated at the southern end of a woodland block on the western valley side • Atmospheric haze tends to reduce the clarity of the distant and far distant view components • Distant views of the wide, flat, lower valley include a network of fields with vegetated edges, appearing intricate at this distance. • Far distant views to the coast.	• Views within the National Park • Some representative viewpoints on the South Downs Way National Trail = (Very) High value	+	People engaged in outdoor recreation (walking / horse-riding / cycling), whose attention is likely to be focussed on the visual amenity. Expectations of visual amenity likely to be particularly high due to location within SDNP / in places on the South Downs Way National Trail. = (Very) High susceptibility to change	=	(VERY) HIGH visual sensitivity	*Visual change (view composition):-* • Foreground views would remain unchanged • Focus of view would remain unchanged, although movement of vehicles on the proposed elevated section of highway nearby could be distracting. • Middle distant view would remain unchanged • In the distance, the new section of road elevated projecting into the valley floor would be visible, and appear contrary to the natural topography of the relatively steep lower valley side. The proposed road would also interrupt the intricate pattern of small to medium-sized fields, and would require some clearance of hedgerows / trees. The macadam surface of the road would be contrary to the existing fieldscape. The presence of highway infrastructure (such as lighting and signage) and vehicles would also be contrary to the existing simple visual composition. However, at distance, the visual change would occupy a small proportion of the view composition. • Far distant views would remain unchanged. • Atmospheric haze would reduce the clarity of the visual change in the distant view composition. On balance = LOW ADVERSE magnitude of change	*Visual effects:-* MODERATE ADVERSE

Fieldwork Representative Receptor group 2 Angmering and Clapham Wooded Estate Downland *(Including Highdown Hill)*	*Key components (landscape (Scenic quality / tranquillity)):-* • Impressive panoramic views (from Highdown Hill (representative viewpoint 6)) • Highdown Hill is open and exposed, and has a sense of elevation • Warningcamp Hill (representative viewpoint 5) has a more vegetated context (with field boundary hedgerows and nearby tree-belts / woodland clumps), so has more perceived shelter. • Highdown Hill is relatively tranquil, though is a popular recreation destination and as such lacks a sense of isolation • Warningcamp Hill is relatively tranquil. • The current A27 between Arundel and Crossbush does not cause road noise intrusion on Receptor group 2 due to distance. • Movement of (high-sided) vehicles on the current A27 route between Arundel and Crossbush is apparent from Highdown Hill, but negligible	• National Park designation. • Highdown Hill is a popular recreational destination • Highdown Hill is a Scheduled Monument = (Very) High value	+	• Option 3 is unlikely to have undue consequences for maintaining the baseline situation of the landscape receptor's scenic quality / tranquillity, although the movement of vehicles along an embankment across the lower valley side could have implications for the experience of receptors at Warningcamp Hill, who may regard the vehicular movement as slightly distracting, thereby slighting compromising tranquillity. • However, Option 3 is unlikely to have noteworthy implications for SDNPA's ability to fulfil its statutory purposes in respect of this landscape receptor = Low susceptibility to change	=	MODERATE landscape sensitivity	*Landscape change (Scenic quality / tranquillity):-* It is not thought likely that any increase in road noise would be noticeable from Warningcamp Hill, or Highdown Hill, due to the distance between the road improvement scheme and the receptors. Similarly, distance is likely to limit any increase in awareness of the movement of vehicles experienced from from Highdown Hill. However, receptors in closer proximity to the road improvements, such as those at Warningcamp Hill, may experience some increased awareness of the movement of vehicles projecting into the valley floor close to the town of Arundel, as a consequence of the creation of an elevated section of highway (by way of embankments forming a route with a gentler grade than the natural surrounding landform) traversing the eastern lower valley side. This movement would be exacerbated as a consequence of the proposed highway being a dual carriageway rather than single as at present. The effect could be distracting, and regarded as detrimental to scenic quality. The downgrading of the road along the existing alignment of the A27 would displace road noise and the visual intrusion of vehicular movements further south, increasing the distance between the receptor and the source. Nevertheless, some adverse change would still be experienced from Warningcamp Hill. On balance = LOW ADVERSE magnitude of change	*Landscape effects:-* MINOR / MODERATE ADVERSE
	Key components (visual (view composition)):- • Foreground of large, open fieldscape, with some tree clumps at the edges • At Highdown Hill, middle-distance views are obscured by landform • At Warningcamp Hill, middle-distance views are of the woodland and field covered hillside at Batworthpark • Eye is drawn to Arundel Castle (a distant feature, seen from Highdown Hill, or in the middle-distance seen from Warningcamp Hill). • Distant views of the wide, flat, lower valley include a network of fields with vegetated edges, appearing intricate at this distance (particularly from Highdown Hill, from which distance the features are barely discernible).	• Views within the National Park • Highdown Hill is a Scheduled Monument • Highdown Hill is a well-used recreational destination and informally recognised panoramic viewpoint = (Very) High value	+	People engaged in outdoor recreation (walking), whose attention is likely to be focussed on the visual amenity. Expectations of visual amenity likely to be particularly high due to location within SDNP. Highdown Hill is a well-used recreational destination / informally recognised panoramic viewpoint. = High susceptibility to change	=	HIGH visual sensitivity	*Visual change (view composition):-* • Foreground views would remain unchanged • Focus of view would remain unchanged, although movement of vehicles on the proposed elevated section of highway nearby could be distracting. • From Warningcamp Hill, the new section of road elevated projecting into the valley floor would be visible in the middle-distance, and appear contrary to the natural topography of the adjacent wooded hillside at Batworthpark. The proposed road would require some clearance of hedgerows / trees. The macadam surface of the road would be contrary to the existing fieldscape. The presence of highway infrastructure (such as lighting and signage) and vehicles would also be contrary to the existing simple visual composition. However, the landform within the foreground, and the promontory of the hillside at Batworthpark would limit the proportion of the proposed road alignment relative to the overall view compositon. • From Warningcamp Hill, the proposed elevated section of road may partially obscure the distant view composition of the intricate pattern of small to medium-sized fields within the valley floor. However, this visual change would occupy a small proportion of the view composition. • From Highdown Hill, there would be no change to the middle-distance (obscured by foreground landform). In distant views, it is not thought that the proposed Option 1 route would be discernible, particularly taking into account landform and tree-cover at Crossbush which would obscure views of the proposed road (including the elevated section) beyond, at least in part. On balance = LOW ADVERSE magnitude of change	*Visual effects:-* MODERATE ADVERSE
Fieldwork Representative Receptor group 3	*Key components (landscape (Scenic quality / tranquillity)):-* • Sense of openness	• Setting of the National Park	+	• Option 1 is likely to cause undue consequences for maintaining the baseline	=	HIGH landscape sensitivity	*Landscape change (Scenic quality / tranquillity):-* The creation of an elevated section of highway (by way of embankments forming a route with a gentler grade than the natural	*Landscape effects:-*

Arun valley floor	• Movement of (high-sided) vehicles on the current A27 route between Arundel and Crossbush is apparent (and intrusive at viewpoints within a close vicinity, such as at representative viewpoint 7 and representative viewpoint 18). • The current A27 between Arundel and Crossbush causes some road noise intrusion at locations in relatively close vicinity • The broad perception of the valley floor is of an empty, still and tranquil place, although the tranquillity is interrupted by traffic on the current A27 route, and periodically by trains moving along the railway line.	• Some scenic quality is consistent with upper valley floor within the SDNP = High value		situation of the landscape receptor's scenic quality / tranquillity • Option 3 may have some effect on SDNPA's ability to fulful its statutory purpose of 'promoting opportunities for the understanding and enjoyment of the special qualities', since the potentially compromised scenic quality (and tranquillity) is consistent with / provides context to / is relevant to the understanding of the SDNP landscape. = High susceptibility to change		surrounding landform) traversing the eastern lower valley side would inevitably expose the receptors to increases in road noise, and vehicular movement. This would be exacerbated by the proposed road improvement being a dual carriageway rather than single as at present. This movement and road noise could be distracting, and regarded as detrimental to scenic quality and an erosion of tranquillity in an otherwise quiet and peaceful landscape. Although the downgrading of the road along the existing alignment of the A27 could be regarded as a positive intervention locally (as experienced for instance from the Monarchs Way on the southern bank of the River Arun, north of the existing A27 route), with regards to receptor group 3 as a whole the intrusion of vehicle movement and road noise would merely be displaced a short distance to the south rather than reduced. = (Very) HIGH ADVERSE magnitude of change (relating to the SDNP)	MAJOR ADVERSE (relating to the SDNP)
	Key components (visual (view composition)):- • Impressive wide, open views • Foreground of large, flat fieldscape, crossed by drainage ditches / rifes. Sparce tree-cover and hedgerows. • The wide River Arun, with concrete reinforced banks, is a major feature visible from some viewpoints in the centre of the valley floor • From viewpoints at the outer edges of the floodplain, the River Arun is generally obscured by the flood defence berms either side of it • The railway line, (elevated on an embankment throughout its course along the valley floor) is clearly visible from viewpoints to the eastern edge of the floodplain. The embankment obscures views beyond (i.e. the full width of the valley floor is not apparent) • The town of Arundel, with the Castle and the Cathedral sits in the middle-distance view. • The eye is drawn to Arundel Castle, a clear focal point • Backdrop tends to be of distant high ground, and is broadly wooded, (except the exposed downland, rolling topography, generally seen behind Arundel Castle (in the north)).	• Landform / features within the National Park forms a coherent backdrop to the visual composition. • Some existing routes through the valley floor (including the railway line) are regarded as the likely access to the SDNP for recreational users. • Arun District Council aspiration to upgrade footpath 206 (on the top of the western flood defence berm alongside the River Arun), to a cycle route linking Littlehampton to Arundel • Representative viewpoint 7 is on the Monarchs Way, regional trail = (Very) High value	+	People engaged in outdoor recreation (walking on footpaths 206 and 2207), and railway passengers whose attention is likely to be focussed on the visual amenity. Road users on Ford Road are less likely to have their attention focussed on visual amenity. However, it is considered that on balance visual receptors in this group would have relatively high expectations of visual amenity. = Moderate to High susceptibility to change	=	*Visual change (view composition):-* The new section of elevated roadway traversing the eastern lower valley side would be clearly visible throughout the Arun Valley floor. The visual component of a linear embankment would be contrary to the baseline visual component of the natural surrounding landform, given the gentler grade of the roadway on top of the embankment. The proposed elevated road would be perpendicular to the flood defence banks either side of the river, and the railway embankment. The macadam surface and presence of highway infrastructure (such as lighting and signage) and vehicles would also be contrary to the prevailing baseline visual composition. The proposed road would require some clearance of hedgerows / trees. It would also interrupt the pattern of fieldscape, potentially leaving remnant small parcels of fields which would no longer be agriculturally viable. These could become neglected and occupied by scrubby vegetation growth, which would be contrary to the baseline visual components. The introduction of a road into the view composition could in-part obscure the high-ground in the distant view composition, and may divert attention away from the baseline focus on Arundel with its Castle. = HIGH ADVERSE magnitude of change	*Visual effects:-* MAJOR ADVERSE

Fieldwork Representative Receptor group 4 Arun valley floor / coastal plain	*Key components (landscape (Scenic quality / tranquillity)):-* • Urban fringe influences (including expanding settlement, busy roads and industrial scale agriculture) are broadly perceived. • Movement or road noise from the current A27 is not apparent. • The flat floodplain landform dominates the landscape character. • A sense of connection with the landscape character of the SDNP is reduced, though some visual interconnectivity is important (see below)	• Setting of the National Park • Scenic quality is eroded by urban influences • Broad disconnect with the landscape character of the SDNP = Low value	+	• Option 1 is unlikely to have undue consequences for maintaining the baseline situation of the landscape receptor's scenic quality / tranquillity. • Option 1 is unlikely to have implications for SDNPA's ability to fulfil its statutory purposes in respect of this landscape receptor = Low susceptibility to change	=	LOW sensitivity	*Landscape change (Scenic quality / tranquillity):-* It is not thought likely that any increase in road noise, or awareness of vehicle movements would be noticeable from receptors in the lower part of the Arun valley floor within the coastal plain, due to the distance between the road improvement scheme and the receptors, and also because of the intervening railway embankment which curtails visual interconnectivity. Accordingly, the scenic quality / tranquillity of these receptors would remain unchanged. = NIL magnitude of change (relating to the SDNP)	*Landscape effects:-* NEUTRAL (relating to the SDNP)
	Key components (visual (view composition)):- • Intermittent foreground of large, flat fieldscape. Sparce tree-cover and hedgerows. Wide, open views. • Elsewhere, views are curtailed by roadside vegetation or nearby built-form. • Where not curtailed at close-range, middle-distant views include the railway line, (elevated on an embankment throughout its course along the valley floor). The embankment obscures views beyond (i.e. the full length of the valley floor is not apparent) • Where views are not curtailed at close-range, the town of Arundel, with the Castle and the Cathedral sits in the distance view, beyond (above) the intervening railway embankment. • The eye is drawn to Arundel Castle, a clear focal point • The far distant backdrop to views of Arundel tend to be of broadly wooded high ground, and the exposed downland, rolling topography.	• In places, landform / features within the National Park forms a coherent (but distant) backdrop to the visual composition. • No formal or informal recognition of any viewpoint = Low value	+	Road users, unlikely to have their attention focussed on visual amenity. Visual receptors in this group are outside of the SDNP, and are likely to have limited expectations of visual amenity. = Low susceptibility to change	=	LOW visual sensitivity	*Visual change (view composition):-* None of the key visual components would be likely to change as a consequence of road option 1. = NIL magnitude of change (relating to the SDNP)	*Visual effects:-* NEUTRAL
Fieldwork Representative Receptor group 5 Lyminster / Crossbush valley side	*Key components (landscape (Scenic quality / tranquillity)):-* • Relatively intimate scaled landscape, of small to medium-sized pasture fields, with a relatively high degree of tree cover, and loosely bound by hedgerows • A sense of the relationship with the valley is perceived through the gently undulating landform. • Movement of vehicles on the current A27 route rising up to Crossbush from Arundel railway station is particularly apparent and intrusive. • The current A27 causes some road noise intrusion. • Tranquillity is eroded by the movement and noise of traffic on the A27	• Setting of the National Park • Some landscape components are consistent with Arun valley sides, within the SDNP, though the experience / tranquilly is eroded to some extent by intrusive movement and noise of the A27 = Moderate value	+	• Option 1 is very likely to cause undue consequences for maintaining the baseline situation of the landscape receptor's scenic quality / tranquillity • Option 1 may have some effect on SDNPA's ability to fulful its statutory purpose of 'promoting opportunities for the understanding and enjoyment of the special qualities', since the potentially compromised scenic quality (and tranquillity) is consistent with / provides context to / is relevant to the understanding of the SDNP landscape. = High susceptibility to change	=	HIGH landscape sensitivity	*Landscape change (Scenic quality / tranquillity):-* Receptors at the Lyminster / Crossbush valley side would experience substantial increases in road noise, and vehicular movement across the lower Arun valley floor, and through the undulating farmland of the valley sides. This would be as a consequence of traffic being experienced at very close range (cutting through the undulating farmland), and stretching further away on an elevated section of highway (carried on embankments forming a route with a gentler grade than the natural surrounding landform) traversing the eastern lower valley side. This would be exacerbated by the proposed road improvement being a dual carriageway rather than single as at present. This movement and road noise can be regarded as an erosion of the scenic quality / tranquillity, though it is noted that some road noise and vehicle movements on the existing A27 is a baseline conditions. The downgrading of the road along the existing alignment of the A27 could be regarded as a positive intervention to the scene north of receptor location 8, and could potentially improve the relationship of this landscape's scenic quality with that of the adjacent SDNP (truncated by the A27 at present). However, the complete 360° experience at that location would be fundamentally compromised by intrusive of vehicle movement and road noise at very close range.	*Landscape effects:-* MAJOR ADVERSE (relating to the SDNP)

							On balance = HIGH ADVERSE magnitude of change (relating to the SDNP)	
	Key components (visual (view composition)):- • Foreground of small to medium-sized fieldscape pasture, with some loose-woodland pasture, bound by hedgerows with hedgerow trees. • The existing route of the A27 is visible just beyond the foreground scene, on an incline to the north-east, and also to the south-east at its highest point (the Crossbush junction) where lighting and road signs break the skyline and are a clear feature which is incongruous with the rest of the scene. • Middle distant views to the north-west are of the town of Arundel, filtered through the foreground woodland pasture. The eye is particularly drawn to Arundel Castle, a clear focal point • Middle-distant views to the north-east of the woodland block at Batfordpark, filtered through the foreground woodland pasture, and as a continuation of it. • Middle-distant views to the south-west are of the distinctively flat valley floor fieldscape, notably devoid of tree-cover / hedgerows. From the slightly elevated position of representative viewpoint 9, the drainage ditches / rifes crossing the valley is particularly apparent, as is the railway line elevated on an embankment. • Distant views to the north are filtered through the foreground woodland pasture. However, the upper Arun Valley is visible with the distinctively flat valley bottom and network of reclaimed pastures, with the smooth ascent of the valley sides to the upland landscape (generally wooded to the west of the valley, and exposed downland with distinctive rolling topography to the east of the valley).	• Landform / features within the National Park forms a coherent backdrop to the visual composition. • Visual components within the foreground are broadly consistent with nearby features within the SDNP (Arun valley sides) • No formal or informal recognition of viewpoint) = Moderate value	+	People engaged in outdoor recreation (walking on footpath 2207), whose attention is likely to be focussed on the visual amenity. Visual receptors in this group are outside of the SDNP, though are either moving towards or existing the SDNP. On balance it is considered that these visual receptors are likely to have modest expectations of visual amenity. = Moderate susceptibility to change	=	MODERATE visual sensitivity	*Visual change (view composition):-* All components of the view composition at viewpoint 8 would be fundamentally compromised by the introduction of a dual carriageway, with its associated hardstanding, infrastructure (including lighting and signage) and vehicles, which would occur at very close range, obscuring (or at least wholly detracting from) the middle-distance and distance views. = (VERY) HIGH ADVERSE magnitude.	*Visual effects:-* MAJOR / MODERATE ADVERSE
Fieldwork Representative Receptor group 6 Binstead Wood / Tortington Common	*Key components (landscape (Scenic quality / tranquillity)):-* • Small-scale, enclosed space. • A dynamic scene, with notable seasonal variations. • Generally peaceful / high degree of tranquilly (except where adjacent to the existing A27)	• National Park designation. • Binstead Wood is an ancient woodland, typical of the Wooded Downland landscape character. = (Very) High value	+	• Option 1 is unlikely to have undue consequences for maintaining the baseline situation of the landscape receptor's scenic quality / tranquillity. • Option 1 is unlikely to have implications for SDNPA's ability to fulfil its statutory purposes in respect of this landscape receptor = Low susceptibility to change	=	= MODERATE landscape sensitivity	*Landscape change (Scenic quality / tranquillity):-* It is not thought likely that any increase in road noise, or awareness of vehicle movements would be noticeable from receptors within Binsted Wood / Tortington Common (as observed by field survey), due to the screening nature of the tree-cover. Accordingly, the scenic quality / tranquillity of these receptors would remain unchanged. = NIL magnitude of change *N.B. it should be noted that receptors at the edges of the woodland may experience an adverse change to scenic quality / tranquillity, and these potential effects are addressed more broadly, in relation to SDILCA B1.*	*Landscape effects:-* NEUTRAL
	Key components (visual (view composition)):- • Views of close-range tree-cover • Woodland floor includes some ditches, and occasional lanes / footpaths cutting through the tree cover. Shrub understorey is not a major component of the scene. • Sky is largely absent from the view composition	• Views within the National Park • No formal or informal recognition of any specific viewpoint	+	People engaged in outdoor recreation (walking, with horse-riding / cycling also possible on Binsted Lane and Old Scotland Lane (bridleway)), whose attention is likely to be focussed on the visual amenity. Expectations	=	HIGH visual sensitivity	*Visual change (view composition):-* None of the key visual components would be likely to change as a consequence of road option 1. = NIL magnitude of change	*Visual effects:-* NEUTRAL

	• Distant views are curtailed	= High value		of visual amenity likely to be particularly high due to location within SDNP. = High susceptibility to change				
Fieldwork Representative Receptor group 7A Tortington / Binsted / Walberton farmland (southern part, around Binsted Lane)	*Key components (landscape (Scenic quality / tranquillity)):-* • A rural scene, with a relatively high proportion of tree-cover, and hedgerows at field edges • Landform is variable, with some particularly flat fieldscape, to some intimate hidden valleys, and generally undulating fieldscape elsewhere • Vegetation and landform tends to promote a sense of enclosure. • A perceived relationship with the wooded estate downland, with some continuity of landscape features, and a backdrop of woodland • Generally peaceful and still, with high degree of tranquilly	• Setting of the National Park • Some landscape components are consistent with the Wooded Estate Downland, within the SDNP. = High value	+	• Option 1 is unlikely to have undue consequences for maintaining the baseline situation of the landscape receptor's scenic quality / tranquillity. • Option 1 is unlikely to have implications for SDNPA's ability to fulfil its statutory purposes in respect of this landscape receptor = Low susceptibility to change	=	= MODERATE landscape sensitivity	*Landscape change (Scenic quality / tranquillity):-* It is not thought likely that any increase in road noise, or awareness of vehicle movements would be noticeable from receptors within the Tortington / Binsted / Walberton farmland (as observed by field survey), due to the intervening mass of Binsted Wood / Tortington Common, which is effective in screening visual and audial interconnectivity. Accordingly, the scenic quality / tranquillity of these receptors would remain unchanged. = NIL magnitude of change (relating to the SDNP)	*Landscape effects:-* NEUTRAL (relating to the SDNP)
	Key components (visual (view composition)):- • Foreground views from publicly accessible viewpoints are often curtailed to some extent at close-range by hedgerows lining rural lanes. • Filtered foreground views, or those which occur un-curtailed, are generally of small to medium-sized fieldscape, with a mixture of arable and pastoral agriculture, bound by hedgerows with hedgerow trees, and some tree-belts. • The Avisford Park Golf course / grounds of the Avisford Park Hotel is also a notable influence on foreground views for receptors in the west of the group. Here the spaces are more enclosed than the fieldscapes, with an increase in tree-cover / blocks of trees. The intimate hidden valley the west of St. Mary's church at Binstead also features a higher proportion of vegetation including scrubby shrubs. • Middle-distant views tend to be of a tree'd horizon, including the woodland of the adjacent Wooded Estate Downland. • Distant views are limited by intervening vegetation and landform, and not generally considered to be a key visual component, except at receptors in the east of the group, close to the Arun Valley. Here long-views over the distinctively flat valley bottom with its network of reclaimed pastures is afforded.	• Features within the National Park (particularly Binstead Wood) forms a coherent backdrop to the visual composition. • Visual components within the foreground are broadly consistent with nearby features within the SDNP (Wooded Estate Downland / Arun valley sides) • No formal or informal recognition of viewpoint) = Moderate value	+	Mostly road users, although the locations of visual receptors within this group are generally on rural lanes, and 2 public footpaths. Generally, these receptors are likely to be people engaged in outdoor recreation (walking / horse-riding / cycling), whose attention is likely to be focussed on visual amenity. Visual receptors in this group are outside of the SDNP, though are either moving towards or existing the SDNP. On balance it is considered that these visual receptors are likely to have modest expectations of visual amenity. = Moderate susceptibility to change	=	MODERATE visual sensitivity	*Visual change (view composition):-* None of the key visual components would be likely to change as a consequence of road option 1. = NIL magnitude of change (relating to the SDNP)	*Visual effects:-* NEUTRAL (relating to the SDNP)
Fieldwork Representative Receptor group 7B Tortington / Binsted / Walberton farmland (northern part around Binsted Park)	*Key components (landscape (Scenic quality / tranquillity)):-* • A rural scene, with a relatively high proportion of tree-cover, and hedgerows at field edges • Landform is variable, with some particularly flat fieldscape, to some intimate hidden valleys, and generally undulating fieldscape elsewhere • Vegetation and landform tends to promote a sense of enclosure. • A backdrop of woodland	• National Park designation. • Key landscape components are typical of the Wooded Estate Downland. = High value	+	• Option 1 is unlikely to have undue consequences for maintaining the baseline situation of the landscape receptor's scenic quality / tranquillity. • Option 1 is unlikely to have implications for SDNPA's ability to fulfil its statutory purposes in respect of this landscape receptor	=	= HIGH landscape sensitivity	*Landscape change (Scenic quality / tranquillity):-* It is not thought likely that any increase in road noise, or awareness of vehicle movements would be noticeable from receptors within the Tortington / Binsted / Walberton farmland (as observed by field survey), due to the intervening mass of Binsted Wood / Tortington Common, which is effective in screening visual and audial interconnectivity. Accordingly, the scenic quality / tranquillity of these receptors would remain unchanged. = NIL magnitude of change (relating to the SDNP)	*Landscape effects:-* NEUTRAL (relating to the SDNP)

	• Generally peaceful and still, with high degree of tranquilly			= Low susceptibility to change				
	Key components (visual (view composition)):- • Foreground views from publicly accessible viewpoints are often curtailed to some extent at close-range by hedgerows lining rural lanes, footpaths and bridleways. • Filtered foreground views, or those which occur un-curtailed, are generally of medium to large-sized fieldscape, mostly arable farming, bound by hedgerows with hedgerow trees, and a notable presence of tree-belts. • Middle-distant views tend to be of a tree'd horizon, including the adjacent Binsted Wood, and woodland at Tortington Common. • Distant views are limited by intervening vegetation and landform, and not generally considered to be a key visual component, except at receptors in the east of the group, close to the Arun Valley. Here long-views over the distinctively flat valley bottom with its network of reclaimed pastures is afforded.	• Views within the National Park • No formal or informal recognition of any specific viewpoint = High value	+	Mostly users of public footpaths, bridleways and rural lanes. Generally, these receptors are likely to be people engaged in outdoor recreation (walking / horse-riding / cycling), whose attention is likely to be focussed on visual amenity. Visual receptors in this group are outside of the SDNP, though are either moving towards or exiting the SDNP. On balance it is considered that these visual receptors are likely to have modest expectations of visual amenity. = Moderate susceptibility to change	=	= HIGH visual sensitivity	*Visual change (view composition):-* None of the key visual components would be likely to change as a consequence of road option 1. = NIL magnitude of change (relating to the SDNP)	*Visual effects:-* NEUTRAL (relating to the SDNP)

Fieldwork Representative Receptor group 8
Arundel Wooded Estate Downland
	Key components (landscape (Scenic quality / tranquillity)):-
	• A rural scene, varying in scale:-
	  • large open / exposed fieldscape with large blocks of woodland as a backdrop
	  • More comfortably scaled estate parkland surrounded by woodland blocks, with individual parkland trees and clumps of trees standing within the spaces.
	• Gently sloping topography
	• Generally peaceful and still, with high degree of tranquilly
	• However, in places tranquillity is eroded to some extent by the movement and noise of traffic on the existing A27, at the edge of the open space to the south of Long lane (public footpath).
		• National Park designation.
		• Arundel Park (Grade II* Registered historic park)
		• Hiorne Tower is at Grade II* Listed building, and also recognised as a Landmark by SDNPA's 'Viewshed Analysis' study.
		• Representative viewpoint 37 is on the Monarchs Way, regional trail
		= (Very) High value
			+	• Option 1 is unlikely to have undue consequences for maintaining the baseline situation of the landscape receptor's scenic quality / tranquillity.
				• Option 1 is unlikely to have implications for SDNPA's ability to fulfil its statutory purposes in respect of this landscape receptor
				= Low susceptibility to change
					=	MODERATE landscape sensitivity	*Landscape change (Scenic quality / tranquillity):-*
							Intervening tree-cover would curtail any visual or audial interconnectivity between receptors at Hiorne Tower and the proposed Option 1 road improvements. With regard to potential changes to the landscape experience from receptors at bridleway 415, clearance of existing roadside vegetation in order to accommodate the widening of the carriageway appears to be predominantly to the southern side of the existing A27, with the existing situation to the north (specifically around Park Farm Cottages and the White Swan public house) being largely retained in-situ. As-such, the existing tree-cover and vegetation around these properties is likely to be unchanged by the proposed road improvements, and their effectiveness as a screen would remain intact. Accordingly, it is not thought likely that any increase in road noise, or awareness of vehicle movements would be noticeable from receptors at bridleway 415. Accordingly, the scenic quality / tranquillity of the receptors within the Arundel Wooded Estate Downland (as observed by field survey) would remain unchanged.
							= NIL magnitude of change
							<u>Highways England technical drawings provided to-date do not indicate where any temporary road for construction phase would be situated. As-such, the magnitude of change, and accordingly the significance of landscape effects on this receptor group could be greater.</u>
								Landscape effects:-
								NEUTRAL

	Key components (visual (view composition)):- • At Long Lane (representative viewpoint 36), foreground of large, open arable fieldscape. • At Hiorns Tower (representative viewpoint 37) foreground of medium-sized, open estate parkland (grazed grassland), with occasional individual parkland trees and tree clumps standing within the space. • At Long Lane, vehicles (particularly high-sided vehicles) travelling along the existing A27 are apparent between the foreground and middle distance.	• Views within the National Park • Arundel Park (Grade II* Registered historic park) • Hiorne Tower is at Grade II* Listed building • Representative viewpoint 37 is on the Monarchs	+	People engaged in outdoor recreation (walking / horse-riding / cycling), whose attention is likely to be focussed on the visual amenity. Expectations of visual amenity likely to be particularly high due to location within SDNP / in places on the Monarchs Way Regional Trail.	=	(VERY) HIGH visual sensitivity	*Visual change (view composition):-* At Hiorns Tower, the Foreground, Middle-distant and Distant view components of the view composition would not be likely to be change as a consequence of the Option 1 road improvement. At Long Lane, the Foreground and Distant view components of the view composition would be un-changed by the Option 1 road improvement. However, some changed to view components between the foreground and the middle-distance may be discernible, where the existing A27 carriageway would increase in width, possibly requiring some clearance of roadside vegetation to the. The additional hardstanding of the road surface may be visible, as well as an increase in vehicles and highway infrastructure such as	*Visual effects:-* NEUTRAL

	• At Long Lane, the middle-distant view is of wide, sprawling woodland (Binstead wood), forming a dark mass in the visual composition. • At Hiorns Tower the near middle-distant view is of woodland blocks edges to the estate parkland spaces. • At Long Lane, far distant views to the coastal plain, built-form at Littlehampton and the English Channel are afforded. This part of the view composition is very wide and horizontal. • At Hiorns Tower, distant views are curtailed by the wooded edges of the estate parkland.	Way, regional trail = (Very) High value		= (Very) High susceptibility to change			signage and lighting. However, it is thought that the widening works would leave the northern side of the carriageway (i.e. facing the representative visual receptor) largely in-tact, and as-such any changes in the view composition would be loosely screened by the existing, retained roadside vegetation. On balance = NEGLIGIBLE magnitude of change	
Fieldwork Representative Receptor group 9 Arundel town	*Key components (landscape (Scenic quality / tranquillity)):-* • An urban context, with prevalent built-form and hardstanding. • The receptors are located within the Conservation Area, and many of the components of this landscape have a historic significance. • Public perception of time-depth / historic features • Arundel Castle dominates the town (and is immediately adjacent to receptor 57) • The town is situated on a hill, with steeply sloping streets down to the river • The rural setting of the town is apparent, on lower ground beyond the river • The existing A27, with associated noise and vehicular movement is apparent, and a notable intrusion within the rural setting of the town. • The built-environment is not considered to be tranquil (given relatively high levels of human activity / vehicular movement (at low speed)).	• Setting of the National Park • Conservation Area • Several Listed Buildings, and Arundel Castle scheduled monument. = High value	+	• Option 1 is unlikely to have undue consequences for maintaining the baseline situation of the landscape receptor's scenic quality / tranquillity. • Option 1 is unlikely to have implications for SDNPA's ability to fulfil its statutory purposes in respect of this landscape receptor = Low susceptibility to change	=	MODERATE landscape sensitivity	*Landscape change (Scenic quality / tranquillity):-* The creation of an elevated section of highway (by way of embankments forming a route with a gentler grade than the natural surrounding landform) traversing the eastern lower valley side may expose receptors within the urban environment of Arundel to slight increases in road noise, and vehicular movement. This would be exacerbated by the proposed road improvement being a dual carriageway rather than single as at present, and as a consequence of it being elevated, allowing the intrusion of sound and movement to oversail surrounding vegetation which may otherwise soften the effect. The perceived effect of this movement and road noise could be more notable than actual, measurable increases, and could be regarded as distracting, and detrimental to scenic quality of the historic town's setting. Due to the narrowness of the connection between rural setting of the town and receptors (contained by built-form either side of streets), only receptors on Kings Arms Hill (by receptor 55) would experience (or perceive) an adverse landscape change as a consequence of the new road alignment. Receptors at Bakers Arms Hill (by receptor 56) and High Street (by receptor 57) would not experience (or perceive) any adverse landscape change as a consequence of the new road alignment, but would experience (or perceive) a beneficial landscape change as a consequence of downgrading the road along the A27's existing alignment. Noise and movement of vehicles travelling on the existing A27 is an existing detriment to the landscape experience from the town. However, those detrimental components would be largely erased as a consequence of downgrading the road, and considerably reducing the volume of traffic using it. = on balance NEGLIGIBLE magnitude of change (relating to the SDNP)	*Landscape effects:-* NEUTRAL
	Key components (visual (view composition)):- • Built-form either side of the view composition contains views to a relatively narrow field of vision. • Vertical elements in the foreground view composition generally consists of brick-built or rendered built-form to the sides (or the imposing stone walls of Arundel Castle in the case of receptor 57). • Horizontal elements in the foreground view composition generally consist of a hardstanding surface to a street, either stone slabs / cobbles (in the case of Kings Arms Hill (by receptor 55) and	• Views are from locations regarded as being the setting of the National Park • However, landform and built-form directs views away from the National Park. • Some visual components	+	People engaged in domestic activities, whose attention is not likely to be focussed on the visual amenity. However, other receptors may include people engaged in recreation (walking / cycling / shopping etc), and tourism (visiting and appreciating the historic attractions). Their attention is likely to be focussed on the visual amenity. Expectations of visual amenity likely to be	=	MODERATE visual sensitivity	*Visual change (view composition):-* The visual change would occur at a perpendicular angle in relation to the main activity of most receptors (i.e. those at receptor points 55 and 56, moving along Maltravers Street). However, the visual change may occur directly in the line of site for visual receptors moving in a south-easterly direction along Kings Arms Hill (receptor 55), Bakers Arms Hill (receptor 56) and High Street (receptor 57). • Foreground views would remain unchanged • Middle distant view would remain unchanged • The view composition between the middle-distance and the distance would change, although the nature of that change varies according to the receptor location.	*Visual effects:-* NEUTRAL

	Bakers Arms Hill (by receptor 56), and maccadam (in the case of High Street (by receptor 57). • Middle-distant views generally consist of built-form, and roofs of properties within the town at lower elevation, towards the valley floor. Receptor 55 also affords narrow views to the River Arun, in a heavily vegetated context between buildings. • Between the Middle distance and the distance, the view composition of the flat valley bottom consists of a green fieldscape, with a high degree of tree-cover / field boundary hedgerows. The existing course of the A27 (and vehicles travelling along the A27) is also visible cutting through this fieldscape. • The distant part of the view composition consisted of the heavily tree'd horizon of the hilltop on the opposite side of the valley, at Crossbush.	between the middle-distance and the distance are broadly consistent with nearby features within the SDNP (Arun valley bottom) • No formal or informal recognition of viewpoint) = Low value (in regard to SDNP)		particularly high due to location within a Conservation Area. = High susceptibility to change			• Due to the narrowness of the visual-connection between rural setting of the town and receptors (contained by foreground built-form either side of streets), only receptors on Kings Arms Hill (by receptor 55) would experience (or perceive) an adverse visual change as a consequence of the new road alignment. The new section of elevated road projecting into the valley floor would be visible to some extent, and would align directly with Kings Arms Hill, though may be partially obscured by an intervening tree-belt on the northern side of the existing A27 carriageway. The elevated road section would appear contrary to the natural topography of the relatively steep lower valley side. It would also interrupt the intricate pattern of small to medium-sized fields, and would require some clearance of hedgerows / trees. The macadam surface of the road would be contrary to the existing fieldscape, and the presence of highway infrastructure (such as lighting and signage) and vehicles would also be contrary to the existing rural visual components. However, it should be noted that the effect of the linear visual change stretching away from the visual receptor would be reletavely less than the effect of a linear visual change if it were to stretch horizontally across the view composition. The latter is not the case in relation to views from Kings Arms Hill. It should also be noted that relatively few receptors are likely to use Kings Arms Hill, and most receptors at viewpoint 55 would be using Maltravers Street, moving in a direction which is perpendicular to the view. Accordingly the magnitude of the visual effect is reduced. • Receptors on Bakers Arms Hill (by receptor 56) and High Street (by receptor 57) would experience (or perceive) a beneficial visual change as a consequence of downgrading the road along the A27's existing alignment. Vehicles travelling on the existing A27 is an existing detriment to the visual experience from the town. However, that detriment to the view composition would be largely erased as a consequence of downgrading the road, and considerably reducing the volume of traffic using it. • Distant views would remain unchanged. = on balance NEGLIGIBLE magnitude of change (relating to the SDNP)	

Appendix VI (2)

Potential effects of the proposed A27 Arundel section, on-line improvement (Option 5A), on the overall character of the surrounding landscape and the visual experience from within that landscape.

Receptor	Key baseline components	Sensitivity					Magnitude of change	Significance of effects
		Relative value	+	Susceptibility to specific landscape / visual change (inc. relationship to SDNPA Statutory Purposes)	=	Sensitivity		
SDILCA F4: Arun and Lower Rother Floodplain	*Key components (landscape):-* • Flat valley floor / floodplain, periodically waterlogged (Consistent with SC10) • Meandering course of the tidal River Arun, between artificial flood banks. (Consistent with SC10) • Far reaching views contained by valley sides. (Consistent with SC10) o Views towards Arundel Castle • Permanent pasture reclaimed from the floodplain. (Consistent with SC10) o Geometric grid of 'wet fences' • Absence of woody vegetation. (Consistent with SC10) • Valley is lush and pastoral in character, with ecologically important flora	• National Park designation. • Rare 'wet fences' • Ecologically important flora = (Very) High value	+	• Option 5A would have no direct, physical implications for SDILCA F4. • May have a limited effect on SDNPA's ability to fulfil both statutory purposes. In particular, possible implications for the *'far reaching views'*, with vehicle movement and road noise from the Option 5A route being apparent (locally) from within SDILCA F4. On balance = Moderate susceptibility to landscape change	=	HIGH landscape sensitivity	*Landscape change:-* No direct, physical implications for F4. However, the creation of a causeway stretching across the width of the lower Arun Valley floor may be apparent from parts of F4. (The nature of the change within the lower Arun Valley floor is described as part of the assessment of effects on SC10, below). The downgrading of the road along the existing alignment of the A27 would potentially reduce the intrusion of vehicle movements and road noise as experienced from F4. Instead, these intrusive elements would be displaced further to the south, at a greater distance from F4. However, it is unlikely that there would be any physical changes along the alignment of the existing A27 which would have notable implications for F4. Nevertheless, the physical changes associated with the proposed road improvement option 5A may have implications for the appreciation of several key landscape components which are clearly contiguous between F4 and SC10 (as described as part of the assessment of effects on SC10, below). In addition, the proposed road improvement Option 5A could have notable implications for the enjoyment of far reaching views from within F4 On balance = LOW ADVERSE magnitude of change	*Landscape effects:-* MODERATE ADVERSE
WSCC LCA SC10: Lower Arun Valley	*Key components, relating to SDNP (landscape):-* • Flat valley floor / floodplain, periodically waterlogged (Consistent with F4) • Meandering course of the tidal River Arun, between artificial flood banks. (Consistent with F4) o Meanders and river width increasing in size • Far reaching views contained by valley sides. (Consistent with F4) o Views towards the chalk downs and Arundel • Permanent pasture reclaimed from the floodplain. (Consistent with F4) o Reclaimed areas extensive in size • Absence of woody vegetation. (Consistent with F4)	• Setting of the National Park • A broad consistency between key landscape components outside the SDNP, and those in the valley bottom within the SDNP = High value	+	• Option 5A would have direct, physical implications for WSCC LCA SC10 (with its route stretching across the width of the LCA). • It would fundamentally compromise key landscape components relating to the SDNP, such as the flat topography, far reaching views and permanent pasture. • May have a limited effect on SDNPA's ability to fulful its statutory purpose of 'promoting opportunities for the understanding and enjoyment of the special qualities', since the potentially compromised key components provide context to / relevant to the understanding of the SDNP landscape)	=	HIGH landscape sensitivity	*Landscape change:-* The creation of a causeway approximately 2km in length, stretching across the width of the lower Arun Valley floor from the arable fields south of Priory Farm, Tortington (in the west) to the pastoral fields south of Priory Farm, Crossbush (in the east), would require an embankment over the valley floor throughout that length, including elevations of up to 6m to bridge over Ford road, and up to 5m to bridge over the railway, and 2m over the centre of the valley floor. This would fundamentally change the nature of the flat valley floor, interrupting its continuous expanse between the railway (in the south at Ford and the east between Arundel junction and Arundel station) and the town of Arundel. This physical change would have implications for the experience of far reaching views towards the chalk downs and Arundel. There would also be physical implications for the Permanent pasture reclaimed from the floodplain, and implications for the appreciation of landscape components that are clearly contiguous between SC10 and F4. As-such, there is potential for this landscape change within the setting of the SDNP to compromise the ability to understand the special qualities if the SDNP landscape nearby. Although the downgrading of the road along the existing alignment of the A27 could be regarded as a positive intervention locally, with regards to SC10 as a whole the intrusion of vehicle movement and road noise would merely be displaced further south rather than reduced, and any physical changes along the alignment of the existing A27 are unlikely to have notable implications for SC10. = (Very) HIGH ADVERSE magnitude of change (relating to the SDNP)	*Landscape effects:-* MAJOR ADVERSE (relating to the SDNP)

				On balance = High susceptibility to landscape change				
SDILCA G4: Arun Valley Sides	*Key components (landscape):-* • Relatively steep valley sides, deeply indented by dry valleys • Pasture, chalk grassland and woodland occupy steeper slopes • Eastern side = large-scale arable fields • Western side = wooded character. Surviving early enclosures of late medieval date / Arundel Park, a major 18th century landscape park. • A string of villages surrounded by fields enclosed in the later medieval period. • fragmented road network of narrow rural lanes which often end in dead-ends. • tranquil, rural setting to the River Arun and its floodplain • Arundel Castle is a particularly distinctive landmark standing at a commanding position at the southern end of the Arun valley	• National Park designation • Arundel Park (Grade II* Registered historic park) • Arundel Castle (Scheduled Monument / Conservation Area) • Various scheduled monuments (archaeological earthworks) • Ancient woodlands = (Very) High value	+	• Option 5A would have no direct, physical implications for SDILCA G4. • May have a limited effect on SDNPA's ability to fulfil both statutory purposes. In particular, possible implications for the overall scenic value, with vehicle movement and road noise from the Option 5A route being apparent (locally) from within SDILCA G4. On balance = Moderate susceptibility to landscape change	=	HIGH landscape sensitivity	*Landscape change:-* No direct, physical implications for G4. However, the creation of a causeway stretching across the width of the lower Arun Valley floor may be apparent from parts of G4, though perhaps not from the more wooded western valley side. (The nature of the change within the lower Arun Valley floor is described as part of the assessment of effects on SC10, above). The downgrading of the road along the existing alignment of the A27 would potentially reduce the intrusion of vehicle movements and road noise as experienced from G4. Instead, these intrusive elements would be displaced further to the south, at a greater distance from G4. However, it is unlikely that there would be any physical changes along the alignment of the existing A27 which would have notable implications for G4. Nevertheless, the physical changes associated with the proposed road improvement option 5A may have implications for the appreciation of landscape components which are contiguous between G4 and SC12 (as described as part of the assessment of effects on SC12, below). On balance = NEGLIGIBLE magnitude of change	*Landscape effects:-* NEUTRAL
WSCC LCA SC8: Fontwell Upper Coastal Plain	*Key components, relating to SDNP (landscape):-* • A 'transitional landscape' • Scattered rural villages and farmsteads / intimate hidden valleys / winding lanes • Woody vegetation • Undulating Farmland • Views of the downs (and Arundel)	• Setting of the National Park • A good level of consistency between key landscape components outside the SDNP, and those in the wooded estate downland within the SDNP = High value	+	• Option 5A would have some direct, physical implications for a relatively modest part of WSCC LCA SC8 (with a section of the route passing through a succession of fields within SC8 from just south of Tortington Priory, to just east of Binsted Park, and another section of the route passing through a field just west of Pedler's Croft). • It would fundamentally compromise key landscape components relating to the SDNP, such as woody vegetation, undulating farmland, winding lanes and views to the downs. • May have a limited effect on SDNPA's ability to fulful its statutory purpose of 'promoting opportunities for the understanding and enjoyment of the special qualities', since the potentially compromised key components provide context to / relevant to the understanding of the SDNP landscape)	=	HIGH landscape sensitivity	*Landscape change:-* A section of the proposed road improvement option 3 takes a 1.3km route through a succession of fields within SC8 from just south of Tortington Priory, to just east of Binsted Park. Highways England technical drawings provided indicate that this stretch of road would continue from the causeway crossing the Arun Valley floodplain, bridging over Ford Road and on to a linear embankment, approximately 7m high. The road would continue into a cutting, 7.1m lower than the surrounding natural landform at its deepest point. This cutting provides the means for Tortington Lane to be carried over the proposed road. Further to the west the road alignment again rises up onto an embankment, which at its tallest point would be 7.5m higher than the surrounding natural landform. An additional 360m section of the proposed road passes through a field just west of Pedler's Croft, within SC8. Highways England technical drawings provided indicate that the southern stretch of this road would be elevated on a linear embankment, up to 4.7m higher than the surrounding natural landform. The northern stretch of this section of road would enter a cutting, 6.7m lower than the surrounding natural landform at its deepest point. The movement of vehicles and road noise would become more apparent, with implications for enjoyment of the scenic relationship with the downs (and Arundel), which may be curtailed by the proposed road improvement scheme from public footpaths 3403, 3401 and 3402, and a limited number of positions (amongst tree-cover) along the southern part of Tortington Lane. The physical changes associated with the proposed road improvement option 5A would have implications for the experience of the 'transitional landscape'. The physical changes may also have implications for the appreciation of landscape components which are contiguous between SC8 and B1 (e.g. the undulating Farmland and woody vegetation). As-such, there is potential for this landscape	*Landscape effects:-* MAJOR ADVERSE (relating to the SDNP)

				On balance = Moderate susceptibility to landscape change			change within the setting of the SDNP to compromise the ability to understand the special qualities of the SDNP landscape nearby. Downgrading the existing A27 is not likely to have any notable implications for SC8, since it's route is wholly outside the LCA and any changes would therefore only be experienced indirectly and at some distance. On balance = MAJOR ADVERSE magnitude of change (relating to the SDNP)	
WSCC LCA SC12: Angmering Upper Coastal Plain	*Key components, relating to SDNP (landscape):-* • Woody vegetation • Undulating Farmland	• Setting of the National Park • Some consistency between key landscape components outside the SDNP, and those in the wooded estate downland within the SDNP = Moderate value	+	• Option 5A would have some direct, physical implications for a relatively small part of WSCC LCA SC12 (with a relatively short section of the route passing through the farmland just West of Crossbush junction). • It would fundamentally compromise key landscape components relating to the SDNP, i.e. the woody vegetation, undulating farmland. • May have a limited effect on SDNPA's ability to fulful its statutory purpose of 'promoting opportunities for the understanding and enjoyment of the special qualities', since the potentially compromised key components provide context to / relevant to the understanding of the SDNP landscape) On balance = Moderate susceptibility to landscape change	=	MODERATE landscape sensitivity	*Landscape change:-* A section of the proposed road improvement option 5A passes through part of SC12, just south of Priory Farm, Crossbush, stretching approximately 400m from the existing A27 Crossbush junction in the east across 2 agricultural fields westwards. The Highways England technical drawings provided indicate that this stretch of road would be on an embankment in places elevated up to 1.5m over the surrounding fieldscape (rising up further still to meet the existing A27 junction at Crossbush). Highways England have also proposed a footbridge to carry PRoW 7 over the proposed carriageway within SC12, although no details of the height or form of that feature have been provided. The road would cut through gently undulating farmland, and clear their hedgerow / tree-belt field boundaries within its footprint. The movement of vehicles and road noise would become more apparent, especially from PRoW7 (eroding the sense of tranquillity experienced from that PRoW at present). The physical and experiential changes associated with the proposed road improvement option 5A would have implications for the appreciation of landscape components which are contiguous between SC12 and G4 (e.g. the tranquil, rural setting of undulating farmland and woody field boundaries). As-such, there is potential for this landscape change within the setting of the SDNP to compromise the ability to understand the special qualities of the SDNP landscape nearby. Although the downgrading of the road along the existing alignment of the A27 could be regarded as a positive intervention locally, with regards to SC12 as a whole the intrusion of vehicle movement and road noise would merely be displaced further south rather than reduced, and any physical changes along the alignment of the existing A27 are unlikely to have notable implications for SC12. On balance = MEDIUM ADVERSE magnitude of change (relating to the SDNP)	*Landscape effects:-* MODERATE ADVERSE (relating to the SDNP)
WSCC LCA SC9: Chichester to Yapton Coastal Plain	*Key components, relating to SDNP (landscape):-* • <u>Visual components only</u> (long views of the downs (and Arundel)). Considered within Receptor Group 4 below.	• Setting of the National Park • Relationship to the SDNP is visual only Scoped-out of landscape assessment		• Option 5A would have no direct, physical implications for LCA. • Unlikely to have implications for SDNPA's ability to fulfil its statutory purposes		Scoped-out of landscape assessment	*Landscape change:-* NIL (relating to the SDNP)	*Landscape effects:-* NEUTRAL (relating to the SDNP)
WSCC LCA SC11: Littlehampton and Worthing Finges	*Key components, relating to SDNP (landscape):-* • <u>Visual components only</u> (long views of the downs (and Arundel)). However, potential visual interconnectivity with the proposed Option 5A road improvements from areas within the LCA are curtailed by physical massing (tree-cover and built-form, around Lyminster).	• Setting of the National Park • Relationship to the SDNP is visual only		• Option 5A would have no direct, physical implications for LCA. • Unlikely to have implications for SDNPA's ability to fulfil its statutory purposes		Scoped-out of landscape assessment	*Landscape change:-* NIL (relating to the SDNP)	*Landscape effects:-* NEUTRAL (relating to the SDNP)

		Scoped-out of landscape assessment						
SDILCA A3: Arun to Adur Open Downs	*Key components (landscape):-* • Irregular fields of arable and pasture (consistent with B1) • Open (consistent with B1) o Very open / vast / large-scale fields • Deeply secluded / remote (consistent with B1) • Good pubic access (consistent with B1) • Large number of prehistoric and later earthworks (consistent with B1) • Rolling upland • Deep, narrow, rounded coombes (hidden dry valleys) • Unimproved chalk grassland which support nationally scarce plant species • Occasional scrub and woodland on steeper slopes and beech clumps on hill tops. • Dynamic landscape, with considerable seasonal variation	• National Park designation. • Nationally scarce chalk grassland species • Various scheduled monuments (archaeological earthworks) • Long views along the Arun valley • High level of tranquillity = (Very) High value	+	• Option 5A would have no direct, physical implications for LCA. • Unlikely to have implications for SDNPA's ability to fulfil its statutory purposes (aside from visual effects, considered within receptor Group 1, below). = Low susceptibility to change	=	MODERATE landscape sensitivity	*Landscape change:-* No direct, physical implications for A3. However, the creation of a causeway stretching across the width of the lower Arun Valley floor may be apparent from parts of A3. (The nature of the change within the lower Arun Valley floor is described as part of the assessment of effects on SC10, above). It is not thought likely that any increase in road noise would be noticeable from any part of A3 (due the distance between the road improvement scheme and the receptor). Similarly, an increased awareness of the movement of vehicles is thought to be unlikely from more distant parts of A3 (such as the South Downs Way), though at locations within A3 that are nearer to the road improvement scheme (such as Perry Hill) this could be regarded as an erosion of tranquillity to some extent. Downgrading the existing A27 is not likely to have any notable implications for A3, since it's route is wholly outside the LCA and any changes would therefore only be experienced indirectly and at some distance. On balance = NEGLIGIBLE magnitude of change	*Landscape effects:-* NEUTRAL
SDILCA B1: Goodwood to Arundel Wooded Estate Downland	*Key components (landscape):-* • Irregular fields of arable and pasture (consistent with A3) o Fields are straight-sided and linked by thick hedgerows • Open (consistent with A3) • Deeply secluded / remote (consistent with A3) • Good pubic access (consistent with A3) • Large number of prehistoric and later earthworks (consistent with A3) • Large woodland blocks • Arundel Park:- Designed parkland landscape / remnant deerpark with important visual influences – estate walls, avenues, follies.	• National Park designation • Arundel Park (Grade II* Registered historic park) • Various scheduled monuments (archaeological earthworks) • Ancient woodland = (very) High value	+	• Option 5A would have direct, physical implications for SDILCA B1 (with its route cutting through farmland (with tree belts / tree blocks) close to the southern edge of Binsted Wood / Tortington Common, and also through a block of woodland known as Barn's Copse). • It would fundamentally compromise the all of the key landscape components listed to the left, with the exception of Arundel Park. • The route passes through Ancient woodland (at Barn's Copse / Hundredhouse Copse / Little Danes Wood) • May have a critical effect on SDNPA's ability to fulful both of its statutory purposes. = High susceptibility to change	=	HIGH landscape sensitivity	*Landscape change:-* Within B1, a section of the proposed road improvement option 3 takes a 1.1km route through a succession of fields within SC8 from just east of Binsted Park to just south of Pedlers Copse. Highways England technical drawings provided indicate that this stretch of road would be raised up on a linear embankment, which at its tallest point would be 10.8m higher than the surrounding natural landform. This elevated feature allows for Binsted Lane to be carried beneath the proposed carriageway in an underbridge, and public footpath 342 to be carried beneath the proposed carriageway in a subway. The footprint of this linear embankment would require the clearance of 2 separate pieces of woodland, and at least 1 tree-belt, and 2 sections of field boundary hedgerows. It would also sever several fields, and create at least 1 remnant field which is likely to be too small to be agriculturally viable. Without active management, that small parcel of land could become neglected and occupied by scrubby vegetation growth, contrary to the prevailing landscape characteristics. Also within B1, an additional 865m section of the proposed road passes through 2 fields (either side of Binsted Lane) just to the west of Pedlers Copse, and on through a block of woodland known as Barn's Copse, to the point where the proposed carriageway would tie-in to the existing carriageway at the present junction with Yapton Lane / Shellbridge Road. Highways England technical drawings provided indicate that most of this stretch of road would be sunken into a cutting, which at its deepest point would be 8.3m deeper than the surrounding natural landform. This cutting provides the means for Binsted Lane to be carried over the proposed road (at which point, the cutting would be approximately 6.7m deep. In the westernmost part of this stretch of road, the carriageway (including the Yapton Lane / Shellbridge Road junction) would be elevated on a wide embankment, approximately 5.8m higher than the adjacent natural topography. This earthwork feature	*Landscape effects:-* MAJOR ADVERSE

						would effectively widen the landform on which the existing A27 carriageway is aligned, close to the point where the proposed Option 5A route would tie-in to the existing route. The footprint of this cutting and embankment would require the clearance of and at least 1 section of field boundary hedgerow, and 2 tree-belts (either side of Binsted Lane). It would also require the clearance of a large area of woodland (Barn's Copse / Hundredhouse Copse / Little Danes Wood) which is listed as Ancient Woodland. It would also sever several fields, and create at least 1 remnant field which is likely to be too small to be agriculturally viable. Without active management, that small parcel of land could become neglected and occupied by scrubby vegetation growth, contrary to the prevailing landscape characteristics. The physical changes associated with the proposed road improvement option 5A would compromise key landscape components of the LCA, including those which are contiguous with the adjacent SC8 (e.g. the undulating Farmland and woody vegetation). The physical changes would have implications for the experience of the 'transitional landscape'. Accordingly, this landscape change would direct impede the ability for the public to understand and appreciate the special qualities of the SDNP's landscape. Although the downgrading of the road along the existing alignment of the A27 could be regarded as a positive intervention locally, with regards to B1 as a whole the intrusion of vehicle movement and road noise would merely be displaced further south rather than reduced, and any physical changes along the alignment of the existing A27 are unlikely to have notable implications for B4. = HIGH ADVERSE magnitude of change	
SCILCA B4: Angmering and Clapham Wooded Estate Downland *(Highdown Hill)*	*Key components (landscape):-* • Outlying chalk ridge • Woodland, interlocked with straight-sided, open arable fields linked by hedgerows. • Irregular patchwork of early enclosures around Ecclesden Farm (probably late Saxon period assarts) • Bronze Age and Iron Age earthworks at Highdown Hill provide a strong sense of historical continuity • Views across to Arundel Castle in the west, open downland to the north, and coastal plain to the south.	• National Park designation. • Bronze Age and Iron Age Hillfort (Scheduled monument) • Panoramic views, including long views to Arundel Castle and the Arun valley = (Very) High value	+	• Option 5A would have no direct, physical implications for LCA. • Unlikely to have implications for SDNPA's ability to fulfil its statutory purposes (aside from visual effects, considered within receptor Group 2, below). = Low susceptibility to change	=	MODERATE landscape sensitivity	*Landscape change:-* No direct, physical implications for B4. However, the creation of a causeway stretching across the width of the lower Arun Valley floor may be apparent from parts of B4. (The nature of the change within the lower Arun Valley floor is described as part of the assessment of effects on SC10, above). It is not thought likely that any increase in road noise would be noticeable from any part of B4 (except perhaps at the adjacent part of B4 in the hamlet of Crossbush, albeit road noise from the A27 is already experienced in that location). Similarly, an increased awareness of the movement of vehicles is thought to be unlikely from more distant parts of B4 (such as Highdown Hill), though at locations within B4 that are nearer to the road improvement scheme (such as Warningcamp Hill) this could be regarded as an erosion of tranquillity to some extent. Although the downgrading of the road along the existing alignment of the A27 could be regarded as a positive intervention locally, with regards to B4 as a whole the intrusion of vehicle movement and road noise would merely be displaced further south rather than reduced, and any physical changes along the alignment of the existing A27 are unlikely to have notable implications for B4. On balance = NEGLIGIBLE magnitude of change	*Landscape effects:-* NEUTRAL
Fieldwork Representative Receptor group 1 Arun to Adur Open Downs *(Springhead*	*Key components (landscape (Scenic quality / tranquillity)):-* • Generally, impressive wide views. • Open and exposed.	• National Park designation. • Some representative viewpoints on	+	• Option 5A is unlikely to have undue consequences for maintaining the baseline situation of the landscape	=	MODERATE landscape sensitivity	*Landscape change (Scenic quality / tranquillity):-* It is not thought likely that any increase in road noise would be noticeable from Springhead and Rackham Hills, or Wepham Down, due to the distance between the road improvement scheme and the receptors. Similarly, distance is likely to limit any increase in awareness of the movement of vehicles experienced from the South	*Landscape effects:-* MINOR / MODERATE ADVERSE

and Rackham Hills, and Wepham Down)	• Movement of (high-sided) vehicles on the current A27 route is apparent, but doesn't cause significant distraction due to distance and scale of the panoramic context. • The current A27 does not cause road noise intrusion on Receptor group 1 due to distance. • High levels of relative tranquillity	the South Downs Way National Trail = (Very) High value		receptor's scenic quality / tranquillity. • Option 5A is unlikely to have implications for SDNPA's ability to fulfil its statutory purposes in respect of this landscape receptor = Low susceptibility to change			Downs Way at Springhead and Rackham Hills. However, receptors in closer proximity to the road improvements, such as those at Wepham Down / Peppering Lane, may experience a slightly increased awareness of the movement of vehicles across the lower Arun valley floor, as a consequence of them being elevated on an embankment stretching across the width of the otherwise flat topography, and being a dual carriageway rather than single as at present. This movement could be slightly distracting, and regarded as detrimental to scenic quality. The downgrading of the road along the existing alignment of the A27 would displace road noise and the visual intrusion of vehicular movements further south, increasing the distance between the receptor and the source. Nevertheless, some adverse change would still be experienced from Wepham Down / Peppering Lane. On balance = LOW ADVERSE magnitude of change	
	Key components (visual (view composition)):- • Foreground of large, open fieldscape, with some tree-belts. • Eye is drawn to the valley bottom • Middle-distance views of the valley bottom, with intricate pattern of small to medium-sized fields and network of hedgerows / trees. • Arundel Castle is the key focal point, comfortably situated at the southern end of a woodland block on the western valley side • Atmospheric haze tends to reduce the clarity of the distant and far distant view components • Distant views of the wide, flat, lower valley include a network of fields with vegetated edges, appearing intricate at this distance. • Far distant views to the coast.	• Views within the National Park • Some representative viewpoints on the South Downs Way National Trail = (Very) High value	+	People engaged in outdoor recreation (walking / horse-riding / cycling), whose attention is likely to be focussed on the visual amenity. Expectations of visual amenity likely to be particularly high due to location within SDNP / in places on the South Downs Way National Trail. = (Very) High susceptibility to change	=	(VERY) HIGH visual sensitivity	*Visual change (view composition):-* It is not thought likely that any increase in road noise would be noticeable from Springhead and Rackham Hills, or Wepham Down, due to the distance between the road improvement scheme and the receptors. Similarly, distance is likely to limit any increase in awareness of the movement of vehicles experienced from the South Downs Way at Springhead and Rackham Hills. However, receptors in closer proximity to the road improvements, such as those at Wepham Down / Peppering Lane, may experience a slightly increased awareness of the movement of vehicles across the lower Arun valley floor, as a consequence of them being elevated on an embankment stretching across the width of the otherwise flat topography, and being a dual carriageway rather than single as at present. This movement could be slightly distracting, and regarded as detrimental to scenic quality. The downgrading of the road along the existing alignment of the A27 would displace road noise and the visual intrusion of vehicular movements further south, increasing the distance between the receptor and the source. Nevertheless, some adverse change would still be experienced from Wepham Down / Peppering Lane. On balance = LOW ADVERSE magnitude of change	*Visual effects:-* MODERATE ADVERSE
Fieldwork Representative Receptor group 2 Angmering and Clapham Wooded Estate Downland *(Including Highdown Hill)*	*Key components (landscape (Scenic quality / tranquillity)):-* • Impressive panoramic views (from Highdown Hill (representative viewpoint 6)) • Highdown Hill is open and exposed, and has a sense of elevation • Warningcamp Hill (representative viewpoint 5) has a more vegetated context (with field boundary hedgerows and nearby tree-belts / woodland clumps), so has more perceived shelter. • Highdown Hill is relatively tranquil, though is a popular recreation destination and as such lacks a sense of isolation • Warningcamp Hill is relatively tranquil. • The current A27 between Arundel and Crossbush does not cause road noise intrusion on Receptor group 2 due to distance. • Movement of (high-sided) vehicles on the current A27 route between Arundel and Crossbush is apparent from Highdown Hill, but negligible	• National Park designation. • Highdown Hill is a popular recreational destination • Highdown Hill is a Scheduled Monument = (Very) High value	+	• Option 5A is unlikely to have undue consequences for maintaining the baseline situation of the landscape receptor's scenic quality / tranquillity, although the movement of vehicles across the otherwise still floodplan could have implications for the experience of receptors at Warningcamp Hill, who may regard the vehicular movement as slightly distracting, thereby slighting compromising tranquillity. • However, Option 5A is unlikely to have noteworthy implications for SDNPA's	=	MODERATE landscape sensitivity	*Landscape change (Scenic quality / tranquillity):-* It is not thought likely that any increase in road noise would be noticeable from Warningcamp Hill, or Highdown Hill, due to the distance between the road improvement scheme and the receptors. Similarly, distance is likely to limit any increase in awareness of the movement of vehicles experienced from from Highdown Hill. However, receptors in closer proximity to the road improvements, such as those at Warningcamp Hill, may experience a slightly increased awareness of the movement of vehicles across the lower Arun valley floor, as a consequence of them being elevated on an embankment stretching across the width of the otherwise flat topogrpahy, and being a dual carriageway rather than single as at present. This movement could be distracting, and regarded as detrimental to scenic quality. The downgrading of the road along the existing alignment of the A27 would displace road noise and the visual intrusion of vehicular movements further south, increasing the distance between the receptor and the source. Nevertheless, some adverse change would still be experienced from Warningcamp Hill. On balance = LOW ADVERSE magnitude of change	*Landscape effects:-* MINOR / MODERATE ADVERSE

				ability to fulfil its statutory purposes in respect of this landscape receptor = Low susceptibility to change				
	Key components (visual (view composition)):- • Foreground of large, open fieldscape, with some tree clumps at the edges • At Highdown Hill, middle-distance views are obscured by landform • At Warningcamp Hill, middle-distance views are of the woodland and field covered hillside at Batworthpark • Eye is drawn to Arundel Castle (a distant feature, seen from Highdown Hill, or in the middle-distance seen from Warningcamp Hill). • Distant views of the wide, flat, lower valley include a network of fields with vegetated edges, appearing intricate at this distance (particularly from Highdown Hill, from which distance the features are barely discernible).	• Views within the National Park • Highdown Hill is a Scheduled Monument • Highdown Hill is a well-used recreational destination and informally recognised panoramic viewpoint = (Very) High value	+	People engaged in outdoor recreation (walking), whose attention is likely to be focussed on the visual amenity. Expectations of visual amenity likely to be particularly high due to location within SDNP. Highdown Hill is a well-used recreational destination / informally recognised panoramic viewpoint. = High susceptibility to change	=	HIGH visual sensitivity	*Visual change (view composition):-* • Foreground views would remain unchanged • Focus of view would remain unchanged • Middle distant view would remain unchanged • From Warningcamp Hill, in the distance the new section of road elevated across the valley floor would be visible. The visual component of a linear embankment would be contrary to the baseline visual component of the flat topography. The proposed road would also interrupt the intricate pattern of small to medium-sized fields, and would require some clearance of hedgerows / trees. The macadam surface of the road would be contrary to the existing fieldscape. The presence of highway infrastructure (such as lighting and signage) and vehicles would also be contrary to the existing simple visual composition. However, at distance, the visual change would occupy a small proportion of the view composition. • From Highdown Hill it is not thought that the proposed Option 5A route would align with the principle direction of view. Changes to the distant view composition as a consequence of clearing roadside vegetation in order to facilitate the road improvement is not likely to be discernible. On balance = LOW magnitude of change	*Visual effects:-* MODERATE ADVERSE
Fieldwork Representative Receptor group 3 Arun valley floor	*Key components (landscape (Scenic quality / tranquillity)):-* • Sense of openness • Movement of (high-sided) vehicles on the current A27 route between Arundel and Crossbush is apparent (and intrusive at viewpoints within a close vicinity, such as at representative viewpoint 7 and representative viewpoint 18). • The current A27 between Arundel and Crossbush causes some road noise intrusion at locations in relatively close vicinity • The broad perception of the valley floor is of an empty, still and tranquil place, although the tranquillity is interrupted by traffic on the current A27 route, and periodically by trains moving along the railway line.	• Setting of the National Park • Some scenic quality is consistent with upper valley floor within the SDNP = High value	+	• Option 5A is very likely to cause undue consequences for maintaining the baseline situation of the landscape receptor's scenic quality / tranquillity • Option 5A may have some effect on SDNPA's ability to fulful its statutory purpose of 'promoting opportunities for the understanding and enjoyment of the special qualities', since the potentially compromised scenic quality (and tranquillity) is consistent with / provides context to / is relevant to the understanding of the SDNP landscape. = High susceptibility to change	=	HIGH landscape sensitivity	*Landscape change (Scenic quality / tranquillity):-* The creation of a causeway stretching across the width of the lower Arun Valley floor would elevate moving vehicles on an embankment generally 2m higher than the floodplain, with elevations of up to 6m (to meet a bridge over Ford Road in the West), and up to 5m (to meet a bridge over the railway line in the East). This elevation of the carriageway in an otherwise flat landscape would inevitably expose the receptors to increases in road noise, and vehicular movement. This would be exacerbated by the proposed road improvement being a dual carriageway rather than single as at present. This movement and road noise could be distracting, and regarded as detrimental to scenic quality and an erosion of tranquillity in an otherwise quiet and peaceful landscape. Although the downgrading of the road along the existing alignment of the A27 could be regarded as a positive intervention locally (as experienced for instance from the Monarchs Way on the southern bank of the River Arun, north of the existing A27 route), with regards to receptor group 3 as a whole the intrusion of vehicle movement and road noise would merely be displaced further south rather than reduced. = (Very) HIGH ADVERSE magnitude of change (relating to the SDNP)	*Landscape effects:-* MAJOR ADVERSE (relating to the SDNP) (relating to the SDNP)
	Key components (visual (view composition)):- • Impressive wide, open views • Foreground of large, flat fieldscape, crossed by drainage ditches / rifes. Sparce tree-cover and hedgerows. • The wide River Arun, with concrete reinforced banks, is a major feature visible from some viewpoints in the centre of the valley floor	• Landform / features within the National Park forms a coherent backdrop to the visual composition. • Some existing routes through	+	People engaged in outdoor recreation (walking on footpaths 206 and 2207), and railway passengers whose attention is likely to be focussed on the visual amenity. Road users on Ford Road are less likely to have their attention focussed on	=	HIGH visual sensitivity	*Visual change (view composition):-* The new section of road elevated across the valley floor would be clearly visible throughout the Arun Valley floor. The visual component of a linear embankment crossing the valley would be contrary to the baseline visual component of the flat topography . The proposed elevated road would be perpendicular to the flood defence banks either side of the river, and the railway embankment. The macadam surface and presence of highway infrastructure (such	*Visual effects:-* MAJOR ADVERSE

	• From viewpoints at the outer edges of the floodplain, the River Arun is generally obscured by the flood defence berms either side of it • The railway line, (elevated on an embankment throughout its course along the valley floor) is clearly visible from viewpoints to the eastern edge of the floodplain. The embankment obscures views beyond (i.e. the full width of the valley floor is not apparent) • The town of Arundel, with the Castle and the Cathedral sits in the middle-distance view. • The eye is drawn to Arundel Castle, a clear focal point • Backdrop tends to be of distant high ground, and is broadly wooded, (except the exposed downland, rolling topography, generally seen behind Arundel Castle (in the north)).	the valley floor (including the railway line) are regarded as the likely access to the SDNP for recreational users. • Arun District Council aspiration to upgrade footpath 206 (on the top of the western flood defence berm alongside the River Arun), to a cycle route linking Littlehampton to Arundel • Representative viewpoint 7 is on the Monarchs Way, regional trail = (Very) High value		visual amenity. However, it is considered that on balance visual receptors in this group would have relatively high expectations of visual amenity. = Moderate to High susceptibility to change			as lighting and signage) and vehicles would also be contrary to the baseline visual composition. The proposed road would require some clearance of hedgerows / trees. It would also interrupt the pattern of fieldscape, potentially leaving remnant small parcels of fields which would no longer be agriculturally viable. These could become neglected and occupied by scrubby vegetation growth, which would be contrary to the baseline visual components. The introduction of a road into the view composition would compromise the impressive wide, open views. It could also in-part obscure the high-ground in the distant view composition, and may divert attention away from the baseline focus on Arundel with its Castle. = HIGH ADVERSE magnitude of change	
Fieldwork Representative Receptor group 4 Arun valley floor / coastal plain	*Key components (landscape (Scenic quality / tranquillity)):-* • Urban fringe influences (including expanding settlement, busy roads and industrial scale agriculture) are broadly perceived. • Movement or road noise from the current A27 is not apparent. • The flat floodplain landform dominates the landscape character. • A sense of connection with the landscape character of the SDNP is reduced, though some visual interconnectivity is important (see below)	• Setting of the National Park • Scenic quality is eroded by urban influences • Broad disconnect with the landscape character of the SDNP = Low value	+	• Option 5A is unlikely to have undue consequences for maintaining the baseline situation of the landscape receptor's scenic quality / tranquillity. • Option 5A is unlikely to have implications for SDNPA's ability to fulfil its statutory purposes in respect of this landscape receptor = Low susceptibility to change	=	LOW landscape sensitivity	*Landscape change (Scenic quality / tranquillity):-* It is not thought likely that any increase in road noise, or awareness of vehicle movements would be noticeable from receptors in the lower part of the Arun valley floor within the coastal plain, due to the distance between the road improvement scheme and the receptors, and also because of the intervening railway embankment which curtails visual interconnectivity. Accordingly, the scenic quality / tranquillity of these receptors would remain unchanged. = NIL magnitude of change (relating to the SDNP)	*Landscape effects:-* NEUTRAL (relating to the SDNP)
	Key components (visual (view composition)):- • Intermittent foreground of large, flat fieldscape. Sparce tree-cover and hedgerows. Wide, open views. • Elsewhere, views are curtailed by roadside vegetation or nearby built-form. • Where not curtailed at close-range, middle-distant views include the railway line, (elevated on an embankment throughout its course along the valley floor). The embankment obscures views beyond (i.e. the full length of the valley floor is not apparent) • Where views are not curtailed at close-range, the town of Arundel, with the Castle and the Cathedral sits in the distance view, beyond (above) the intervening railway embankment.	• In places, landform / features within the National Park forms a coherent (but distant) backdrop to the visual composition. • No formal or informal recognition of any viewpoint = Low value	+	Road users, unlikely to have their attention focussed on visual amenity. Visual receptors in this group are outside of the SDNP, and are likely to have limited expectations of visual amenity. = Low susceptibility to change	=	LOW visual sensitivity	*Visual change (view composition):-* None of the key visual components would be likely to change as a consequence of road option 5A. = NIL magnitude of change	*Visual effects:-* NEUTRAL

	• The eye is drawn to Arundel Castle, a clear focal point • The far distant backdrop to views of Arundel tend to be of broadly wooded high ground, and the exposed downland, rolling topography.							
Fieldwork Representative Receptor group 5 Lyminster / Crossbush valley side	*Key components (landscape (Scenic quality / tranquillity)):-* • Relatively intimate scaled landscape, of small to medium-sized pasture fields, with a relatively high degree of tree cover, and loosely bound by hedgerows • A sense of the relationship with the valley is perceived through the gently undulating landform. • Movement of vehicles on the current A27 route rising up to Crossbush from Arundel railway station is particularly apparent and intrusive. • The current A27 causes some road noise intrusion. • Tranquillity is eroded by the movement and noise of traffic on the A27	• Setting of the National Park • Some landscape components are consistent with Arun valley sides, within the SDNP, though the experience / tranquilly is eroded to some extent by intrusive movement and noise of the A27 = Moderate value	+	• Option 5A is very likely to cause undue consequences for maintaining the baseline situation of the landscape receptor's scenic quality / tranquillity • Accordingly, Option 5A may have some effect on SDNPA's ability to fulful its statutory purpose of 'promoting opportunities for the understanding and enjoyment of the special qualities', since the potentially compromised scenic quality (and tranquillity) is consistent with / provides context to / is relevant to the understanding of the SDNP landscape. = High susceptibility to change	=	HIGH landscape sensitivity	*Landscape change (Scenic quality / tranquillity):-* Receptors at the Lyminster / Crossbush valley side would experience increases in road noise, and vehicular movement across the lower Arun valley floor, and through the undulating farmland of the valley sides. This would be as a consequence of traffic being experienced at close range (cutting through the undulating farmland), and stretching further away on an elevated on an embankment stretching across the width of the otherwise flat topography (across the valley floor). This would be exacerbated by the proposed road improvement being a dual carriageway rather than single as at present. This movement and road noise can be regarded as an erosion of the scenic quality / tranquillity, though it is noted that some road noise and vehicle movements on the existing A27 is a baseline conditions. The downgrading of the road along the existing alignment of the A27 could be regarded as a positive intervention to the scene north of receptor location 8, and could potentially improve the relationship of this landscape's scenic quality with that of the adjacent SDNP (truncated by the A27 at present). However, as a complete 360° experience at that location it is notable that the intrusion of vehicle movement and road noise would merely be displaced further south (further away from the SDNP) rather than reduced. On balance = LOW ADVERSE magnitude of change (relating to the SDNP)	*Landscape effects:-* MODERATE ADVERSE (relating to the SDNP)
	Key components (visual (view composition)):- • Foreground of small to medium-sized fieldscape pasture, with some loose-woodland pasture, bound by hedgerows with hedgerow trees. • The existing route of the A27 is visible just beyond the foreground scene, on an incline to the north-east, and also to the south-east at its highest point (the Crossbush junction) where lighting and road signs break the skyline and are a clear feature which is incongruous with the rest of the scene. • Middle distant views to the north-west are of the town of Arundel, filtered through the foreground woodland pasture. The eye is particularly drawn to Arundel Castle, a clear focal point • Middle-distant views to the north-east of the woodland block at Batfordpark, filtered through the foreground woodland pasture, and as a continuation of it. • Middle-distant views to the south-west are of the distinctively flat valley floor fieldscape, notably devoid of tree-cover / hedgerows. From the slightly elevated position of representative viewpoint 9, the drainage ditches / rifes crossing the valley is particularly apparent, as is the railway line elevated on an embankment.	• Landform / features within the National Park forms a coherent backdrop to the visual composition. • Visual components within the foreground are broadly consistent with nearby features within the SDNP (Arun valley sides) • No formal or informal recognition of viewpoint) = Moderate value	+	People engaged in outdoor recreation (walking on footpath 2207), whose attention is likely to be focussed on the visual amenity. Visual receptors in this group are outside of the SDNP, though are either moving towards or existing the SDNP. On balance it is considered that these visual receptors are likely to have modest expectations of visual amenity. = Moderate susceptibility to change	=	MODERATE visual sensitivity	*Visual change (view composition):-* The following visual components would not be likely to notably change as a consequence of the Option 5A road improvements:- • The majority of the foreground • The middle-distance to the north-east and north-west (albeit the downgrading of the road on the alignment of the existing A27 could be regarded as a positive change, with a reduction of vehicles in the view composition) • The distance to the north However, to the south and south-west visual components would be would be effected by the Option 5A road improvements in several parts of the view composition. • Between the foreground and the middle-distance a new section of road would be constructed from Crossbush junction (which is visible, in an elevated position) across undulating farmland. The proposed road would be elevated on an embankment approximately 2m tall in the centre, but rising up to meet the Crossbush junction in the east and a bridge over the railway line in the west. Furthermore, a footbridge is proposed to carry a public footpath over the road. This structure (of un-known height or material) would be an additional vertical element in the view composition. The elevated nature of the carriageway would curtail views southwards. The macadam surface and presence of highway infrastructure (such as lighting and signage) and vehicles would also be contrary to the baseline visual composition. The	*Visual effects:-* MODERATE ADVERSE

	• Distant views to the north are filtered through the foreground woodland pasture. However, the upper Arun Valley is visible with the distinctively flat valley bottom and network of reclaimed pastures, with the smooth ascent of the valley sides to the upland landscape (generally wooded to the west of the valley, and exposed downland with distinctive rolling topography to the east of the valley).					proposed road would require some clearance of hedgerows / trees. It would also interrupt the pattern of fieldscape, potentially leaving remnant small parcels of fields which would no longer be agriculturally viable. These could become neglected and occupied by scrubby vegetation growth, which would be contrary to the baseline visual components. • In the middle-distance the new section of road would be visible elevated across the valley floor. The visual component of a linear embankment crossing the valley would be contrary to the baseline visual component of the distinctively flat topography. The proposed elevated road would be perpendicular to the railway embankment which is visible in the baseline visual composition. The macadam surface and presence of highway infrastructure (such as lighting and signage) and vehicles would also be contrary to the baseline visual composition. The proposed road would require some clearance of hedgerows / trees. It would also interrupt the pattern of fieldscape, potentially leaving remnant small parcels of fields which would no longer be agriculturally viable. These could become neglected and occupied by scrubby vegetation growth, which would be contrary to the baseline visual components. On balance = MODERATE ADVERSE magnitude of change	
Fieldwork Representative Receptor group 6 Binstead Wood / Tortington Common	*Key components (landscape (Scenic quality / tranquillity)):-* • Small-scale, enclosed space. • A dynamic scene, with notable seasonal variations. • Generally peaceful / high degree of tranquilly (except where adjacent to the existing A27)	• National Park designation. • Binstead Wood is an ancient woodland, typical of the Wooded Downland landscape character. = (Very) High value	+	• Option 5A is unlikely to have undue consequences for maintaining the baseline situation of the landscape receptor's scenic quality / tranquillity. • Option 5A is unlikely to have implications for SDNPA's ability to fulfil its statutory purposes in respect of this landscape receptor = Low susceptibility to change	=	MODERATE landscape sensitivity	*Landscape change (Scenic quality / tranquillity):-* It is not thought likely that any increase in road noise, or awareness of vehicle movements would be noticeable from receptors within Binsted Wood / Tortington Common (as observed by field survey), due to screening effect of the tree-cover. Accordingly, the scenic quality / tranquillity of these receptors would not be compromised by the proposed option 5A road improvement. Downgrading of the road along the existing alignment of the A27 could be regarded as a positive intervention locally (at the northern edge of the woods), as the volume of traffic would be notably reduced and accordingly the degree of intrusion from vehicular movement / road noise would be reduced. On balance = LOW BENEFICIAL magnitude of change	*Landscape effects:-* MINOR / MODERATE BENEFICIAL
	Key components (visual (view composition)):- • Views of close-range tree-cover • Woodland floor includes some ditches, and occasional lanes / footpaths cutting through the tree cover. Shrub understorey is not a major component of the scene. • Sky is largely absent from the view composition • Distant views are curtailed	• Views within the National Park • No formal or informal recognition of any specific viewpoint = High value	+	People engaged in outdoor recreation (walking, with horse-riding / cycling also possible on Binsted Lane and Old Scotland Lane (bridleway)), whose attention is likely to be focussed on the visual amenity. Expectations of visual amenity likely to be particularly high due to location within SDNP. = High susceptibility to change	=	HIGH visual sensitivity	*Visual change (view composition):-* The majority of the key visual components throughout the receptor group would not be likely to change as a consequence of road option 5A. However, the downgrading of the road on the alignment of the existing A27 could be regarded as a positive change, with a reduction of vehicles in the view composition observed at representative viewpoint 28. However, this is not considered to typically represent the visual composition throughout the receptor group. On balance = NEGLIGIBLE magnitude of change	*Visual effects:-* NEUTRAL
Fieldwork Representative Receptor group 7A Tortington / Binsted / Walberton farmland (southern part, around Binsted Lane)	*Key components (landscape (Scenic quality / tranquillity)):-* • A rural scene, with a relatively high proportion of tree-cover, and hedgerows at field edges • Landform is variable, with some particularly flat fieldscape, to some intimate hidden valleys, and generally undulating fieldscape elsewhere	• Setting of the National Park • Some landscape components are consistent with the Wooded Estate Downland, within the SDNP.	+	• Option 5A is likely to cause undue consequences for maintaining the baseline situation of the landscape receptor's scenic quality / tranquillity • Option 5A may have some effect on SDNPA's ability to	=	HIGH landscape sensitivity	*Landscape change (Scenic quality / tranquillity):-* Receptors throughout the southern part of the agricultural landscape at Tortington, Binsted and Walberton (around Binsted Lane) would experience some increases in road noise, and vehicular movement. Although the Option 5A route is not adjacent to the receptors within group 7A, it would be relatively close-by, within a contiguous landscape. Where vehicular movement and road noise would become apparent to receptors within group 7A as a	*Landscape effects:-* MAJOR / MODERATE ADVERSE (relating to the SDNP)

	• Vegetation and landform tends to promote a sense of enclosure. • A perceived relationship with the wooded estate downland, with some continuity of landscape features, and a backdrop of woodland • Generally peaceful and still, with high degree of tranquilly	= High value		fulful its statutory purpose of 'promoting opportunities for the understanding and enjoyment of the special qualities', since the potentially compromised scenic quality (and tranquillity) is consistent with / provides context to / is relevant to the understanding of the SDNP landscape. = High susceptibility to change		consequence of the Option 5A road, that change would be regarded as eroding to some extent the high degree of tranquillity and stillness that are regarded as a key baseline component. The road would also curtail the perceived relationship with the wooded estate downland. Downgrading the existing A27 is not likely to have any notable implications receptors within group 7A, since the changes would be experienced at some distance. On balance = MODERATE ADVERSE magnitude of change (relating to the SDNP)	
	Key components (visual (view composition)):- • Foreground views from publicly accessible viewpoints are often curtailed to some extent at close-range by hedgerows lining rural lanes. • Filtered foreground views, or those which occur un-curtailed, are generally of small to medium-sized fieldscape, with a mixture of arable and pastoral agriculture, bound by hedgerows with hedgerow trees, and some tree-belts. • The Avisford Park Golf course / grounds of the Avisford Park Hotel is also a notable influence on foreground views for receptors in the west of the group. Here the spaces are more enclosed than the fieldscapes, with an increase in tree-cover / blocks of trees. The intimate hidden valley the west of St. Mary's church at Binstead also features a higher proportion of vegetation including scrubby shrubs. • Middle-distant views tend to be of a tree'd horizon, including the woodland of the adjacent Wooded Estate Downland. • Distant views are limited by intervening vegetation and landform, and not generally considered to be a key visual component, except at receptors in the east of the group, close to the Arun Valley. Here long-views over the distinctively flat valley bottom with its network of reclaimed pastures is afforded.	• Features within the National Park (particularly Binstead Wood) forms a coherent backdrop to the visual composition. • Visual components within the foreground are broadly consistent with nearby features within the SDNP (Wooded Estate Downland / Arun valley sides) • No formal or informal recognition of viewpoint) = Moderate value	+	Mostly road users, although the locations of visual receptors within this group are generally on rural lanes, and 2 public footpaths. Generally, these receptors are likely to be people engaged in outdoor recreation (walking / horse-riding / cycling), whose attention is likely to be focussed on visual amenity. Visual receptors in this group are outside of the SDNP, though are either moving towards or existing the SDNP. On balance it is considered that these visual receptors are likely to have modest expectations of visual amenity. = Moderate susceptibility to change	=	MODERATE visual sensitivity	• Visual change (view composition):- • The visual effects of the Option 5A road improvements would broadly be curtailed at close-range by hedgerows lining rural lanes, and intervening small fields and domestic properties. • However, in some places components within the middle-distant view composition may change, as trees to be cleared (as parts of tree-belts, clumps or woodlands) in order to facilitate the Option 5A route may form part of the baseline visual conditions experienced by group 7A visual receptors. However, given the extensive woodland cover of Binsted Wood / Tortington Common, it is likely that the horizon would remain as a tree'd one, despite any erosion by the Option 5A route. • In some places, (such as at representative viewpoints 23 and 32) there may be a direct visual connection across an open landscape to the proposed highway, which would cut a route across a relatively large-sized fieldscape. The macadam surface and presence of highway infrastructure (such as lighting and signage) and vehicles would be contrary to the rural components of the baseline visual composition. At the edges of this fieldscape, the proposed road would require some clearance of hedgerows / trees. It would also interrupt the pattern of fieldscape, potentially leaving remnant small parcels of fields which would no longer be agriculturally viable. These could become neglected and occupied by scrubby vegetation growth, which would be contrary to the baseline visual components. • Where distant views occur (i.e. at representative viewpoints in the east of the group, close to the Arun Valley (in particular viewpoint 23)), a section of new road would be visible elevated across the valley floor. The visual component of a linear embankment crossing the valley would be contrary to the baseline visual component of the distinctively flat topography. The macadam surface and presence of highway infrastructure (such as lighting and signage) and vehicles would also be contrary to the baseline visual composition. The proposed road would require some clearance of hedgerows / trees. It would also interrupt the pattern of fieldscape, potentially leaving remnant small parcels of fields which would no longer be agriculturally viable. These could become neglected and occupied by scrubby vegetation growth, which would be contrary to the baseline visual components. On balance = MODERATE ADVERSE magnitude of change	*Visual effects:-* MODERATE ADVERSE

Fieldwork Representative Receptor group 7B Tortington / Binsted / Walberton farmland (northern part, around Binsted Park)	*Key components (landscape (Scenic quality / tranquillity)):-* • A rural scene, with a relatively high proportion of tree-cover, and hedgerows at field edges • Landform is variable, with some particularly flat fieldscape, to some intimate hidden valleys, and generally undulating fieldscape elsewhere • Vegetation and landform tends to promote a sense of enclosure. • A backdrop of woodland • Generally peaceful and still, with high degree of tranquilly	• National Park designation. • Key landscape components are typlical of the Wooded Estate Downland. = High value	+	• Option 5A is very likely to cause undue consequences for maintaining the baseline situation of the landscape receptor's scenic quality / tranquillity • Option 5A may have some effect on SDNPA's ability to fulful its statutory purpose of 'promoting opportunities for the understanding and enjoyment of the special qualities', since the potentially compromised scenic quality (and tranquillity) is consistent with / provides context to / is relevant to the understanding of the SDNP landscape. = High susceptibility to change	=	HIGH landscape sensitivity	*Landscape change (Scenic quality / tranquillity):-* Receptors throughout the northern part of the agricultural landscape at Tortington, Binsted and Walberton (around Binsted Park) would experience increases in road noise, and vehicular movement, extensively cutting through the gently undulating farmland. Highways England technical drawings provided indicate a sequence of 3 sections of highway elevated on embankments, 2 sections of highway in cuttings. The vertical alignment of the carriageway would be 10.8m higher than the surrounding natural topography at the highest point, and 8.3m lower than the surrounding natural topography at its lowest point. The footprint of this sequence of embankments and cuttings would also require clearance of several parts of woodlands, (including a substantial area of registered Ancient Woodland at Barn's Copse / Hundredhouse Copse / Little Danes Wood), along with several tree belts, and field boundary hedgerows. It would also sever several fields, and create at least 4 remnant fields that are likely to be too small to be agriculturally viable. Without active management, those small parcels of land could become neglected and occupied by scrubby vegetation growth, contrary to the prevailing landscape characteristics. The magnitude of this change would be exacerbated by the source of the intrusion (i.e. traffic) being at close range. This movement and road noise can be regarded as an erosion of the high degree of tranquillity and stillness that are regarded as a key baseline component. The road would also curtail the perceived relationship with the wooded estate downland. Downgrading the existing A27 is not likely to have any notable implications receptors within group 7B, since the changes would be experienced at some distance. On balance = HIGH ADVERSE magnitude of change (relating to the SDNP)	*Landscape effects:-* MAJOR ADVERSE (relating to the SDNP)
	Key components (visual (view composition)):- • Foreground views from publicly accessible viewpoints are often curtailed to some extent at close-range by hedgerows lining rural lanes, footpaths and bridleways. • Filtered foreground views, or those which occur un-curtailed, are generally of medium to large-sized fieldscape, mostly arable farming, bound by hedgerows with hedgerow trees, and a notable presence of tree-belts. • Middle-distant views tend to be of a tree'd horizon, including the adjacent Binsted Wood, and woodland at Tortington Common. • Distant views are limited by intervening vegetation and landform, and not generally considered to be a key visual component, except at receptors in the east of the group, close to the Arun Valley. Here long-views over the distinctively flat valley bottom with its network of reclaimed pastures is afforded.	• Views within the National Park • No formal or informal recognition of any specific viewpoint = High value	+	Mostly users of public footpaths, bridleways and rural lanes. Generally, these receptors are likely to be people engaged in outdoor recreation (walking / horse-riding / cycling), whose attention is likely to be focussed on visual amenity. Visual receptors in this group are outside of the SDNP, though are either moving towards or exiting the SDNP. On balance it is considered that these visual receptors are likely to have modest expectations of visual amenity. = Moderate susceptibility to change	=	= HIGH visual sensitivity	*Visual change (view composition):-* The Option 5A road improvements would affect visual components in several parts of the view composition:- • The proposed road would generally be seen in the foreground view composition. In some places existing close-range hedgerows lining rural lanes would curtail views of the proposed road to some extent, although the proposed road would require some clearance of hedgerows / trees, which would in places increase the road's visual exposure. • The road would broadly pass through gently undulating farmland. (Landform and physical effects as indicated by the Highways England technical drawings provided are described above, in relation to the assessment of landscape change). The macadam surface and presence of highway infrastructure (such as lighting and signage) and vehicles would also be contrary to the baseline visual composition. It would also interrupt the pattern of fieldscape, potentially leaving remnant small parcels of fields which would no longer be agriculturally viable. These could become neglected and occupied by scrubby vegetation growth, which would be contrary to the baseline visual components. • The middle-distant views of a tree'd horizon may change in relation to some representative viewpoints as a consequence of the road improvement Option 5A. This would particularly be	*Visual effects:-* MAJOR ADVERSE

							the case where proposed road alignment cuts through the woodland at Barn's Copse, and the required tree-clearance may be notable from visual receptor locations a few hundred metres away at locations such as Old Scotland Lane (bridleway 337) and Binsted Lane. • Where distant views occur (i.e. at representative viewpoints in the east of the group, close to the Arun Valley (in particular viewpoint 54)), a section of new road would be visible elevated across the valley floor. The visual component of a linear embankment crossing the valley would be contrary to the baseline visual component of the distinctively flat topography. The macadam surface and presence of highway infrastructure (such as lighting and signage) and vehicles would also be contrary to the baseline visual composition. The proposed road would require some clearance of hedgerows / trees. It would also interrupt the pattern of fieldscape, potentially leaving remnant small parcels of fields which would no longer be agriculturally viable. These could become neglected and occupied by scrubby vegetation growth, which would be contrary to the baseline visual components. On balance = (VERY) HIGH ADVERSE magnitude of change	

Fieldwork Representative Receptor group 8 Arundel Wooded Estate Downland	*Key components (landscape (Scenic quality / tranquillity)):-*
	• A rural scene, varying in scale:-
	  • large open / exposed fieldscape with large blocks of woodland as a backdrop
	  • More comfortably scaled estate parkland surrounded by woodland blocks, with individual parkland trees and clumps of trees standing within the spaces.
	• Gently sloping topography
	• Generally peaceful and still, with high degree of tranquilly
	• However, in places tranquillity is eroded to some extent by the movement and noise of traffic on the existing A27, at the edge of the open space to the south of Long lane (public footpath).
		• National Park designation.
		• Arundel Park (Grade II* Registered historic park)
		• Hiorne Tower is at Grade II* Listed building, and also recognised as a Landmark by SDNPA's 'Viewshed Analysis' study.
		• Representative viewpoint 37 is on the Monarchs Way, regional trail
		= (Very) High value
			+	• Option 5A is unlikely to have undue consequences for maintaining the baseline situation of the landscape receptor's scenic quality / tranquillity.
				• Option 5A is unlikely to have implications for SDNPA's ability to fulfil its statutory purposes in respect of this landscape receptor
				= Low susceptibility to change
					=	MODERATE landscape sensitivity	*Landscape change (Scenic quality / tranquillity):-*
							Intervening tree-cover would curtail any visual or audial interconnectivity between receptors at Hiorne Tower and the proposed Option 5A road improvements.
							It is not thought likely that receptors at bridleway 415 would experience any increase in road noise, or awareness of vehicle movements, due to the intervening mass of Binsted Wood / Tortington Common, which is effective in screening visual and audial interconnectivity. Accordingly, the scenic quality / tranquillity of these receptors would not be compromised by the proposed option 5A road improvement.
							Downgrading of the road along the existing alignment of the A27 could be regarded as a positive intervention locally (from representative location 36, as observed by field survey), as the volume of traffic would be notably reduced and accordingly the degree of intrusion from vehicular movement / road noise would be reduced.
							On balance = LOW BENEFICIAL magnitude of change
								Landscape effects:-
								MINOR / MODERATE BENEFICIAL

	Key components (visual (view composition)):- • At Long Lane (representative viewpoint 36), foreground of large, open arable fieldscape. • At Hiorns Tower (representative viewpoint 37) foreground of medium-sized, open estate parkland (grazed grassland), with occasional individual parkland trees and tree clumps standing within the space. • At Long Lane, vehicles (particularly high-sided vehicles) travelling along the existing A27 are apparent between the foreground and middle distance.	• Views within the National Park • Arundel Park (Grade II* Registered historic park) • Hiorne Tower is at Grade II* Listed building • Representative viewpoint 37 is on the Monarchs	+	People engaged in outdoor recreation (walking / horse-riding / cycling), whose attention is likely to be focussed on the visual amenity. Expectations of visual amenity likely to be particularly high due to location within SDNP / in places on the Monarchs Way Regional Trail. = (Very) High susceptibility to change	=	(VERY) HIGH visual sensitivity	*Visual change (view composition):-* At Hiorns Tower, the Foreground, Middle-distant and Distant view components of the view composition would not be likely to be change as a consequence of the Option 5A road improvement. At Long Lane, the Foreground and Distant view components of the view composition would be un-changed by the Option 5A road improvement. However, some changes to view components between the foreground and the middle-distance may be discernible, where the existing A27 carriageway would be downgraded in status to a local road. The reduction in the quantity of vehicles in this part of the view composition could be regarded as a positive visual change. On balance = LOW BENEFICIAL magnitude of change	*Visual effects:-* MODERATE BENEFICIAL

	• At Long Lane, the middle-distant view is of wide, sprawling woodland (Binstead wood), forming a dark mass in the visual composition. • At Hiorns Tower the near middle-distant view is of woodland blocks edges to the estate parkland spaces. • At Long Lane, far distant views to the coastal plain, built-form at Littlehampton and the English Channel are afforded. This part of the view composition is very wide and horizontal. • At Hiorns Tower, distant views are curtailed by the wooded edges of the estate parkland.	Way, regional trail = (Very) High value						
Fieldwork Representative Receptor group 9 Arundel town	*Key components (landscape (Scenic quality / tranquillity)):-* • An urban context, with prevalent built-form and hardstanding. • The receptors are located within the Conservation Area, and many of the components of this landscape have a historic significance. • Public perception of time-depth / historic features • Arundel Castle dominates the town (and is immediately adjacent to receptor 57) • The town is situated on a hill, with steeply sloping streets down to the river • The built-environment is not considered to be tranquil (given relatively high levels of human activity / vehicular movement (at low speed)).	• Setting of the National Park • Conservation Area • Several Listed Buildings, and Arundel Castle scheduled monument. = High value	+	• Option 1 is unlikely to have undue consequences for maintaining the baseline situation of the landscape receptor's scenic quality / tranquillity. • Option 1 is unlikely to have implications for SDNPA's ability to fulfil its statutory purposes in respect of this landscape receptor = Low susceptibility to change	=	MODERATE landscape sensitivity	*Landscape change (Scenic quality / tranquillity):-* All of the receptors would experience (or perceive) a beneficial landscape change as a consequence of downgrading the road along the A27's existing alignment. Noise and movement of vehicles travelling on the existing A27 is an existing detriment to the landscape experience from the town. However, those detrimental components would be largely erased as a consequence of downgrading the road, and considerably reducing the volume of traffic using it. Due to the narrowness of the connection between rural setting of the town and receptors (contained by built-form either side of streets), only receptors on Kings Arms Hill (by receptor 55) may experience (or perceive) an adverse landscape change as a consequence of the new road alignment. The new section of road elevated across the valley floor on a linear embankment may be regarded as detrimental to scenic quality of the historic town's setting. However, the experience of this detrimental change would be peripheral, and countered by the benefit of reducing the experience of road noise and vehicular movement, by increasing the distance between the source (i.e. the A27) and the town. = on balance NEGLIGIBLE magnitude of change (relating to the SDNP)	*Landscape effects:-* NEUTRAL

	Key components (visual (view composition)):-
	• Built-form either side of the view composition contains views to a relatively narrow field of vision.
	• Vertical elements in the foreground view composition generally consists of brick-built or rendered built-form to the sides (or the imposing stone walls of Arundel Castle in the case of receptor 57).
	• Horizontal elements in the foreground view composition generally consist of a hardstanding surface to a street, either stone slabs / cobbles (in the case of Kings Arms Hill (by receptor 55) and Bakers Arms Hill (by receptor 56), and maccadam (in the case of High Street (by receptor 57).
	• Middle-distant views generally consist of built-form, and roofs of properties within the town at lower elevation, towards the valley floor. Receptor 55 also affords narrow views to the River Arun, in a heavily vegetated context between buildings.
	• Between the Middle distance and the distance, the view composition of the flat valley bottom consists
		• Views are from locations regarded as being the setting of the National Park
		• However, landform and built-form directs views away from the National Park.
		• Some visual components between the middle-distance and the distance are broadly consistent with nearby features within the SDNP (Arun valley bottom)
			+	People engaged in domestic activities, whose attention is not likely to be focussed on the visual amenity. However, other receptors may include people engaged in recreation (walking / cycling / shopping etc), and tourism (visiting and appreciating the historic attractions). Their attention is likely to be focussed on the visual amenity. Expectations of visual amenity likely to be particularly high due to location within a Conservation Area.
				= High susceptibility to change
					=	MODERATE visual sensitivity	*Visual change (view composition):-*
							The visual change would occur at a perpendicular angle in relation to the main activity of most receptors (i.e. those at receptor points 55 and 56, moving along Maltravers Street). However, the visual change may occur directly in the line of site for visual receptors moving in a south-easterly direction along Kings Arms Hill (receptor 55), Bakers Arms Hill (receptor 56) and High Street (receptor 57).
							• Foreground views would remain unchanged
							• Middle distant view would remain unchanged
							• The view composition between the middle-distance and the distance would change:-
							  • All of the representative viewpoints would experience (or perceive) a beneficial visual change as a consequence of downgrading the road along the A27's existing alignment. Vehicles travelling on the existing A27 is an existing detriment to the visual experience from the town. However, that detriment to the view composition would be largely erased as a consequence of downgrading the road, and considerably reducing the volume of traffic using it.
							  • Receptors on Kings Arms Hill (by receptor 55) may experience (or perceive) a slight adverse visual change as a consequence of the new section of road elevated across
								Visual effects:-
								MINOR / MODERATE BENEFICIAL

	of a green fieldscape, with a high degree of tree-cover / field boundary hedgerows. The existing course of the A27 (and vehicles travelling along the A27) is also visible cutting through this fieldscape. • The distant part of the view composition consisted of the heavily tree'd horizon of the hilltop on the opposite side of the valley, at Crossbush.	• No formal or informal recognition of viewpoint) = Low value (in regard to SDNP)					the valley floor. The visual component of a linear embankment crossing the valley would be contrary to the baseline visual component of the flat topography and rural features, and would require some clearance of hedgerows / trees, and could be a catalyst for scrubby vegetation growth on remnant small parcels of fields. However, these potential changes in the view composition would be very peripheral, and would be perpendicular to the direction of movement along Maltravers Street (i.e. the main activity of receptors at the location of receptor 55). • Distant views would remain unchanged. = on balance MINOR BENEFICIAL magnitude of change	

project:
Consultation response to proposed A27 improvements

1837 APPENDIX V
Figure 29

drawing title:
Receptor Viewpoints (Composite)

date:
May 2017

Key

- Road improvement Option 0B (refer to original report)
- Road improvement Option 3 (refer to original report)
- Road improvement Option 5B (refer to original report)
- Road improvement Option 1
- Road improvement Option 5A

- Group 1: Rackham / Springhead (Arun to Adur Open Downs) Hills
- Group 2: Angmering and Clapham Wooded Estate Downland
- Group 3: Arun Valley Floor
- Group 4: Lower Arun Valley Floor and Floodplain
- Group 5: Lyminster/Crossbush Valley Sides
- Group 6: Binsted Wood
- Group 7A: Southern Tortington / Binsted / Walberton Farmland
- Group 7B: Northern Tortington / Binsted / Walberton Farmland
- Group 8: Arundel Wooded Estate Downland
- Group 9: Not Used
- Group 10: Town

N.B. Viewpoints 38-43 not used

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LANDSCAPE ARCHITECTS
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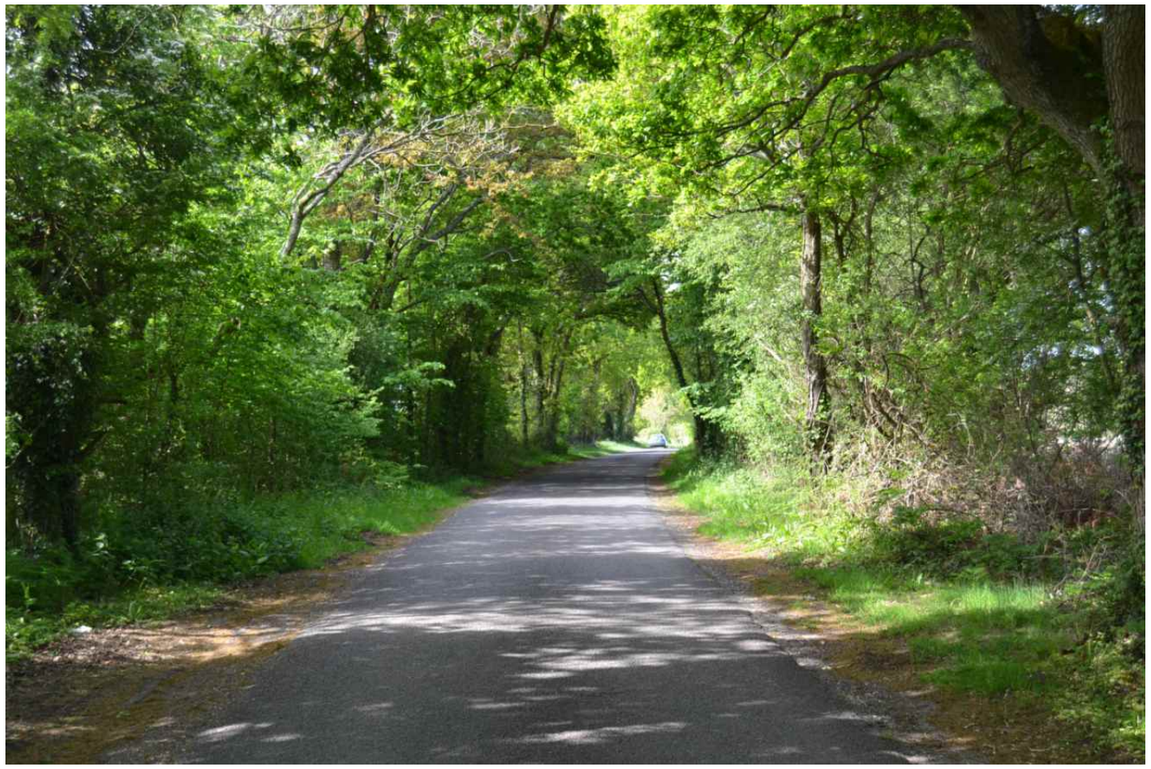
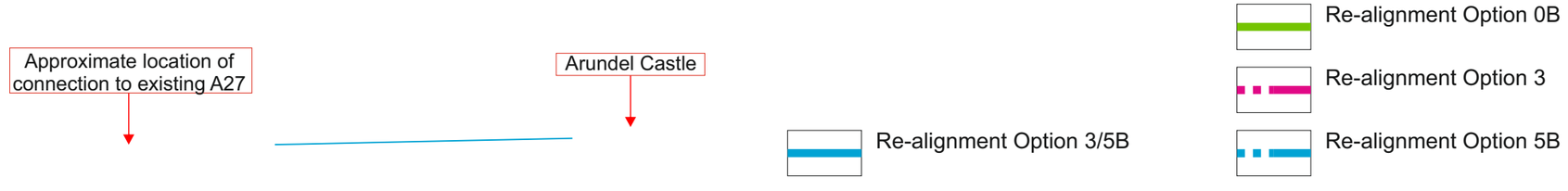
Viewpoint 44



Viewpoint 45

Viewpoint 46



Viewpoint 47

Viewpoint 48

Viewpoint 49

Viewpoint 50

Viewpoint 51

Viewpoint 52

Viewpoint 53

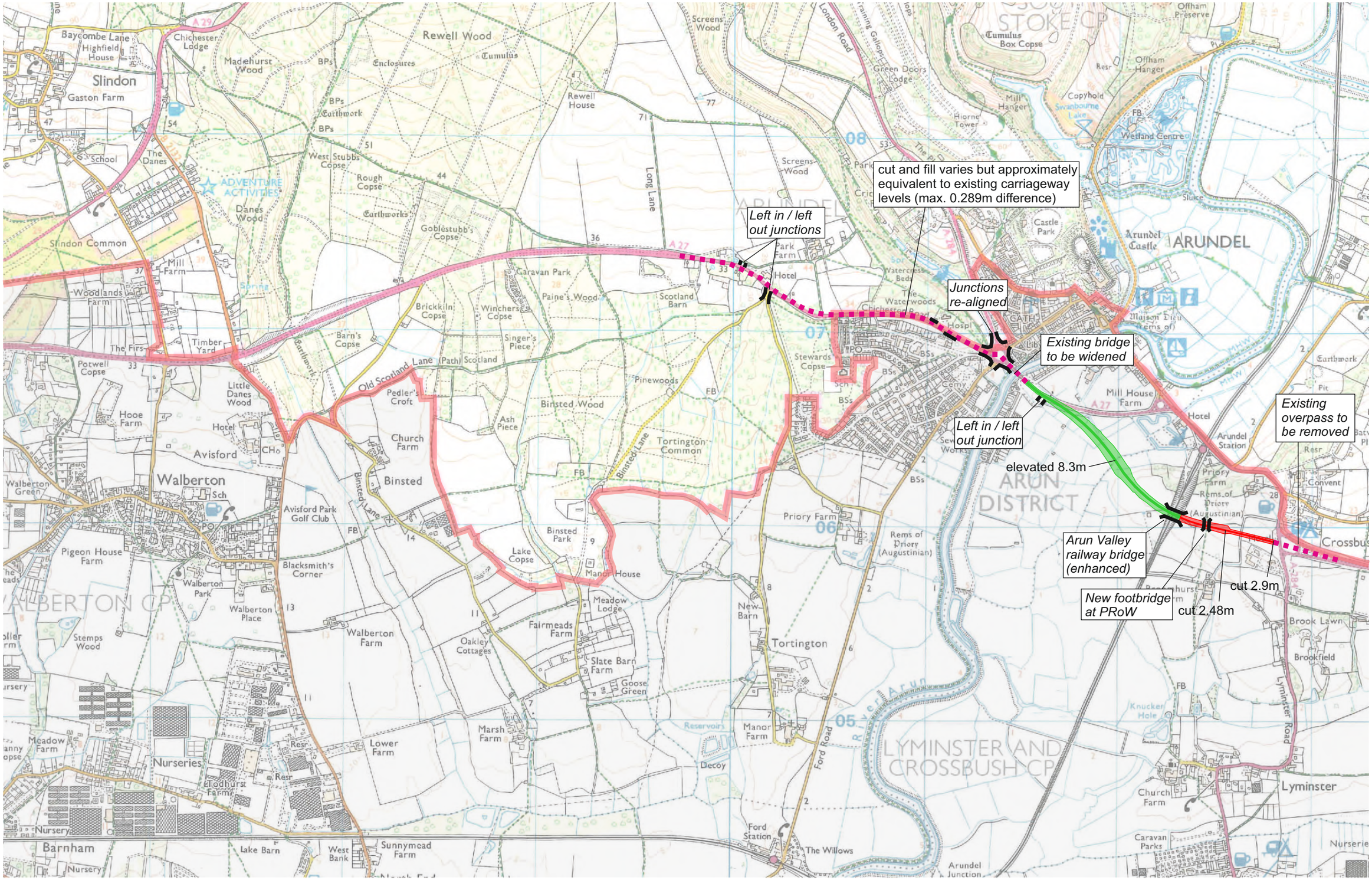
Viewpoint 54

Viewpoint 55

Viewpoint 56

Viewpoint 57

Viewpoint 58



project: **Consultation response to proposed A27 improvements**

drawing title: **Landform Effects (Arundel section: Option 1)**

date: **May 2017**

APPENDIX IV

Figure 23

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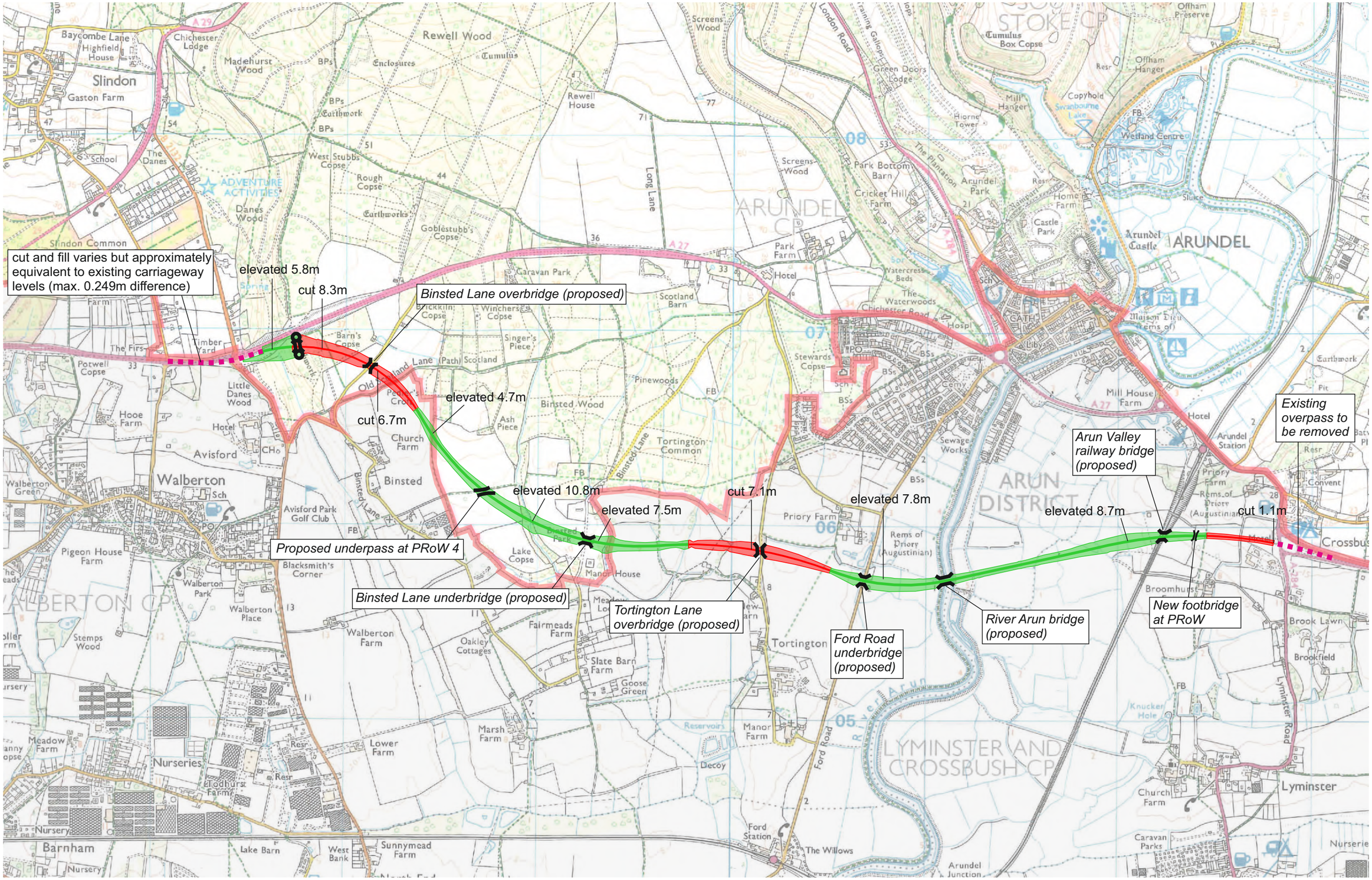

project: **Consultation response to proposed A27 improvements**

drawing title: **Landform Effects (Arundel section: Option 5A)**

date: **May 2017**

APPENDIX IV

Figure 26

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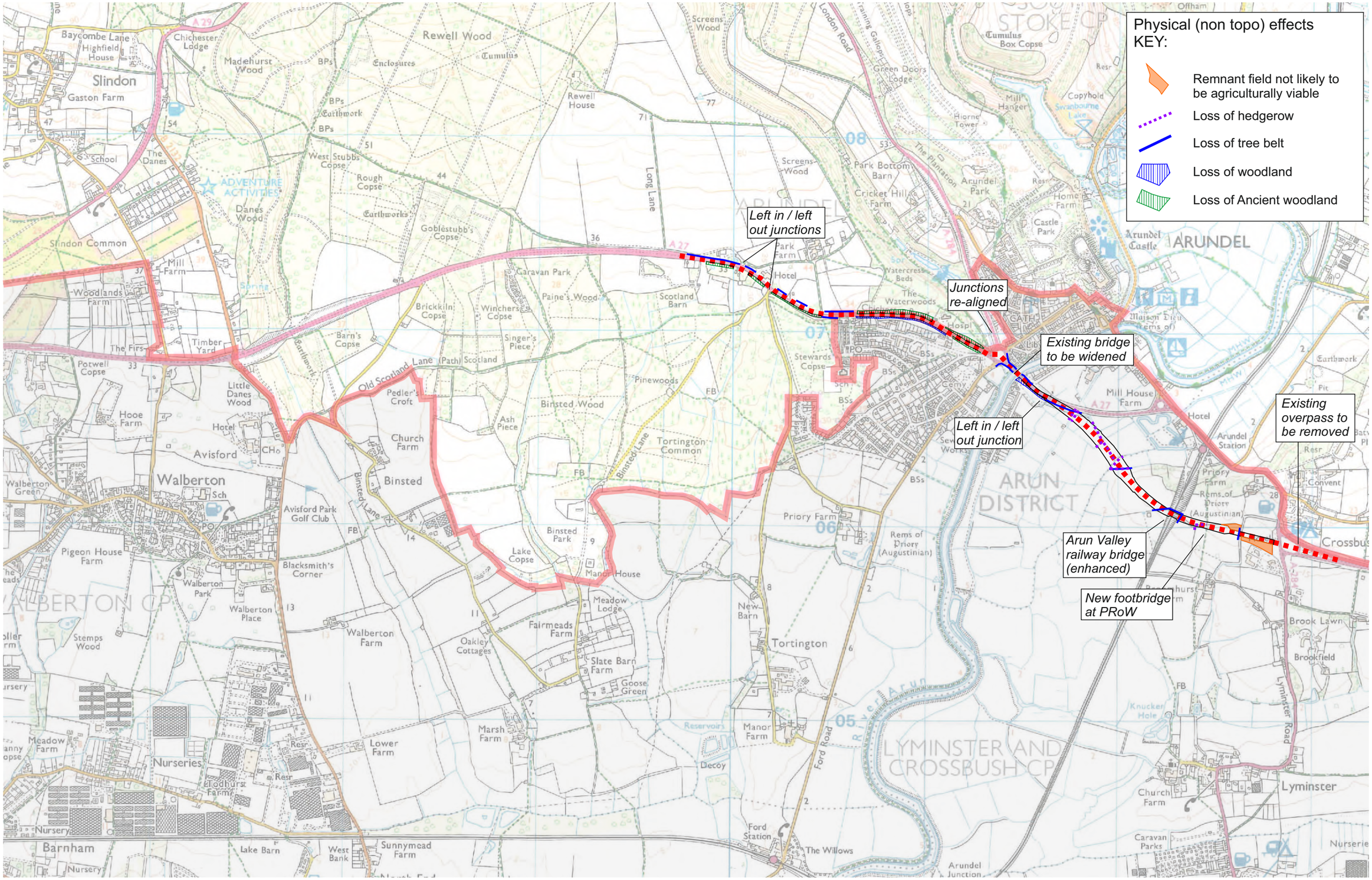

project: **Consultation response to proposed A27 improvements**

drawing title: **Physical effects (Arundel section: Option 1)**

date: **May 2017**

APPENDIX IV

Figure 24

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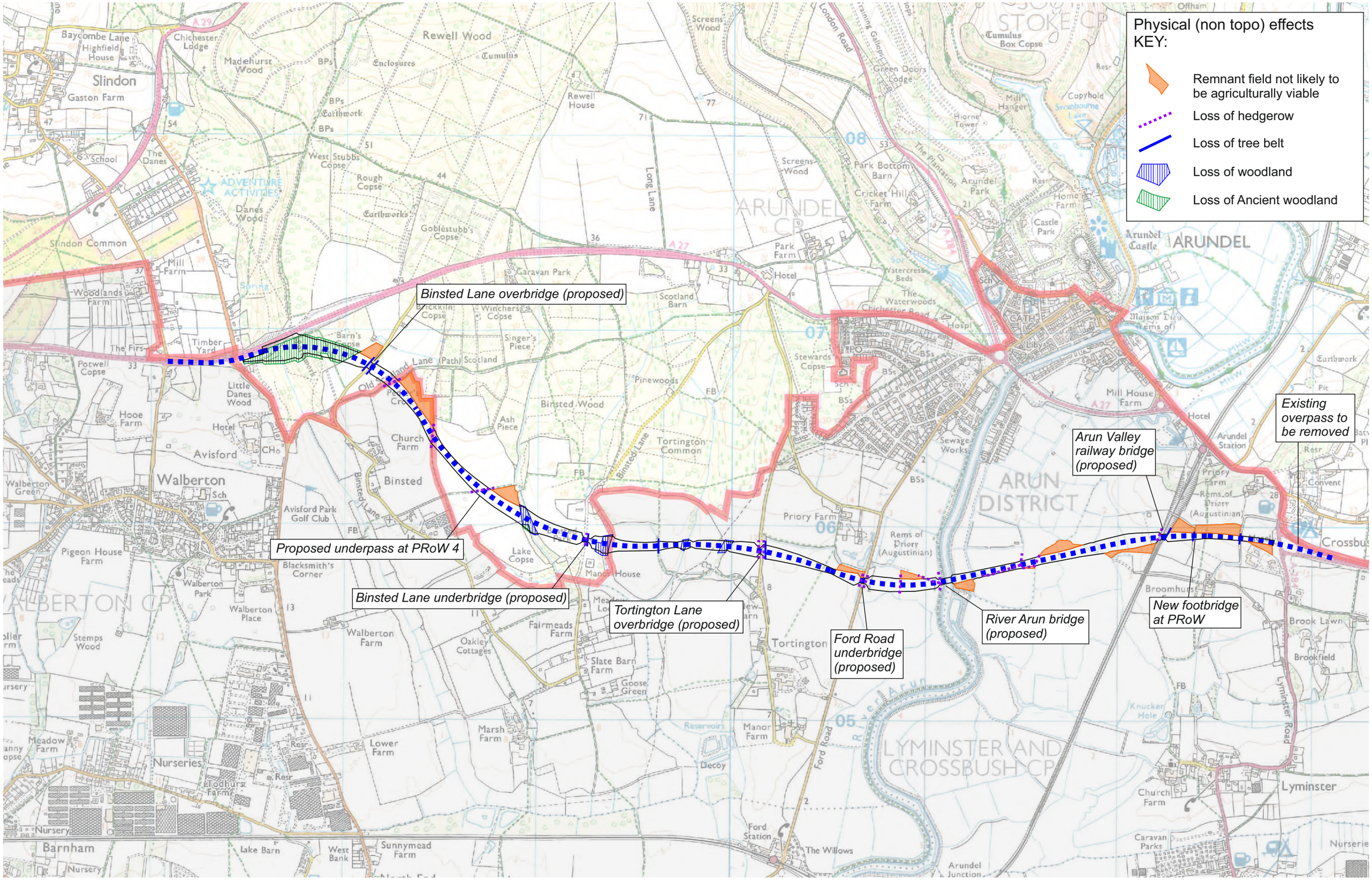

project: **Consultation response to proposed A27 improvements**

drawing title: **Physical effects (Arundel section: Option 5A)**

date: **May 2017**

APPENDIX IV

Figure 27

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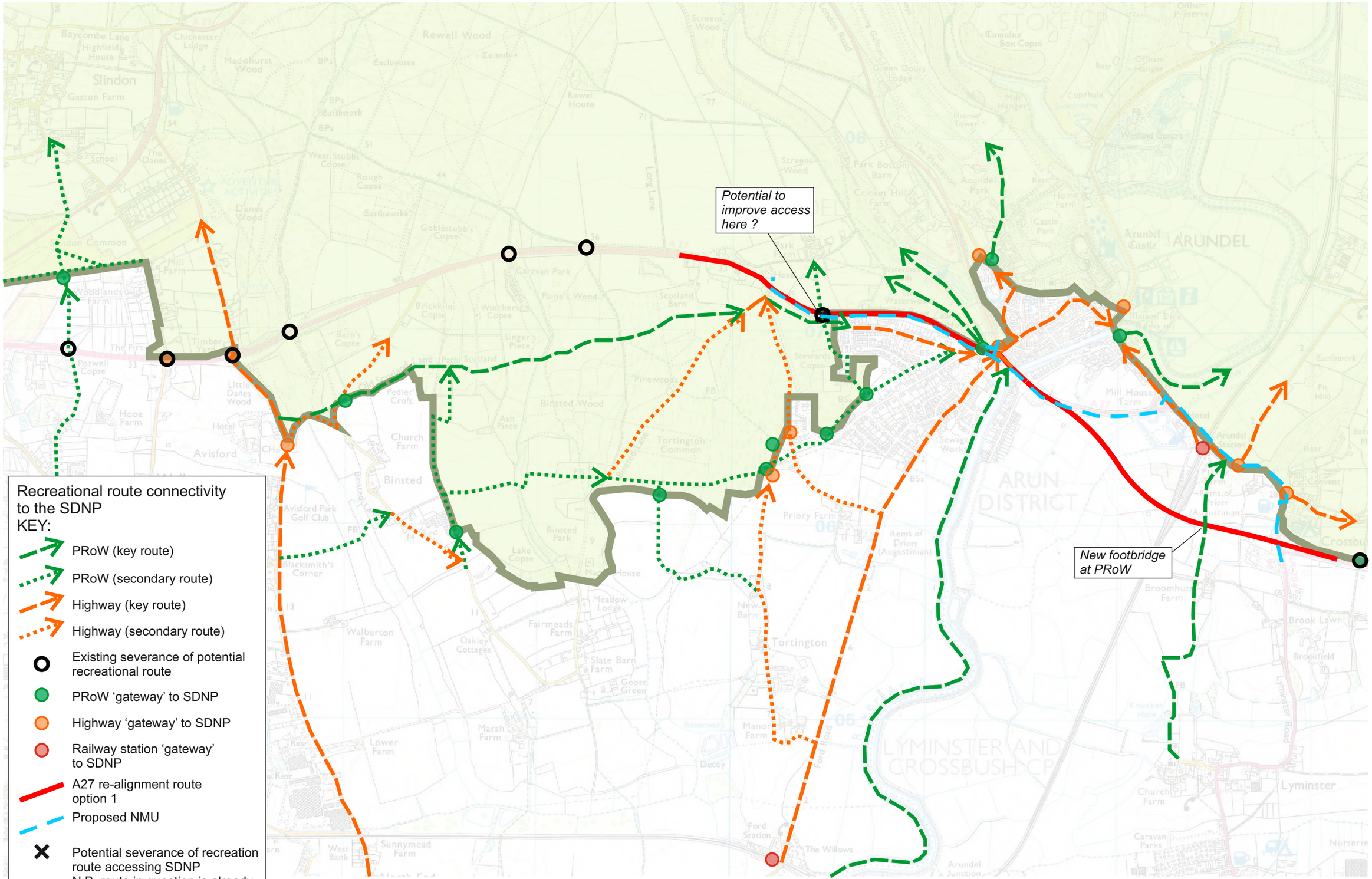

project: **Consultation response to proposed A27 improvements**

drawing title: **Effects on the PRoW network / connectivity to the SDNP (Arundel section: Option 1)**

date: **May 2017**

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Figure 25

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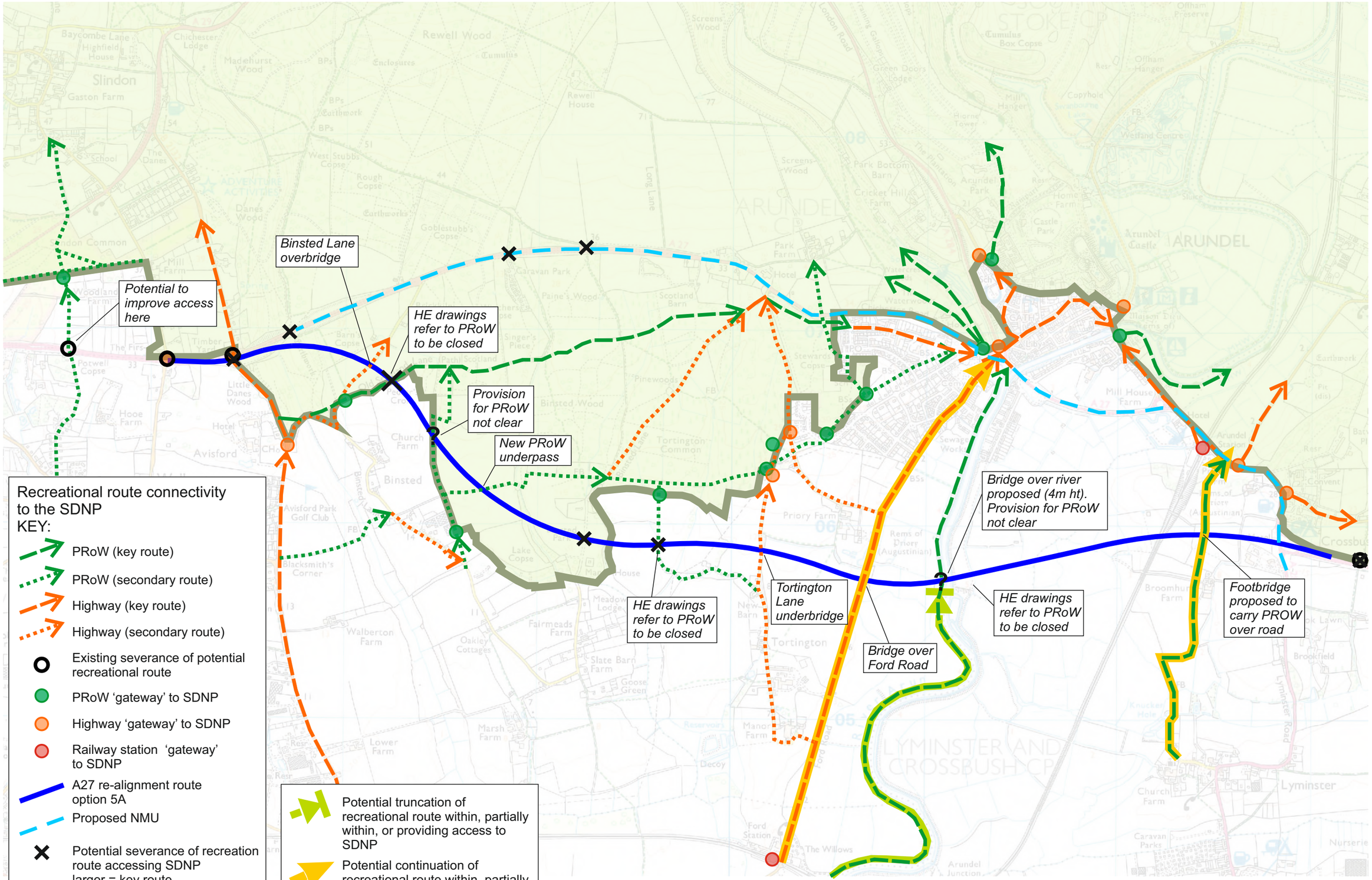

project: **Consultation response to proposed A27 improvements**

drawing title: **Effects on the PRoW network / connectivity to the SDNP (Arundel section: Option 5A)**

date: **May 2017**

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Figure 28

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