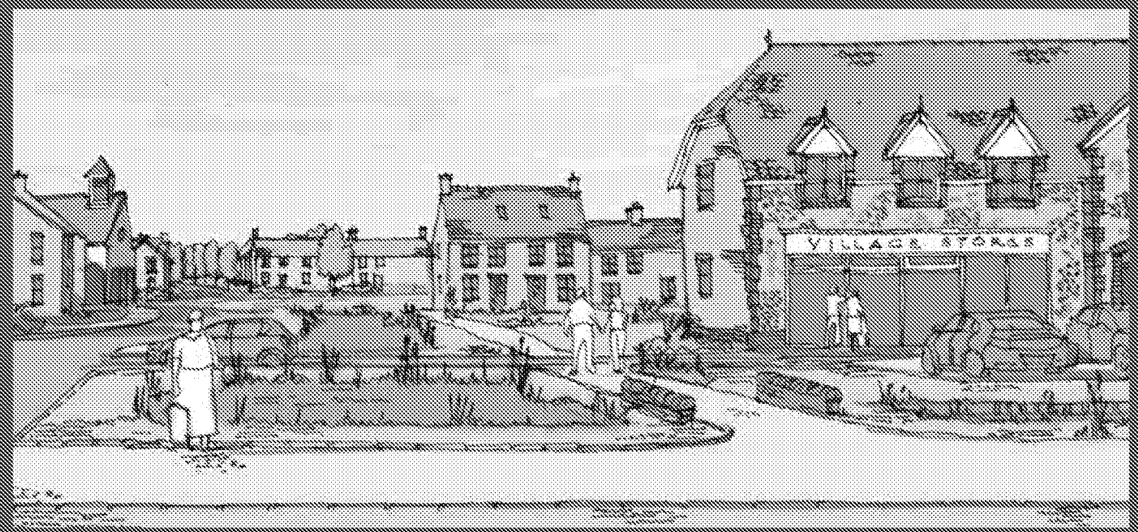
Proposed Residential Development on land at

Church Lane
Clymping

Design and Access Statement

December 2016



MULGRAVE
ESTATE

ARUN DISTRICT COUNCIL CM/1/17/OUT

Contents Amendment Record

Project: Church Lane, Clymping
Job Number: 14:4899

Date of Issue	Rev	Notes	Status	Completed By	Checked and Approved By		
					Designer	Landscape	Planner
09.11.15	0	Inital Design Document	Prelim	VJS	LB	LB	LM
17.11.15	A	Updated to Agent comments	Pre-Sub	VJS	LB	LB	LM
15.06.16	B	Updated to evolved design proposals and concepts	Pre-Sub	VJS	LB	LB	LM
24.06.16	C	Red line amended	Pre-Sub	LM	LB		
14.12.16	D	Updated to comments	Pre-sub	LM			LM

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jrp ARCHITECTURE PLANNING LANDSCAPE

ARUN DISTRICT COUNCIL CM/1/17/OUT

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ARUN DISTRICT COUNCIL CM/1/17/OUT

1.0 Introduction

1.1 Introduction

This Design and Access Statement has been completed on behalf of Mulgrave Properties LLP Estate in support of an outline planning application for:

"The erection of up to 300 dwellings and ancillary development comprising open space, a building within use class D1 of up to 875 square metres net, a building for A1 use having a floor area of up to 530 sq. metres net, together with open space and ancillary works, including car parking and drainage arrangements, with appearance, landscaping, layout; and scale wholly reserved for subsequent approval."

1.2 Vision

The proposal will create a distinctive residential development which is sympathetically designed to respect the surrounding built and natural environment. Housing will be a mix of 1 to 5 bedroom houses, including affordable housing, to create a sustainable, mixed community.



1.3 Purpose

This Statement responds to the requirements of The Town and Country Planning (Development Management Procedure) (England) Order 2015 for applications of this type to be accompanied by a Design and Access Statement.

The aims of the statement are to ensure design is integral to the creation of this development as far as possible at this outline stage.

The content of the design element of the statement aims to demonstrate how the physical characteristics of the scheme have been influenced by a thorough process. The process undertaken includes:

Assessment
Involvement
Evaluation
Design

The statement also seeks to address the following factors:

- Explain the design principles and concepts that have been applied to the development;
- Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- Explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- State what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- Explain how any specific issues which might affect access to the development have been addressed.

1.4 Brief

The following points summarise the brief at an early stage of the design process:

- Deliver quality of built form and spaces.
- Employ innovations which are a model for environmentally sensitive development
- Create a scheme which is deliverable and viable
- Ensure a holistic approach to the wider setting of the site.
- Establish a set of design parameters in which to inform any detailed designs for the development.

1.5 Aspirations

- Our intention is to deliver a secure and sustainable development of modern family homes and community facilities in a safe, green and welcoming environment.
- Achieve this vision through careful design and communication with the local authority without preconception of the possibilities for this site.

02

Development Framework

2.0 Development Framework

This section of the Design and Access Statement reviews both National and Local Planning policies in relation to the design aspects of the scheme.

Parker Dann are acting as planning consultants on this project and as such, the planning case report will be completed by them. As such, this statement should be read in conjunction with this document in addition to the suite of specialist consultant reports which accompanies this application. This section therefore reviews the policy which addresses the design quality of a development.

While more recent changes to the planning system have confused certain areas of policy, Section 38(6) of the Planning and Compulsory Purchase Act (PCPA) 2004 remains and states:

"If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be in accordance with the plan unless material considerations indicate otherwise".

The development plan comprises: -

- Arun District Council Saved Local Plan Policies, 2003
- Clymping Neighbourhood Plan

The proposed residential development has been formulated in light of the relevant design policies within the adopted Local Plan, the NPPF, National Planning Practice Guidance and Building for Life 12.

The Arun Local Plan 2011-2031 is in course of ts path towards adoption and regard has been paid to relevant policies.

Those considered to be of particular pertinence relating to design are set out below:

National Planning Policy Framework, March 2012

The National Planning Policy Framework (NPPF) was published on 27 March 2012. This document is the Governments key reforms to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth.

The over arching theme of the NPPF is sustainable development and this is outlined in paragraph 14, which states:

"At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking."

There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

An economic role
Contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
A social role
Supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

An environmental role
Contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

Core planning principles

The NPPF provides a set of core principles that should underpin plan-making and decision-taking.

These principles state that planning should:

Be genuinely plan-led, empowering local people to shape their surroundings,

- Not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives;
- Pro actively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- Take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;
- Support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources;
- Contribute to conserving and enhancing the natural environment and reducing pollution;
- Encourage the effective use of land by reusing land that has been previously developed (brownfield land);
- Promote mixed-use developments, and encourage multiple benefits from the use of land in urban and rural areas;
- Conserve heritage assets in a manner appropriate to their significance;
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable;
- Take account of and support local strategies to improve health, social and cultural wellbeing for all.

Chapter 7 of the NPPF sets out the governments requirements for good design of the built environment. Paragraph 57 states it is "Important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider development schemes". Paragraph 58 of the NPPF states policies and decisions should aim to ensure that developments:

- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development, establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit
- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation
- are visually attractive as a result of good architecture and appropriate landscaping.

The NPPF acknowledges that it is proper to seek to promote or reinforce local distinctiveness (para. 60) and that design should address the connections between people and places and the integration of new development into the natural and built environment (para. 61).

Poorly designed development or that which fails to take the opportunities available for improving the character and quality of an area and the way it functions should be refused (para.64).

National Planning Practice Guidance (March 2014)

The National Planning Practice Guidance is a web based resource aimed to support the National Planning Policy Framework. The guidance emphasizes the importance of providing good quality design as an integral part of sustainable development. It states that the following planning objectives can be helped by good design. Planning should promote:

• local character (including landscape setting);
• safe, connected and efficient streets;
• a network of greenspaces (including parks) and public spaces;
• crime prevention;
• appropriate security measures;
• access and inclusion;
• efficient use of natural resources;
• cohesive and vibrant neighbourhoods;
Well-designed places should also abide by certain principles. They should:

• be functional;
• Support mixed uses and tenures;
• ensure public space is lively;
• be adaptable and resilient;
• have distinctive character;
• be attractive;
• promote ease of movement.

The guidance also identifies the way in which buildings and the spaces between them should be considered. They must consider:

• Layout
• Form
• Scale
• Details
• Materials

Arun District Council Local Plan, Saved Policies 2003

There are a number of saved policies of the 2003 Local Plan that remain especially

relevant to the Plan, the majority of which have been updated in the emerging Local Plan:

- Protection of the Countryside (GEN3)
- The Form of New Development (GEN7)
- Development and the Production of New Infrastructure (GEN8)
- Foul and Surface Water Drainage (GEN9)
- Tidal Flooding and Costal Defence (GEN10)
- • Inland Flooding (GEN11)
- Parking In New Development (GEN12)
- Cycling and Walking (GEN15)
- Crime Prevention (GEN18)
- Provision of Public Open Space within New Development (GEN20)
- Buildings or Structures of Character (GEN22)
- Trees and Woodlands (GEN28)
- Nature Conservation Across the District (GEN29)
- Noise Pollution (GEN32)
- Light Pollution (GEN33)
- Air Pollution (GEN 34)

The Arun Local Plan 2011 - 2031 (publication version October 2014)

Policy H DM1 Housing mix
The Council will seek a mix of dwelling types and sizes, to include affordable housing units, that adhere to the latest Homes and Communities Agency design guidance. For developments of 10 units or more the Council shall require a balanced mix of market and affordable dwelling sizes including family sized accommodation (of three bedrooms or more), based on the most up to date SHMA recommendations.

Affordable housing
For schemes of 7 units or less, the Council will require the payment of a commuted sum. For all development schemes of 8-14 residential units the Council will require 15% of the total number of units proposed on site to be provided as affordable housing on the same site, in the first instance and for all developments of 15 residential units or more the Council will require 30% of the total number of units proposed on site to be provided as affordable housing on the same site in the first instance.

Arun's Local Plan strategic objectives for Design is:

"To plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity."

"To create vibrant, attractive, safe and accessible towns and villages that build upon their unique characters to provide a wide range of uses and which are a focus for quality shopping, entertainment, leisure, tourism and cultural activities."

"To plan and deliver a range of housing mix and types in locations with good access to employment, services and facilities to meet the District's housing requirements and the needs of Arun's residents and communities both urban and rural, ensuring that issues of affordability and the provision of appropriate levels of affordable housing are addressed while supporting the creation of integrated communities."

Policy D SP1 Design
All development proposals should be of good quality and demonstrate a high standard of design. Development proposals should have been derived from: a thorough site analysis and context appraisal; adherence to objectives informing sustainable design (inclusivity, adaptability, security, attractiveness and usability, health and wellbeing and climate change mitigation); and the influence these objectives have on the form of the development. All development proposals must consider the efficient use of land, layout, landscape and its setting, density, mix, scale, massing, materials, finish, architectural details and nearby habitats

Policy D DM1 Aspects of form and design quality
When considering any application for development the Council will have regard to the following aspects:

1. Character
Make the best possible use of the available land by reflecting or improving upon the character of the site and the surrounding area, in terms of its scale, massing, aspect, siting, layout, density, building materials (colour, texture), landscaping, and design features.
2. Appearance/attractiveness
Demonstrate a high standard of architectural principles, use of building materials, craftsmanship and hard and soft landscaping.
3. Impact
Have minimal impact to users and occupiers of nearby property and land. For example, avoiding the loss of sunlight/over-shadowing, over-looking issues, loss of privacy, anti-social noise/disturbance or having an over-bearing presence.
4. Innovation
Raise standards of design by embracing innovative design, new technologies and construction techniques, where a development proposal has the potential to do so.
5. Adaptability
Acknowledge diversity and difference. Buildings and places should be flexible to future adaptation, including the changing needs of occupants (for example ageing users, family circumstances), changes in wider work and social trends, and be able to accommodate potential differing uses of public space.
6. Crime prevention
Provide security measures that make places feel safer. This shall be achieved through natural surveillance and human presence by locating buildings and play areas along public routes and spaces, and making a clear division between private and public land to foster a mutual protection through territorial belonging.With respect to crime prevention, regard shall be had in particular to the document 'New Homes 2010 - Secured by Design' and the 'Safer Places - The Planning System and Crime Prevention'.
7.Trees and woodland
All new development will be expected to incorporate existing and new tree planting as an integral part of development proposals.
8. Solar gain
Within the constraints of the site and local context development proposals should, maximise sunlight and passive solar energy. Ideally development should be positioned (within a 15-20 degree margin) broadly south, with streets having an east-west pattern.
9. Public realm
Provide or enhance layouts, streets and public spaces so that they are attractive, socially inclusive, safe and secure, adaptable, with appropriate provision for planting, street furniture, and facilities for bicycle storage to create a place with attractive and successful outdoor areas.
10. Layout - movement
Utilise existing networks or improve access via delivery of a variety of integrated networks, to and from residential areas, commercial zones, open spaces, facilities and public transport. Development schemes should carefully consider walking and cycling as an integral part of the overall design concept. The layout of a development scheme should be designed to encourage these sustainable modes of transport whilst also designing in vehicular movements as well.
11. Layout - legibility
Deliver or contribute to the ease of navigation within a new or existing development scheme through use of focal points (landmarks, gateways, vistas, corner buildings, active edges, existing topography), and/or a variety of detail within the public realm (sculpture, planting, street furniture, building materials, building detail, signage).
12. Public art
Public Art should be incorporated into schemes where there is capacity to do so. Public art can encompass a wide variety of elements to include art as part of the design of buildings and developments, landscape and planting, street furniture, signage and lighting in the public realm which is accessible to all. This can also result in physical, permanent artworks and sculptures. Such cultural interventions have often been realised in response to creatively engaging a community's sense of 'place' or 'well-being' in society. Public art will be encouraged as an integral element of development schemes.
13.Density
The density of new housing will make efficient use of land while providing a mix of dwelling types and maintaining character and local distinctiveness. Higher densities will be more appropriate in the most accessible locations. Proposals should take into account the density of the site and its surroundings. The density of large sites should be varied to guard against uniformity. More specific standards can be found either within individual neighbourhood plans or the Arun Design Guide.
14. Scale
The scale of development should keep within the general confines of the overall character of a locality unless it can be demonstrated that the contrary would bring a substantial visual improvement.

Policy D DM2 Internal space standards
The planning authority will require internal spaces to be of an appropriate size to meet the requirements of all occupants and their changing needs. District specific standards are identified in this Policy which should be adhered to in all new development.

The space standards are minima and can be exceeded. Developments shall also be consistent with all other Local Plan policies.

It should be noted that the Housing Standards Review (September, 2014) has proposed Nationally Described Standards to replace the existing space standards used by Local Authorities. Until these standards are incorporated into a statement of policy (in 2015), the following standards will apply:

* Dining area calculated as difference of 'Kitchen Diner' and 'Kitchen'. (DA = Dining Area)
** 2 bathrooms. 1 required on entrance level for multi-level units.
2.7 sq.m = Wheelchair accessible WC, no Shower.
3.6 sq.m = Wheelchair WC with shower
6.8 sq.m = Separate Bathroom and WC
*** Alternatively a utility room with a floor space of 3.6m can be provided

Policy D DM3 External space standards
The Planning Authority will require the provision of useable private amenity space (excluding parking and turning areas) in new residential development unless the urban density form in town centres requires greater flexibility. In considering the amount of amenity space, the planning authority will take into account back gardens, roof terraces, balconies and in apartment developments, communal gardens.

The following standards, as a minimum, shall apply to the gardens of all houses (except apartments):

Garden area (sq.m)
Note - Minimum Depth should be 10 sq.m. The width will normally be the width of the dwelling.

House type
2-bedroom terraced 50
3-bedroom terraced 65
Small Semi or detached (3 bedroom max)85
Large semi or detached 100

Clymping Neighbourhood Plan

The Clymping Parish Council Neighbourhood Plan now forms part of the development plan following a referendum in December 2015.

"Our vision is to retain the balance and character of Clymping, strengthening established features of our neighbourhood through supporting sustainable development and encouraging infrastructure improvements to mitigate the effects of through traffic and the severance of the Parish by the A259.

Clymping will remain a strong cohesive community where people want to live and work now and in the future. The community will meet the diverse needs of existing and future residents, being sensitive to the natural environment and thus contributing to a high quality of life.

While encouraging relevant development and infrastructure improvements to meet local needs, the community wishes for Clymping Parish to retain its unique and special character"

To achieve this the community will encourage and support:
• Development which fits harmoniously within the local environment
• Responsible and sustainable development along with enhanced provision of amenities, activities and facilities, and relevant infrastructure
• Retention of our identity as a small rural and coastal community by maintaining the 'gaps' between neighbouring settlements and protecting important areas of countryside and coastline
• Infrastructure improvements in particular to help mitigate concerns about the adverse effect of through traffic and flooding risks from sea, river or surface water.

Policy CPN 9 Protection of Trees and Hedgerows
Development requiring planning permission that damages or results in the loss of ancient trees or trees or hedgerows of arboricultural and amenity value will not be permitted.

Development proposals must be designed to retain trees or hedgerows of good arboricultural and amenity value. Trees, woodlands and hedgerows which are important to the generally open rural environment of the Parish are identified in the Clymping Character Assessment.
Development proposals should be accompanied by a survey that establishes the health and longevity of any affected trees or hedgerows and a management plan to demonstrate how they will be so maintained.

Policy CPN 10 Protection of Natural Habitats
Development that results in harm to existing national and locally protected habitats will not normally be permitted.

Policy CPN 12 Quality of Design
New development, including, rebuilding or alterations, must be of a high quality of design and protect and enhance local character as assessed by the Clymping Character Assessment.

Good design in Clymping means:
a) responding to and integrating with the local built environment and landscape context as described in the Clymping Character Assessment; and
b) respecting established building set back, using boundary treatments than reflect local context, and arrangements of front gardens, walls or trees and hedges; and
c) using good quality materials that complement the existing palette of materials used within Clymping; and
d) maintaining the visual importance of landmark buildings as designated in the Clymping Character Assessment; and
e) adopting the principles of sustainable urban drainage; and
f) meeting the requirements of 'Secure by Design' to minimise the likelihood and fear of crime; and
g) using innovation to achieve low carbon sustainable design; and
h) providing for:
- sufficient external amenity space,
- refuse and recycling storage
- car and bicycle parking
- child and disabled facilities where appropriate
- the Integration of meter boxes, lighting, flues and ventilation ducts, gutters and pipes, satellite dishes, aerials and telephone lines

Development proposals of poor design that fail to take the opportunities available for improving local character and quality of an area and the way it functions will not be permitted.

Policy CPN15 Energy efficiency of new development
All new housing developments and extensions with the exception of the conversion of listed historic buildings, should contribute to reducing carbon emissions through incorporating measures to reduce energy use. Development proposals will be expected to implement national standards applicable at the time of submission, and are encouraged to improve on these if possible

Policy CNP19 Encouraging walking and cycling
Proposals to improve existing or provide new footways and cycle paths around the parish, to facilitate and encourage safe alternatives to the use of the private car, will be supported providing they are in compliance with other policies in this Neighbourhood Plan, and

Development (including highways mediation works and development) with material traffic impact will be required to contribute to enhancing the capacity of cycle and pedestrian networks and to extend and maintain routes directly affected by the development.

The Building for Life 12 principles guide the creation of a great place to live. The Building for Life criteria are:

1) Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

2) Facilities and services

Does the development provide (or is close to) community facilities, such as shops, schools workplaces, parks, play areas, pubs or cafes?

3) Public transport

Does the scheme have good access to public transport to help reduce car dependency?

4) Meeting local housing requirements

Does the development have a mix of housing types and tenures that suit local requirements?

5) Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

6) Working with the site and its context

Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

7) Creating well defined streets and spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn corners well?

8) Easy to find your way around
Is the scheme designed to make it easy to find your way around?

9) Streets for all

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

10) Car parking

Is resident and visitor parking sufficient and well integrated so that it does not

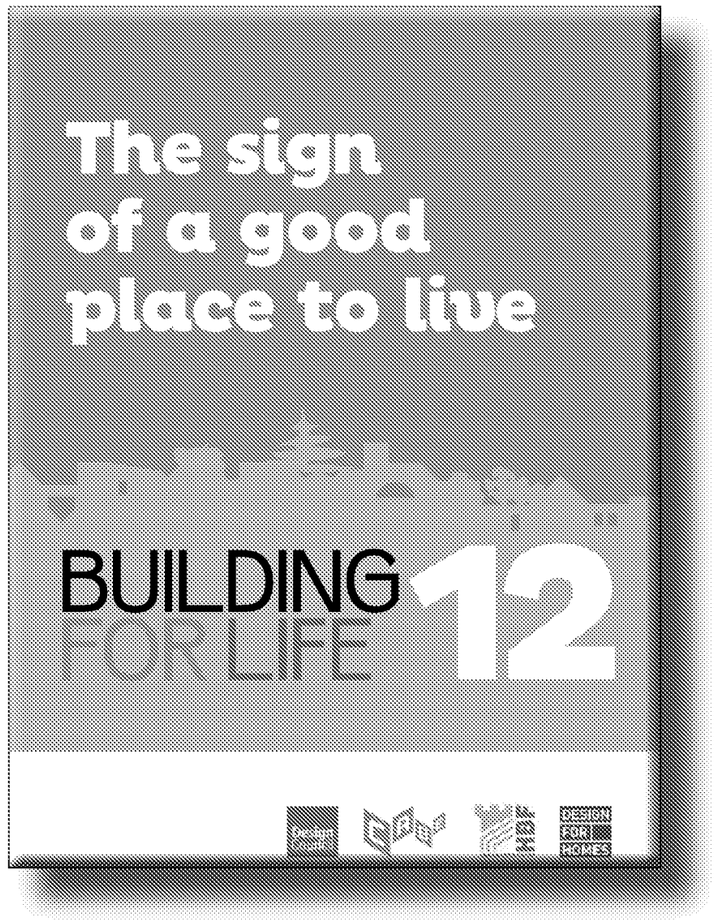
dominate the street?

11) Public and private spaces

Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?

12) External storage and amenity space

Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?



02

Site Area and Analysis

3.0 Site Area and Analysis

3.1 Site Location

Clymping is a parish of 690 hectares on the south coast to the west of Littlehampton. It is in West Sussex County Council area and within the Arun District. It is characterized by the open farmland that surrounds it and separates it from the neighbouring towns and villages. The countryside and farmland is flat, low lying and naturally prone to flooding but protected by river dykes, coastal protection and a network of drainage ditches.

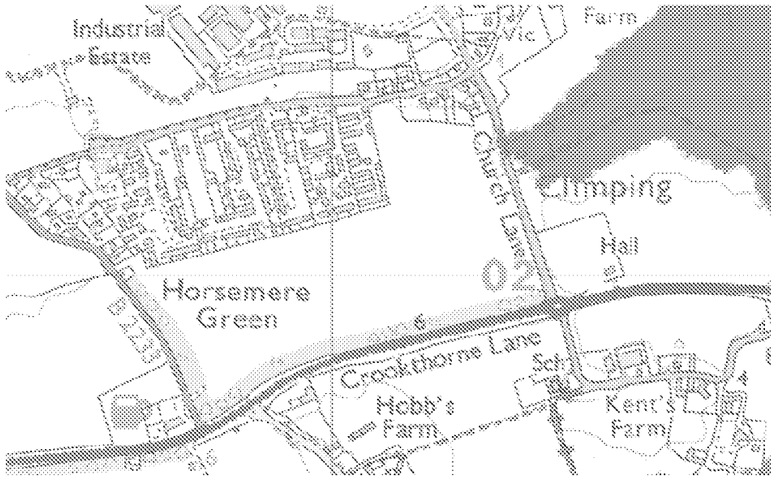
The Parish is both rural and coastal and has no defined built-up area. It is rich in farmland, together with a business park to the north of the Parish (which mainly falls within the neighbouring Parish of Ford) and other smaller business units within the parish mainly in converted agricultural buildings.

There are several busy roads running through Clymping. It is crossed roughly east to west by the A259 Littlehampton to Bognor Road which severs the north of the parish from the south with no controlled crossing points. The other main routes in the parish are Yapton Road (B2233) and Church Lane going from their junctions with the A259 north-west to Yapton and northward to Ford respectively.

The Parish is served by rural footpaths which provide access to the open countryside.

The site subject to this application comprises of 21.6 Ha of land situated to the immediate south of the Horsemere Green Lane Character Area and immediately north of the A259 as demonstrated on the plan opposite. Existing tree belts frame the site to the southern and western boundaries with existing residential framing the site to the north. Church Lane bounds the site to the east.

The development area lies within Environment Agency Flood Zone 1 which means that the chance of flooding each year from rivers or the sea is less than 0.1% (1 in 1000).



ENVIRONMENT AGENCY - FLOOD EXTRACT



Illustrative Red Line for Identification Purposes

AERIAL VIEW - CHURCH LANE, CLYMPING

3.2 Red Line Application Boundary

The plan opposite demonstrates the extent of the land subject to this planning submission.



RED LINE LOCATION PLAN

3.3 Wider Context

Chichester

Site

Arundel



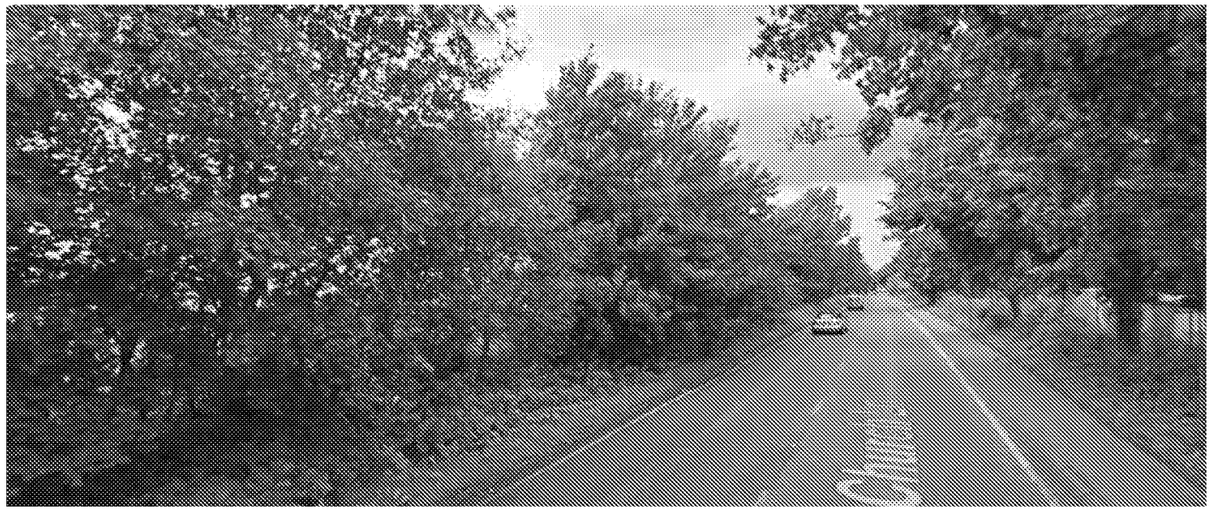
MAP SHOWING WIDER SITE CONTEXT

3.4 Photographic Analysis

The photographs provided below provide views of the existing boundaries to the site.



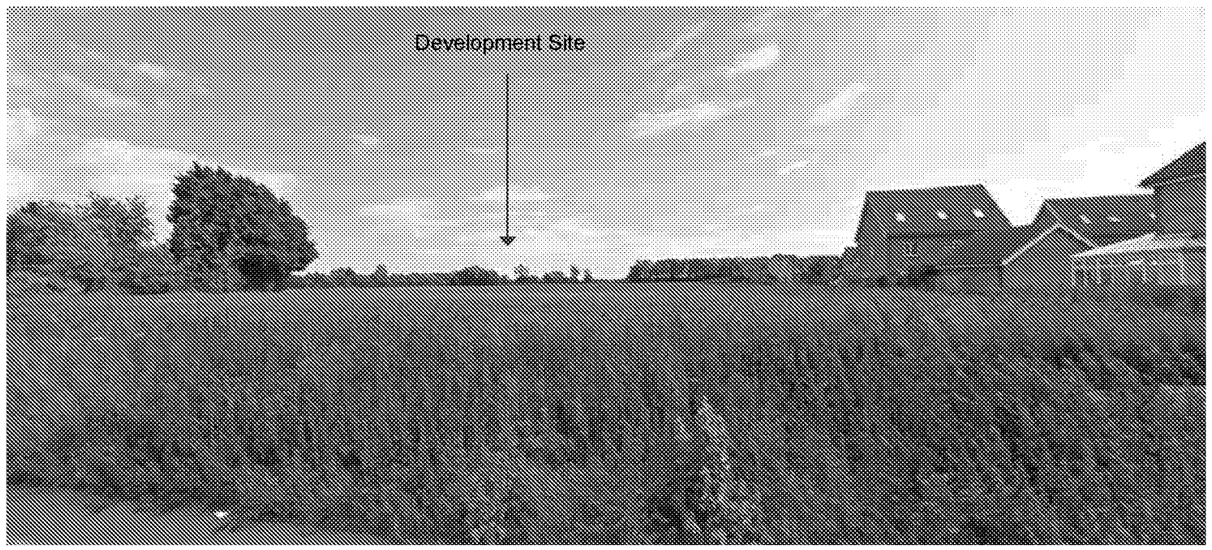
View of the southern boundary to the site from Crookthorne Lane. Mature landscape provides some screening allowing only glimpse views through.



View of the site from Church Lane and the eastern boundary of the site. Again, mature landscaping screens some views to the site from this road.



View of the site from Yapton Road which bounds the site to the west. Similar to the other boundaries mature planting fully screens the site.



View of the site from Horsemere Green Lane.

3.4.1 Photographic Analysis



View looking west along Horsemere Green Lane



View looking south into the land from Horsemere Green Lane



View from the Yapton Road looking north east into the land



View from Crookthorne Lane looking north into the land

3.5 Land Use Plan



Illustrative Red Line for Identification Purposes

AERIAL IMAGE IDENTIFYING LAND USE WITHIN THE WIDER LOCALITY

This section of this Design Statement reviews the existing built form within the locality as a means of establishing the positive design features which should be taken forward as part of this development. A review of the immediate surroundings has been undertaken and the plan opposite provides a breakdown on the general land use.

- Residential Development
- Employment Use
- Open Countryside
- Open Play space

The Parish is both rural and coastal and has no defined built-up area. It is rich in farmland, together with a business park to the north of the Parish (which mainly falls within the neighbouring Parish of Ford) and other smaller business units within the parish mainly in converted agricultural buildings.

3.6 Character Analysis



Illustrative Red Line for Identification Purposes

Listed buildings and buildings of interest

Local Facilities

As the plan opposite demonstrates there are 4 main character areas found within Clymping. These are defined within the Clymping Character Assessment, January 2015 and include:

- The Parish and Countryside
- The Beach and Clymping coastline
- Traditional Clymping
- Horsemere Green Lane and recent associated housing development
- Along the A259

This section provides a review of those different character areas as a means of understanding further the context of the site. The ones of particular note in relation to this site is the A259, some areas of traditional Clymping and the Horsemere Green Lane and recent associated housing development.

Overall Materials and building form

- Common building materials are brick (buff and red) and render (white and cream). Contrasting head and cill details are present to the more recent developments.
- Buildings are predominantly single or two storeys in height though some taller 2.5 storey properties are present. The dwellings are predominantly detached or semi detached in form.

Overview of Landscape

- Boundary treatments are important to the streetscene – many streets are enclosed by boundary walls or hedges.
- Set backs to the buildings vary with larger spaces to traditional Clymping, becoming tighter within the most recent developments of Horsemere Green Lane.
- Green verges line the main routes and mature trees / hedges are common throughout. Green spaces of various sizes are integral components of the settlement's identity.

Overview of Car Parking Solutions

- Existing parking solutions are predominantly drives and garages (both integral and detached).

Overview of Architectural Styles and Features

- The styles of properties vary significantly. In general an eclectic mix with features including examples of different styling and features including variation in the roofscape, gables, some examples of chimneys, eaves and cill detailing. Eaves detailing is generally simple and in keeping with the primary construction of the dwellings.

3.6.1 Character Analysis - Traditional Clymping



Google Earth Images



Google Earth Images

The layout of the properties is varied with most set back from the road with enclosed front gardens or built around private drives or roads. Much of the construction is traditional rural with pitched roofs of slate tiles or of thatch, some timber framing, and flint or rendered walls. Some are single storey or chalet homes but most are two storey buildings with 3 bedrooms or more. There are a number of similar semidetached cottages built across the village circa 1880 with flint walls and slate roofs.

Some dwellings have been extended or have added garages or outbuildings and it is important to ensure such future developments are kept in keeping with the surrounding area, do not over-develop the plot and are in proportion to the original building. A number of buildings are holiday or second homes, some offered to let and some offer B&B.

Examples of the buildings are shown in the attached photographs.

The roads and country lanes are for the most part simply grass verged with hedges and trees screening many of the properties. Traditional Sussex flint walls feature extensively along the lanes as well, particularly on Clymping Street and Brookpit Lane. Clymping Street also has a number of older properties built adjacent to the lane.

Any new development in this area will need to respect its historic and visual context. The scale and siting of any new development will need to be appropriate to surrounding properties and suitably landscaped for the rural and historic setting. Boundary treatments will need to be flint wall construction where this is the predominant form, otherwise native hedgerows will be acceptable.

Construction materials will need to be chosen from a palette that respects the historic form of the village, and other features such as porches, roofs and gables should reference Sussex rural vernacular.

Any development needs to consider the impact on the village infrastructure: on drainage, road and footpath access and free movement around the village.

Clymping Character Assessment, January 2015

Key Points to note in Traditional Clymping

- Grass verges to the main routes
- Varied set backs of dwellings from the street in angular forms. Predominantly detached properties of single or two storey heights. Dwellings set within large plots.
- Frontages are generally enclosed and high quality landscaping is present with mature hedges and trees.

3.6.2 Character Analysis - A259



Google Earth Images

The area is flat with Horsemere Green Lane itself winding gently east - west. The original houses are of moderate size along the lane and are mostly set back in a non regular pattern, many with long plots extending south. The oldest properties date from the late nineteenth century. There is a mix of one and two storey detached and semi-detached houses of varied designs with tiled roofs, some of which are traditional slate. Most are built with brick, some are rendered or tile hung and some faced with Sussex flint.

Large scale development occurred on the sites of former nurseries which lined the lane. There are five modern estates of houses, the last completed in 2003. These estates are laid out in more regular patterns, with houses built on smaller plots with open front gardens and pavements, typical of modern developments. Most of the houses are detached with only smaller numbers of semidetached houses. Most are brick built with pitched tiled roofs and some modern thatches. Some reference traditional flint and render in their construction details.

Cropthorne Drive is a development of 28, five bedroom detached houses with a small open green space and childrens' playground. It is a mix of two and three storey properties, although the building heights are very similar. There is a mix of brick, rendered and Sussex flint facings.

Modern development styles are more appropriate in this area, but reference to traditional materials in elevations, roofing styles and other details should be made. The wooded lane aspect of Horsemere Green Lane should be preserved including the grass verges, but the partial footway on the south side needs completing to Yapton Road.

Any new development would need to be screened from the lane with hedging and trees. Particular attention would also be needed to vehicular access due to the poor (unsafe) priority junction of Horsemere Green Lane with Church Lane and the current issues for pedestrians – the lack of pavements and the dangerous crossing at Church Lane. Attention would also be necessary to the lack of safe crossing facilities along the A259 that bisects the village.

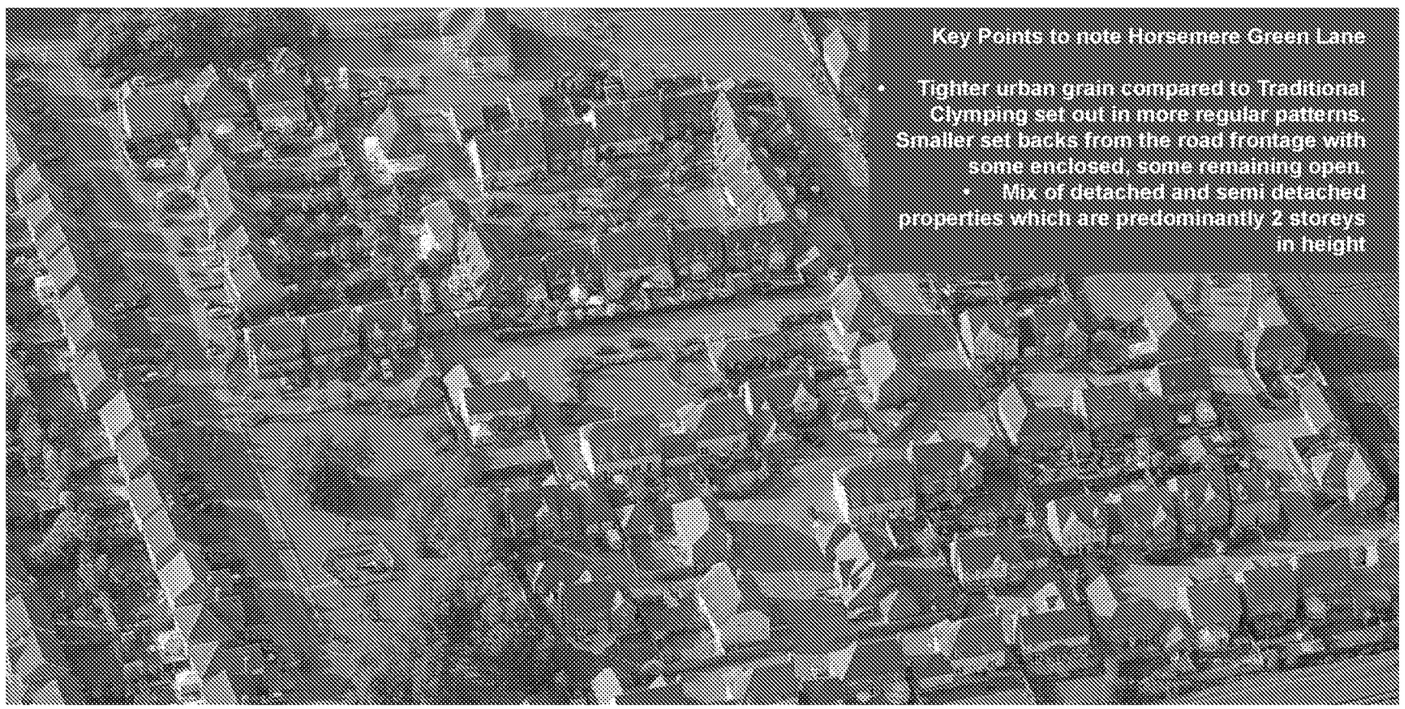
The A259 has grassed verges and hedges and trees that partially screen the countryside and the residential areas; and drivers passing through Clymping would be forgiven for not recognizing they were actually passing through a village. There is a footway along the northern side of the A259 (Crookthorn Lane) leading east from the Yapton Road junction towards Littlehampton. Beyond Church Lane this footway opens out to include a cycleway. Intriguingly both the pavement and cycle way end abruptly at the river Arun Bridge leaving the pedestrians or cyclists on a grass verge at a busy road intersection. Fortunately there is a pavement along the north side of Ferry road into Littlehampton providing a safe route for pedestrians and cyclists into Littlehampton.

The south side, and some of the north side of the road, is designated strategic gap in the Arun Local Plan. It is important that a screened and wooded effect along the road is maintained if any new developments were to be proposed. If this was the case any access would need to be designed to ensure safety, provide controlled crossing places for pedestrians and cyclists and maintain traffic flow. Any new traffic movements should not be allowed to further worsen the already difficult junctions. Any opportunity to reduce the severance effect of this road on Clymping should be taken to facilitate free movement around the village, particularly for pedestrians, cyclists or the handicapped.

Clymping Character Assessment, January 2015

Clymping Character Assessment, January 2015

2.6.3 Character Analysis - Horsemere Green Lane



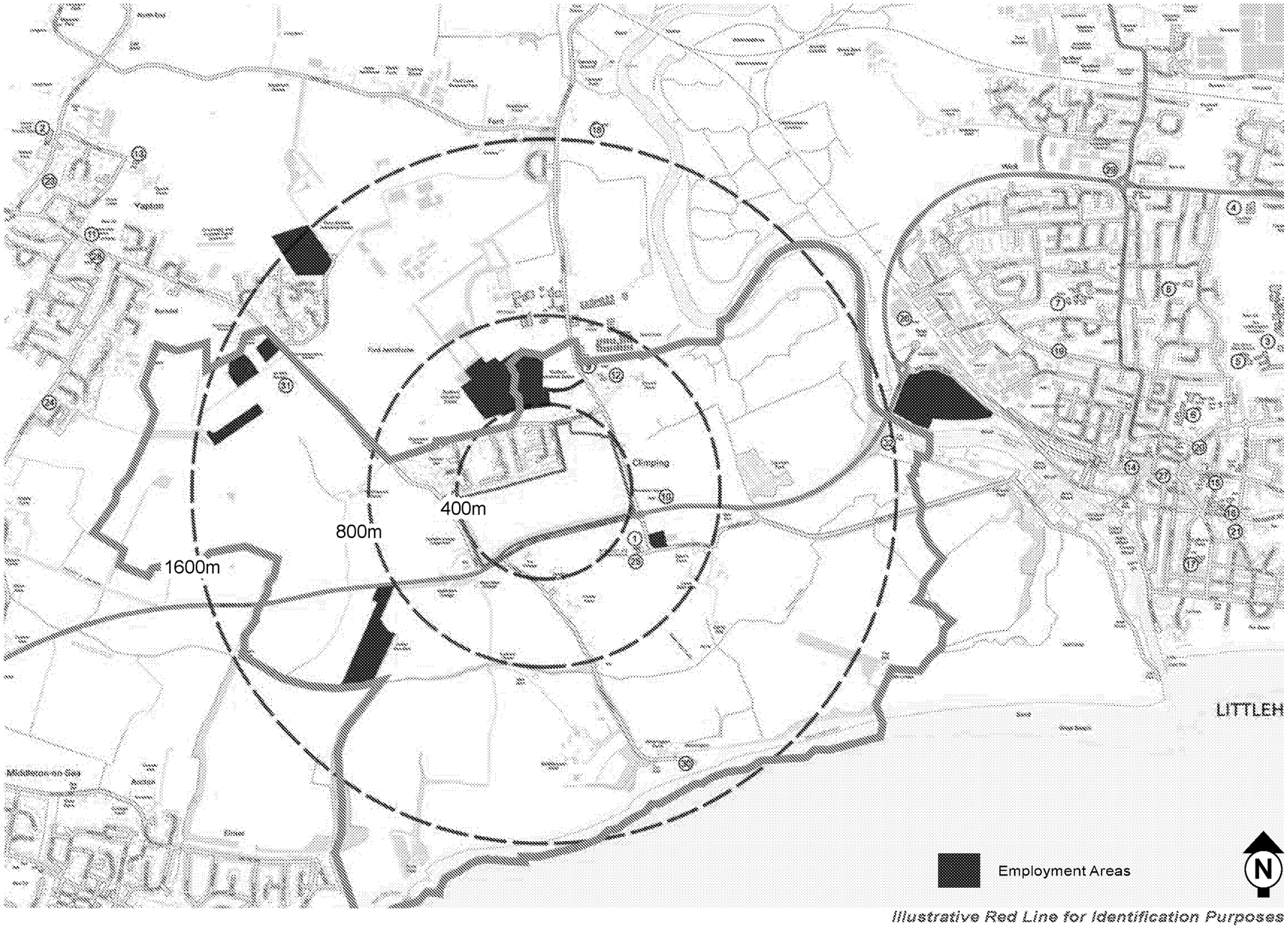
Clymping Character Assessment, January 2015

3.7 Sustainability and Integration

It is important that when considering the design solution that an understanding of how the existing area functions in terms of place is carried out. This enables the proposed connection points and linkages to be identified, both within and from the site, so that important desire lines are achieved.

This process ensures that the new development enhances the existing movement framework of the area improving connectivity through the site and beyond rather than disrupting or severing it.

It is therefore considered that there are a range of local facilities including education, health care and convenience shopping within the area surrounding the proposed development site that would be accessible by a range of modes other than the private car. These facilities will also provide a range of local employment opportunities that are within walking distance of the site as well other commercial uses in the surrounding area.



Illustrative Red Line for Identification Purposes

SCHOOLS

1. St Mary's CofE Primary School
2. Yapton CofE Primary School
3. Littlehampton Academy
4. Cornfield School
5. Elm Grove Infant School
6. River Beech Primary School
7. White Meadows School
8. St Catherine's Catholic Primary School

COMMUNITY

9. Clymping Church Hall
10. Clymping Village Hall
11. Yapton & Ford Village Hall

CHURCH

12. St Mary Church
13. St Mary CofE Church
14. Littlehampton United Methodist United Reformed
15. St Mary's Church
16. Littlehampton Baptist Church
17. St Catherine's Church
18. The Church Of St Andrew

HEALTH

19. Wick Surgery
20. Littlehampton Surgery
21. Fitzalan Medical Centre
22. The Park Surgery
23. Yew Tree Surgery
24. Meadow Croft Surgery

SHOPS

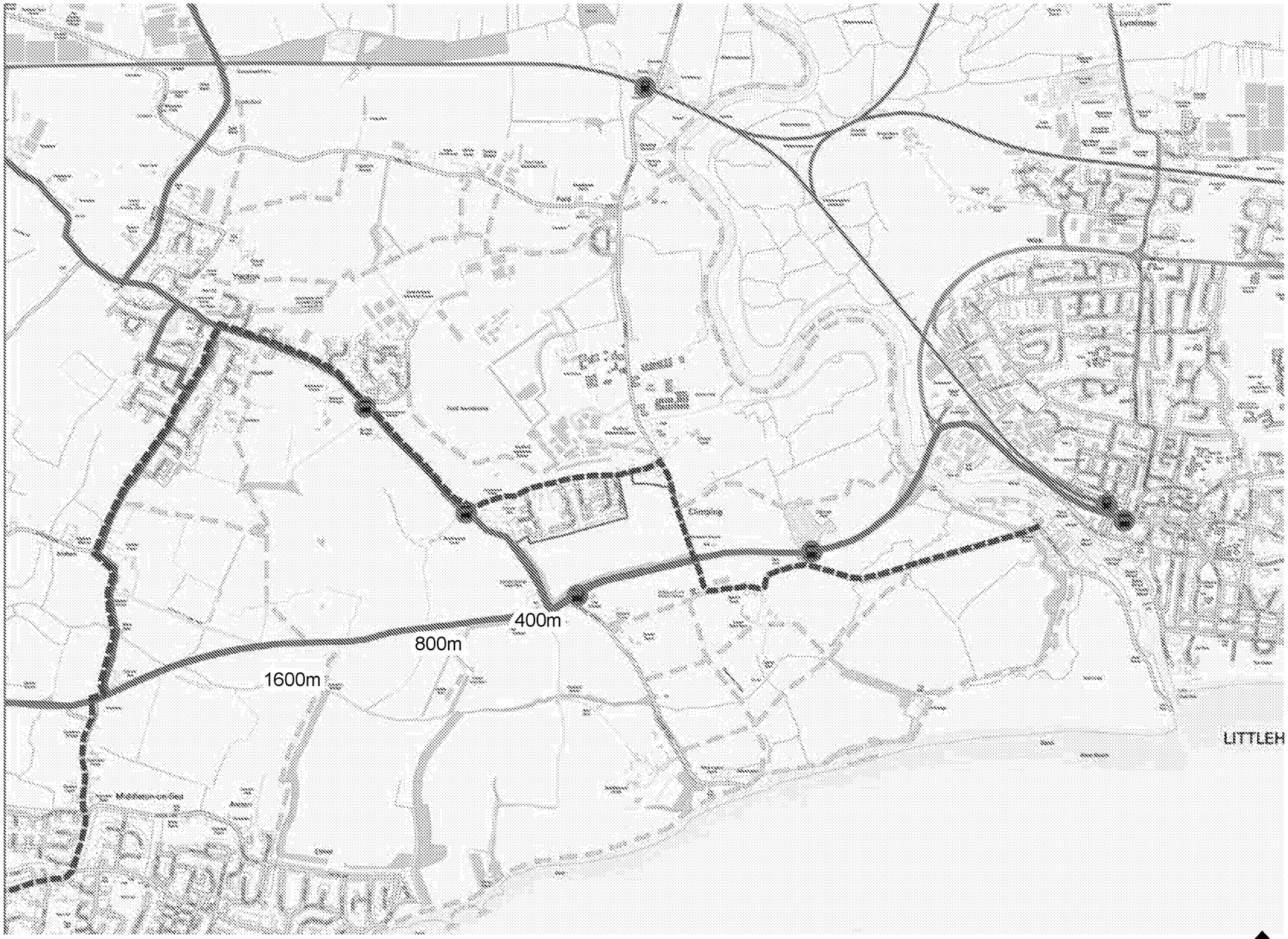
25. Bairds Farm Shop
26. Tesco Store
27. Littlehampton High Street
28. CO-OP & Post Office
29. Morrisons

RECREATION

30. Clymping Beach
31. Ford Rifle Range
32. Littlehampton Marina

3.8 Movement Framework

The plan below identifies the main transport routes within the locality both in terms of bus and train connections and pedestrian routes.



Train Lines

Bus Routes

Bus Stops

Train Stations - Ford and Littlehampton

Footpaths / Bridleways

SUSTRANS Route 2

Illustrative Red Line for Identification Purposes

04

Design Evolution

4.1 Opportunities and Constraints

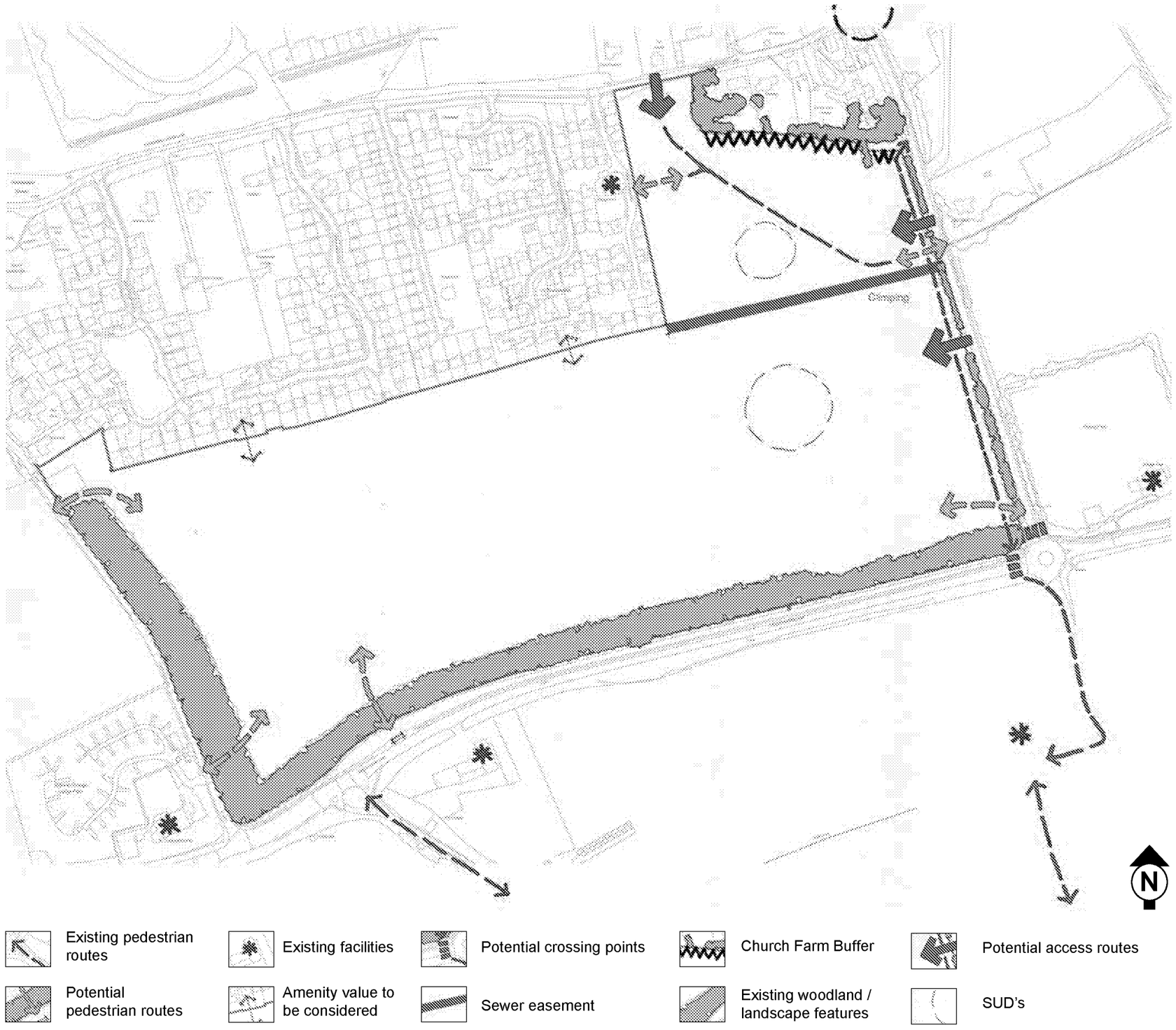
The aim of the design process is to:

- **Appreciate the Context of the Area**
- **Create the Urban Structure**
- **Make and not sever existing connections** and allow us to
- **Detail the Place**

The site area and analysis enables a detailed evaluation of the potential opportunities and constraints of the site, this informs the initial design process. On this project, the considerations include the following:

OPPORTUNITIES / CONSIDERATIONS

- Sustainable location of site to provide a wide range of additional housing (open market and social).
- Opportunity to meet the diverse needs of existing and future residents, being sensitive to the natural environment and thus contributing to a high quality of life.
- Opportunity to create a pedestrian link to the existing playspace and Cropthorne Drive residential area.
- Opportunity for sustainable drainage solutions such as swales and basins in the lower parts of the site – predominantly the north eastern areas.
- Opportunity to create a new pedestrian route through the site which links Horsemere Green Lane with Church Lane. This would avoid the existing junction of the two roads which has poor visibility.
- No development to take place within sewer easement.
- Potential vehicle access points providing best visibility and distances from existing junctions.
- Opportunity to provide direct pedestrian routes and a crossing to the existing playing field and village hall.
- Opportunity to improve pedestrian access to St Mary's C of E School via a new crossing and footway adjacent to Church Lane.
- The existing tree belts screen the site to views from the A259, defining the boundary between the settlement edge and the strategic gap and should be retained and strengthened.
- Whilst there are no opportunities to provide pedestrian links to Horsemere Green area due to private land ownerships along the full length of the boundary, it may be that in the future there is opportunity to secure links, and possible means of addressing this can be considered in any Section 106 Agreement.
- Need to consider the amenity of existing residents - opportunity to locate public open space in this area.
- Potential pedestrian link to the Oystercatcher pub to be considered.
- Potential pedestrian link to the A259 bus stop, farm shop and beach via Clymping Street to be considered.
- Potential pedestrian link to and alongside Yapton Road to be considered.
- Potential pedestrian link to Church lane and public footpath to be considered.
- Existing building line along Church Lane to be respected and continued as part of any development.
- Existing highway situation and capacity for additional development within this location to be carefully considered.

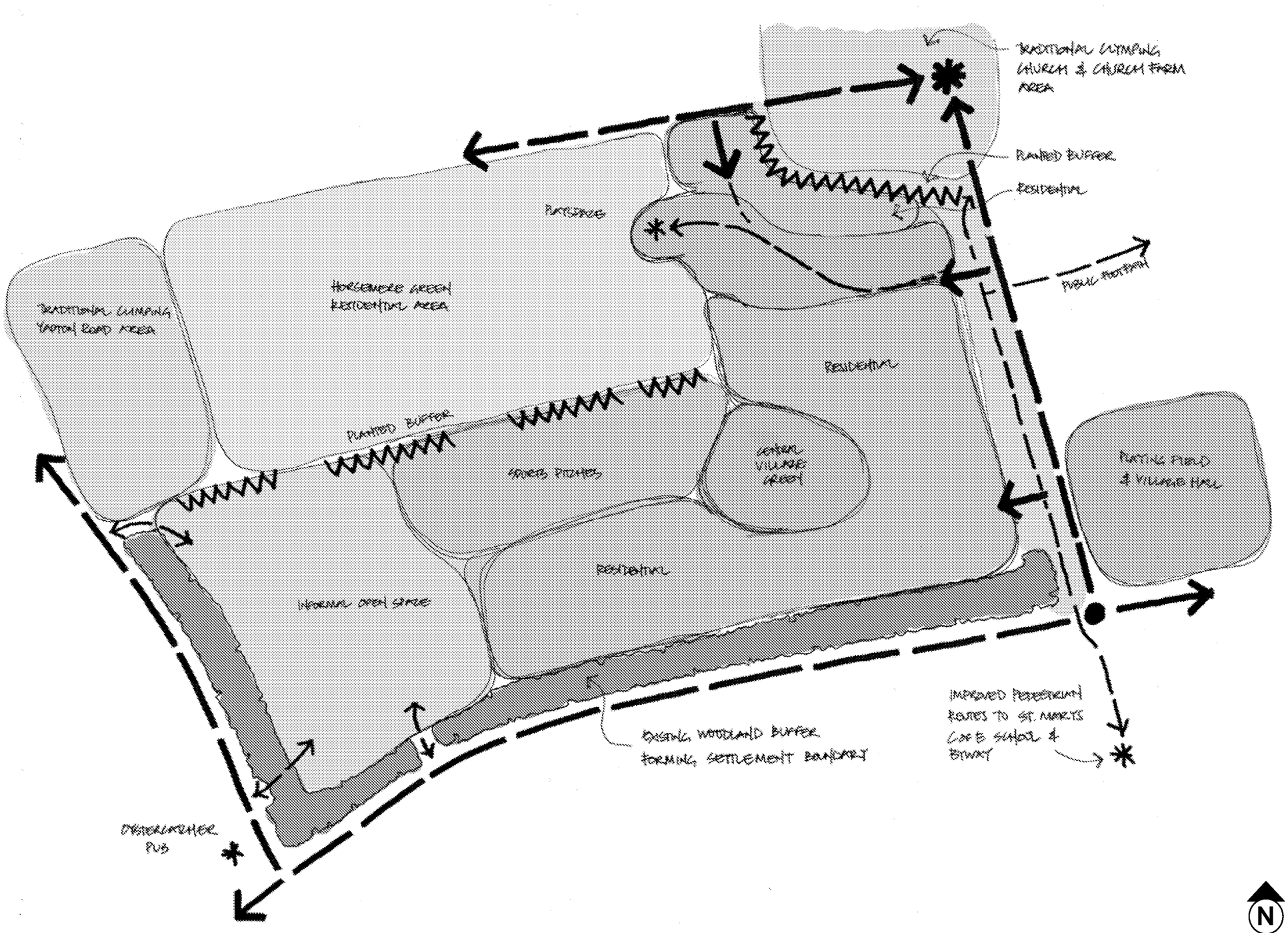


4.2 Initial Concept Sketch

Taking into consideration the opportunities and constraints of the site, an initial concept plan has been developed (opposite).

The sketch proposes an indicative mixed use scheme including residential, community facilities and open space and includes:

- Vehicular access taken from Church Lane.
- Retention of mature landscaping along the boundaries of the site maintaining the character specifically along the A259.
- Addition of pedestrian and cycle links providing safe access to the existing school. A safe attractive and well cared for public realm will encourage people to walk.
- A high level of open space is created which has the potential to serve as a variety of functions from formal sports pitches and play spaces to informal recreation areas and also would also look to allow Sustainable Drainage Solutions on site.
- Consideration is given to the existing residential development to the north and so the provision of open space along the northern boundary helps to protect amenity value.
- Green connection provided from Church Lane through to the Horsemere Green residential area.
- Planted buffer protects the setting of the Church Farm area.
- Development set back from Church Lane maintaining a green frontage and also respecting the existing building line.



4.3 Masterplan SK01

Evolving the initial concept sketch, the Masterplan opposite was developed.

Consultation with the community and consultants appointed to inform the proposals was undertaken on the basis of this Masterplan. The paragraphs below provide a summary of the comments raised and suggested alterations for the scheme.

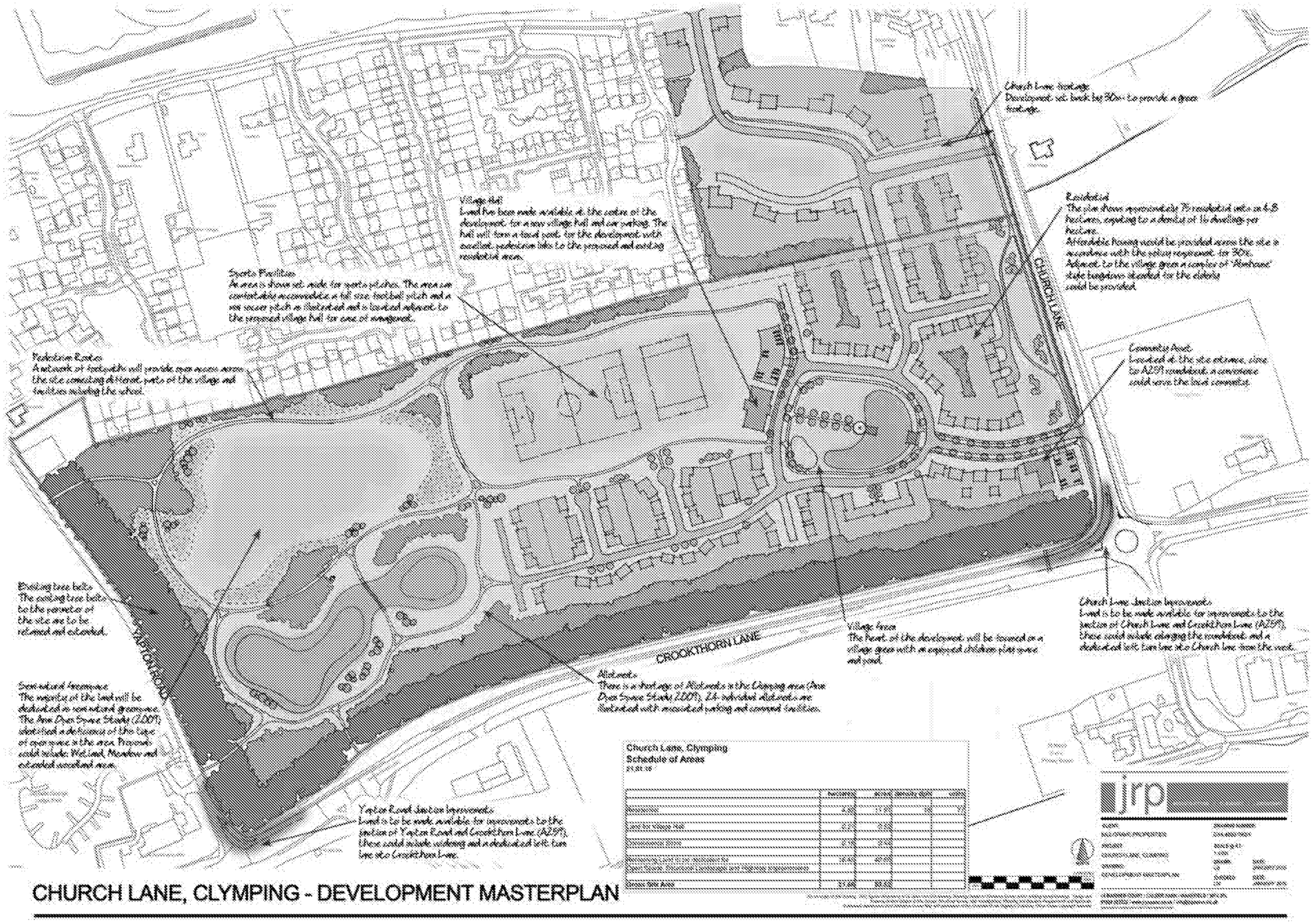
Access: It is recommended that the access road to the development be moved further north along Church Lane to avoid conflict with the A259 roundabout to the south. A commitment to offering a pedestrian crossing point on the A259 to the south of the land should also be shown as this was a matter raised by a number of respondents at the exhibition.

Surface Water Drainage: The Surface Water Drainage Scoping Report for the proposals confirms that the topography means that drainage is predominantly south west to north east across the land. The appointed consultants recommend that ponds could form part of surface water drainage attenuation but as a consequence of the existing drainage pattern they should be in the north east of the site. The ponds currently shown to the south west in the Masterplan are on the highest part of the site and if they fail they could present problems for the rest of the development.

Housing numbers: The coverage of land assigned to residential development was considered appropriate however the overall number of dwellings could vary dependent upon the final mix and types of affordable housing proposed on the land.

Church Farm Buffer - Requirement to increase this to a minimum of 10m

Sports pitches considered unnecessary and requests made to remove from the scheme. Preference to provide informal open space.



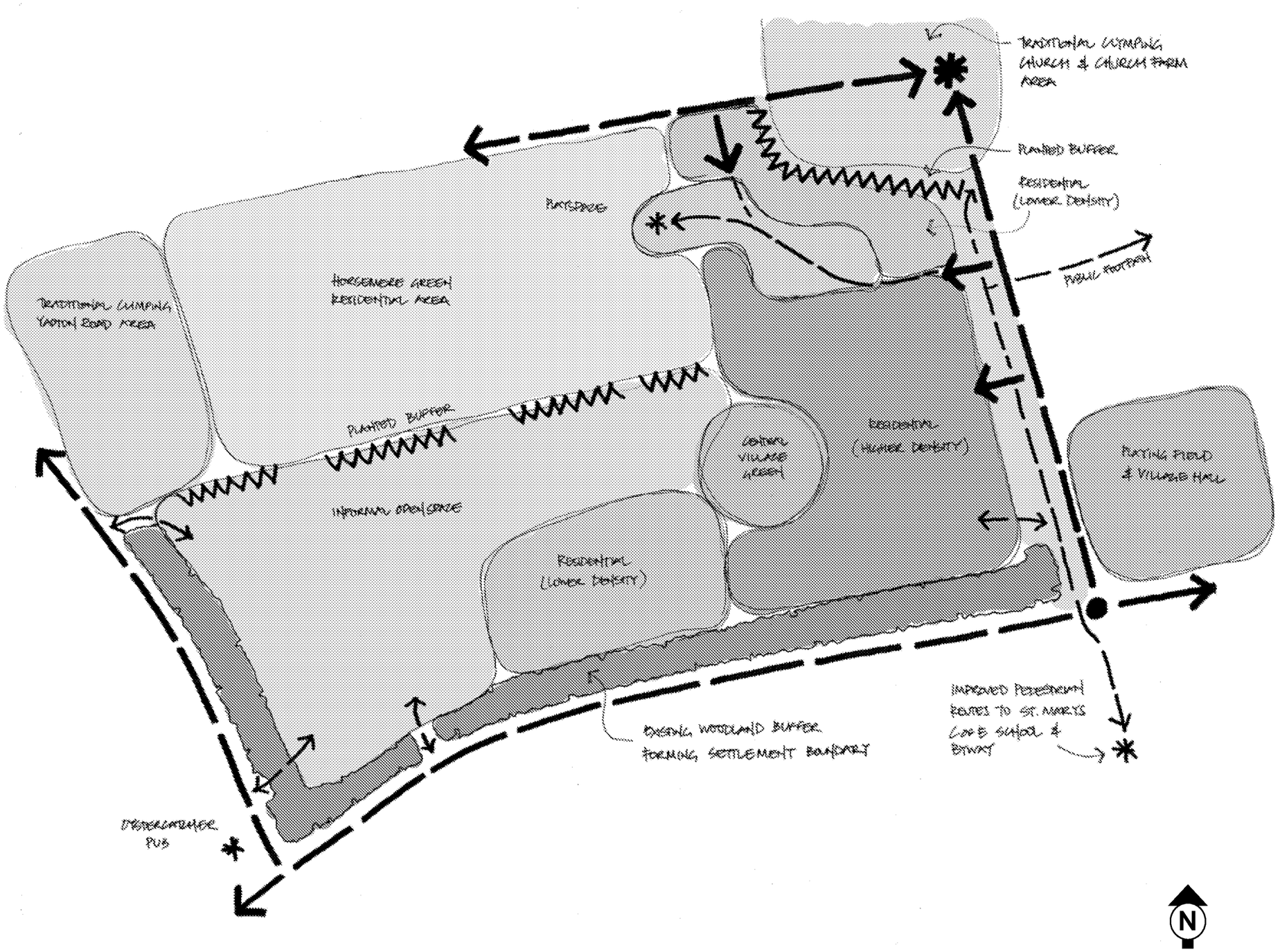
CHURCH LANE, CLYMPING - DEVELOPMENT MASTERPLAN

4.4 Revised Concept Sketch

Taking into consideration the opportunities and constraints of the site and the responses from the consultation process with the community and consultant team, the concept for the development was revisited.

Many of the elements remain from the earlier concepts however the following should be noted:

- Vehicular access taken from Church Lane and the position of this has been relocated north as suggested
- Retention of mature landscaping along the boundaries of the site forming the settlement boundary and maintaining the character specifically along the A259
- All pedestrian crossing points considered and included where achievable. Additional crossing points also created to allow safe pedestrian routes to St Mary's Cof E school.
- A high level of open space is created which has the potential to serve as a variety of functions from play spaces to informal recreation. Formal sports pitches now omitted from the scheme.
- Inclusion of a Central Village Green and potential for community facility such as a village Hall as required by the local community to meet local needs. This is set central to the development for easy access to new and existing residents of Clymping.
- Planted buffer would protect amenity of existing residents located to the north of the site.
- Greater buffer to be created around the Church Farm area.
- Varied density of development within the residential parcels of the site. A greater density closer to Church Street would allow additional housing numbers to be achieved without imposing on any additional land. This is however dependant upon the final mix of property types for the development.
- Surface water attenuation ponds now located to the north east of the site however ponds will remain for biodiversity and ecological enhancement.



4.5 Evolved Masterplan SK02

This scheme has evolved from the revised concept sketch

- The scheme ensures that existing key features are integral to the design solution. This specifically refers to the existing woodland located along the boundaries of the site in line with Policy CPN 9 and CPN10.
- A single access will be provided from Church Lane.
- The Masterplan demonstrates a hierarchy of movement corridors. Pedestrian connections are integral and provides linkages through the development to the community facilities and areas of open space. The high level of open space which has the potential to serve as a variety of functions from play spaces to informal recreation areas.
- Within the site buildings should be positioned to create focal points within the scheme, which guide the visitor through the site and create visual stops. This has been achieved within the indicative Masterplan.
- Clear distinctions should be made between public and private spaces avoiding confusion. Similar to existing developments, particularly traditional Clymping within the locality this will be predominantly achieved through careful landscape treatments or low boundary treatments.
- Additional pedestrian links have been provided from within the site to existing routes within the wider locality. The creation of a safe attractive and well cared for public realm will encourage people to walk in line with Policy CPN 19. The highway network will be designed for low speeds so that pedestrians, cyclists and vehicles can mix safely together.
- The scheme reflects that of the locality with the provision of the following

  Grass verges along the primary routes within the development
  Varied set backs to the properties and set in angular forms
  to the street
  High quality landscape setting with hedges and tree planting.

- In line with Policy CPN12, high quality private amenity space will be created to all properties with the Masterplan demonstrating how this could be achieved.
- Inclusion of a Village Hall (1) / Building for A1 Use (2). This is set central to the development for easy access to new and existing residents of Clymping.



Illustrative Red Line for Identification Purposes

4.6 Masterplan SK02 Review

Highways and Access

It is considered that given the access to Horsemere Green Lane and Church Lane, the additional access point to Church Lane is considered unencessary and should be re-considered.

Flood Risk and Drainage

The plan below demonstrates the flood extent of the area taking account of climate change and the concern over the positioning of proposed dwellings within these identified zones. The masterplan would therefore require amendment in order to remove development from the areas most at risk of flooding.





Illustrative Red Line for Identification Purposes

4.6.1 Masterplan SK02 Review

Landscape and Visual Impact Assessment Considerations

It is considered that the scheme could be better integrated with the existing development to the north of the site.

Long distance views should be retained across the site, leading to the retention of the feeling of openness where possible, avoiding the mistakes of over development seen elsewhere within Clymping.

Allow adjacent properties to the site to have direct access out in the Community Open Space.

A
1.Allow for open views out into Open Space with scattered groups of trees. No dense block of planting close to boundary

2.Allow Direct access in to Open Space to residential properties adjacent to site boundary (Porous Boundary)

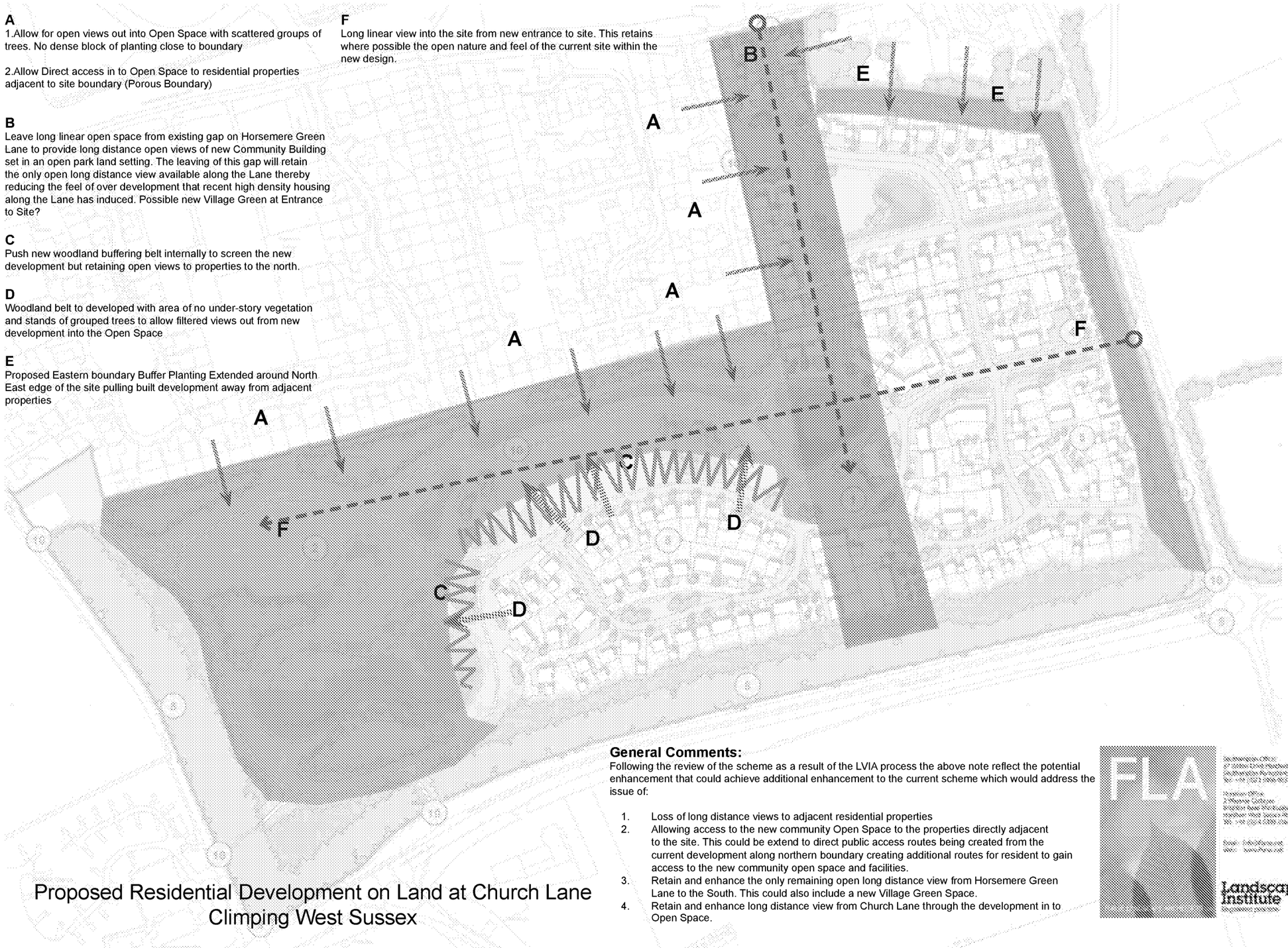
B
Leave long linear open space from existing gap on Horsemere Green Lane to provide long distance open views of new Community Building set in an open park land setting. The leaving of this gap will retain the only open long distance view available along the Lane thereby reducing the feel of over development that recent high density housing along the Lane has induced. Possible new Village Green at Entrance to Site?

C
Push new woodland buffering belt internally to screen the new development but retaining open views to properties to the north.

D
Woodland belt to developed with area of no under-story vegetation and stands of grouped trees to allow filtered views out from new development into the Open Space

E
Proposed Eastern boundary Buffer Planting Extended around North East edge of the site pulling built development away from adjacent properties

F
Long linear view into the site from new entrance to site. This retains where possible the open nature and feel of the current site within the new design.



Proposed Residential Development on Land at Church Lane
Climping West Sussex

General Comments:
Following the review of the scheme as a result of the LVIA process the above note reflect the potential enhancement that could achieve additional enhancement to the current scheme which would address the issue of:

1. Loss of long distance views to adjacent residential properties
2. Allowing access to the new community Open Space to the properties directly adjacent to the site. This could be extend to direct public access routes being created from the current development along northern boundary creating additional routes for resident to gain access to the new community open space and facilities.
3. Retain and enhance the only remaining open long distance view from Horsemere Green Lane to the South. This could also include a new Village Green Space.
4. Retain and enhance long distance view from Church Lane through the development in to Open Space.

FLA
Landscape Institute

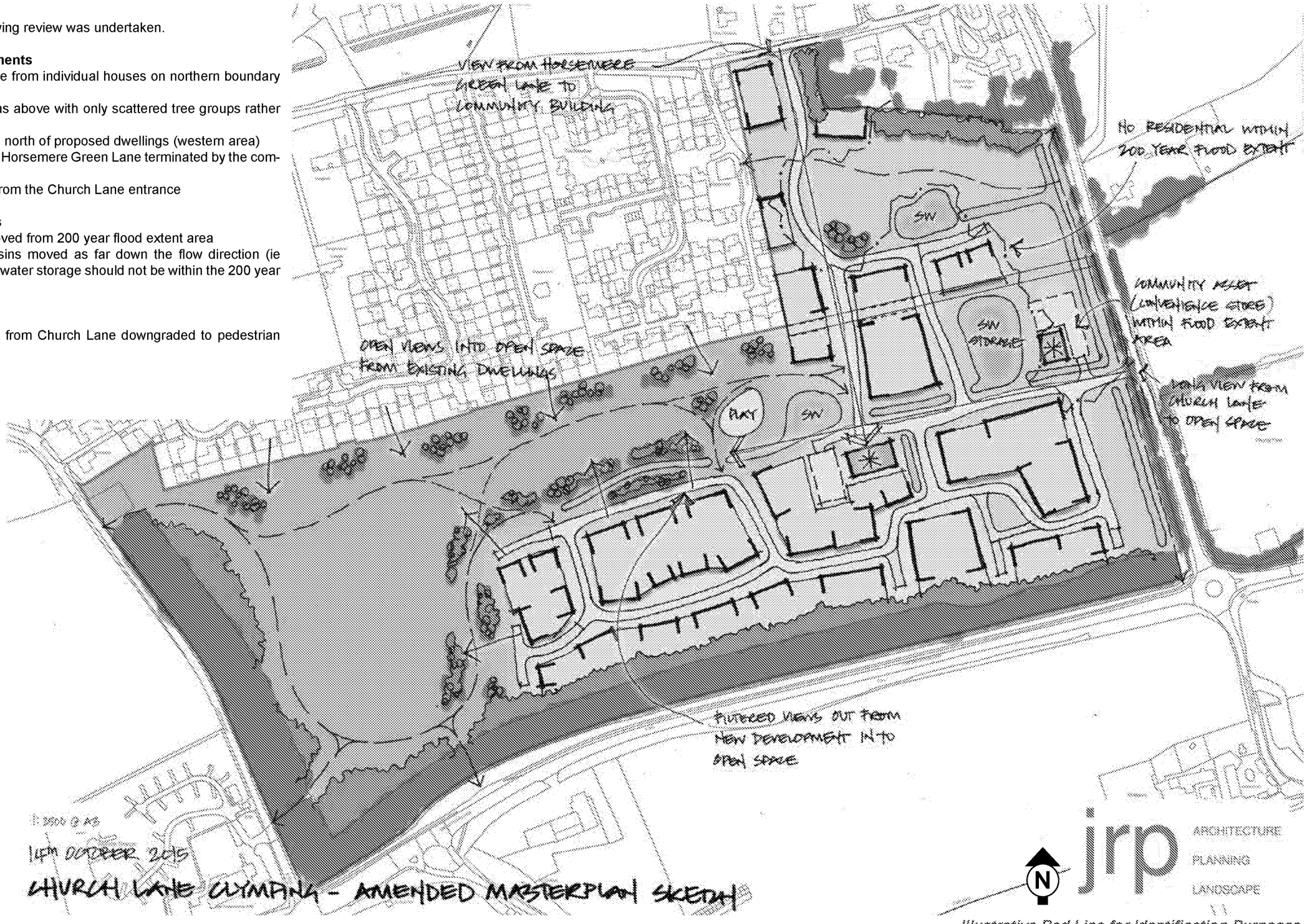
4.7 Masterplan Review SK03

Based on the LVIA work, the following review was undertaken.

Landscape & Visual Impact Elements
- Access provided to open space from individual houses on northern boundary of site.
- Open views into open space as above with only scattered tree groups rather than dense blocks
- Woodland belt(s) positioned to north of proposed dwellings (western area)
- Long range view retained from Horsemere Green Lane terminated by the community building
- Long range view into the site from the Church Lane entrance

Flood Risk & Drainage Elements
- Residential development removed from 200 year flood extent area
- Surface water attenuation basins moved as far down the flow direction (ie east) as possible. The surface water storage should not be within the 200 year flood extent.

Highways Elements
- 2nd (northern) vehicle access from Church Lane downgraded to pedestrian only.



Illustrative Red Line for Identification Purposes

Objectively Assessed Housing Need

In addition to the thorough design review, the Local Authorities position in terms of their local plan and housing needs have been monitored.

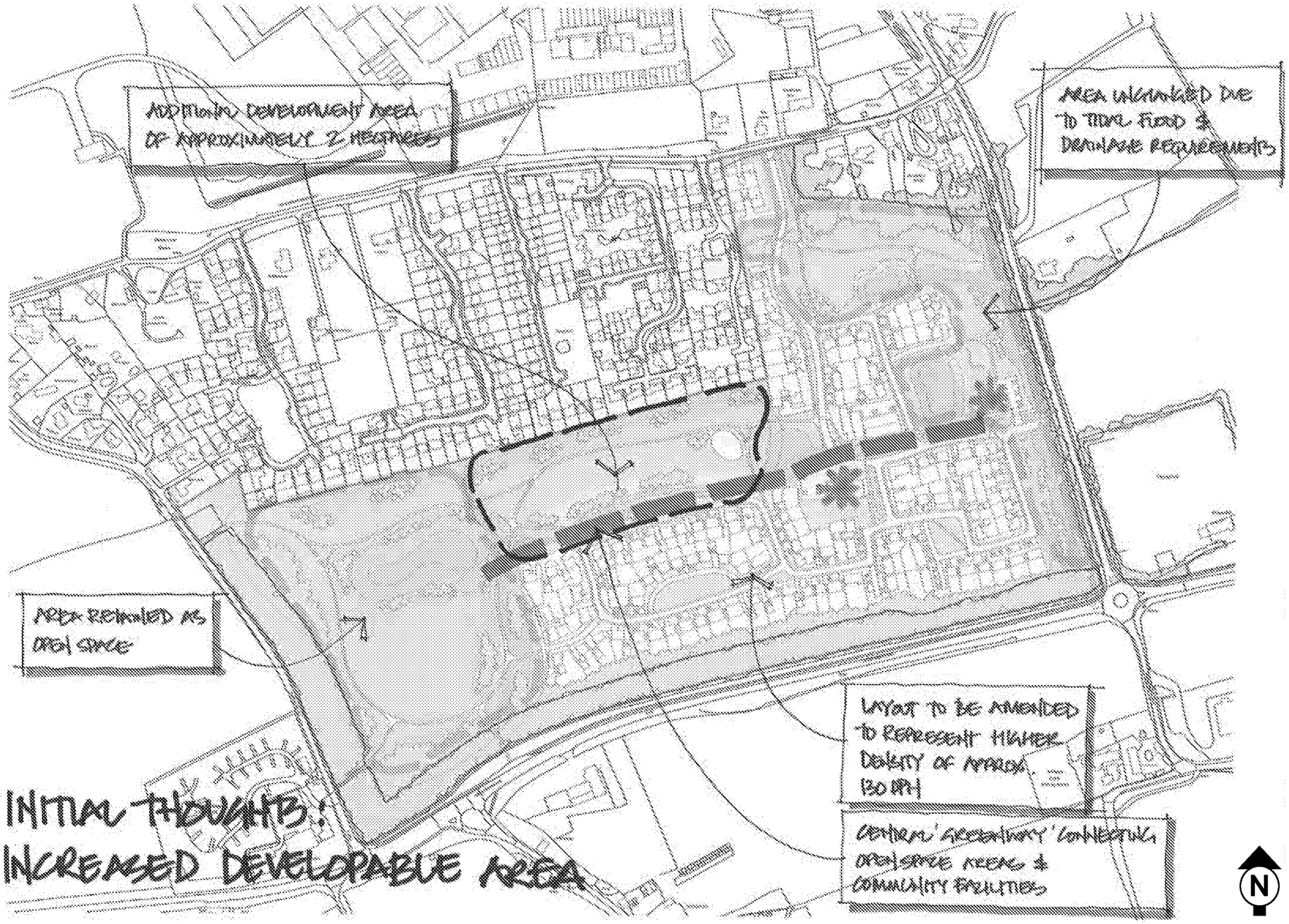
It is determined that following the initial designs, Arun District Council are now facing a higher Objectively Assessed Housing Need and as a result the Council are now looking at Clymping as one potential location that could help accommodate this higher need. In the circumstances and with the background of the continuing 5 year housing land supply shortfall in the District, the applicant sought to investigate the potential of increasing the housing numbers/ developable area within the scheme.

In light of this and upon review, the scheme is well placed to increase numbers.

The plan opposite therefore identifies those initial thoughts on where the additional parcels of development could be located.

This solution identified opposite would result in 2 distinct areas of open space at the western and eastern extremities of the site which could be linked by a central greenway.

The increased areas of development parcels would result in approximately 300 dwellings if constructed at 30 dwellings per hectare.



Illustrative Red Line for Identification Purposes

4.7.1 Evolved Masterplan Review SK04

Following the revised concept for the additional quantum of development on site, the evolved concept SK04 was established.

Highways

- The revised highway solution as identified here is for the part of Church Lane nearest the roundabout with the A259 to be closed to traffic and potentially made over to pedestrian and cycle traffic only. The access to the development would therefore be relocated westwards as demonstrated.

- The second (northern) vehicle access from Church Lane is downgraded to pedestrian only.

Other matters considered:

Landscape & Visual Impact Elements Retained and Enhanced

- Access provided to open space from individual houses on northern boundary of site.
- Open views into open space with only scattered tree groups rather than dense blocks
- Long range view retained from Horsemere Green Lane terminated by the community building at the centre of the development
- Long range view into the site from the Church Lane entrance

Flood Risk & Drainage Considerations

- Residential development removed from 200 year flood extent area
- Surface water attenuation basins moved as far down the flow direction (ie east) as possible. The surface water storage should not be within the 200 year flood extent.



Illustrative Red Line for Identification Purposes

4.8 Masterplan Review SK04

Pre-application discussions on SK04 were undertaken which gave rise to additional considerations. These are as follows:

Tree Planting

The development of the site will result in the loss of a number of existing trees within the site and as a result, mitigation planting will be required to compensate for that loss. The annotated areas opposite demonstrate where that additional planting could be accomodated to enhance the visual landscape in addition to offering an effective screen to the proposed new road layout.

The above alterations result in the loss of B1 uses to the triangle of land to the corner of the site.

Drainage

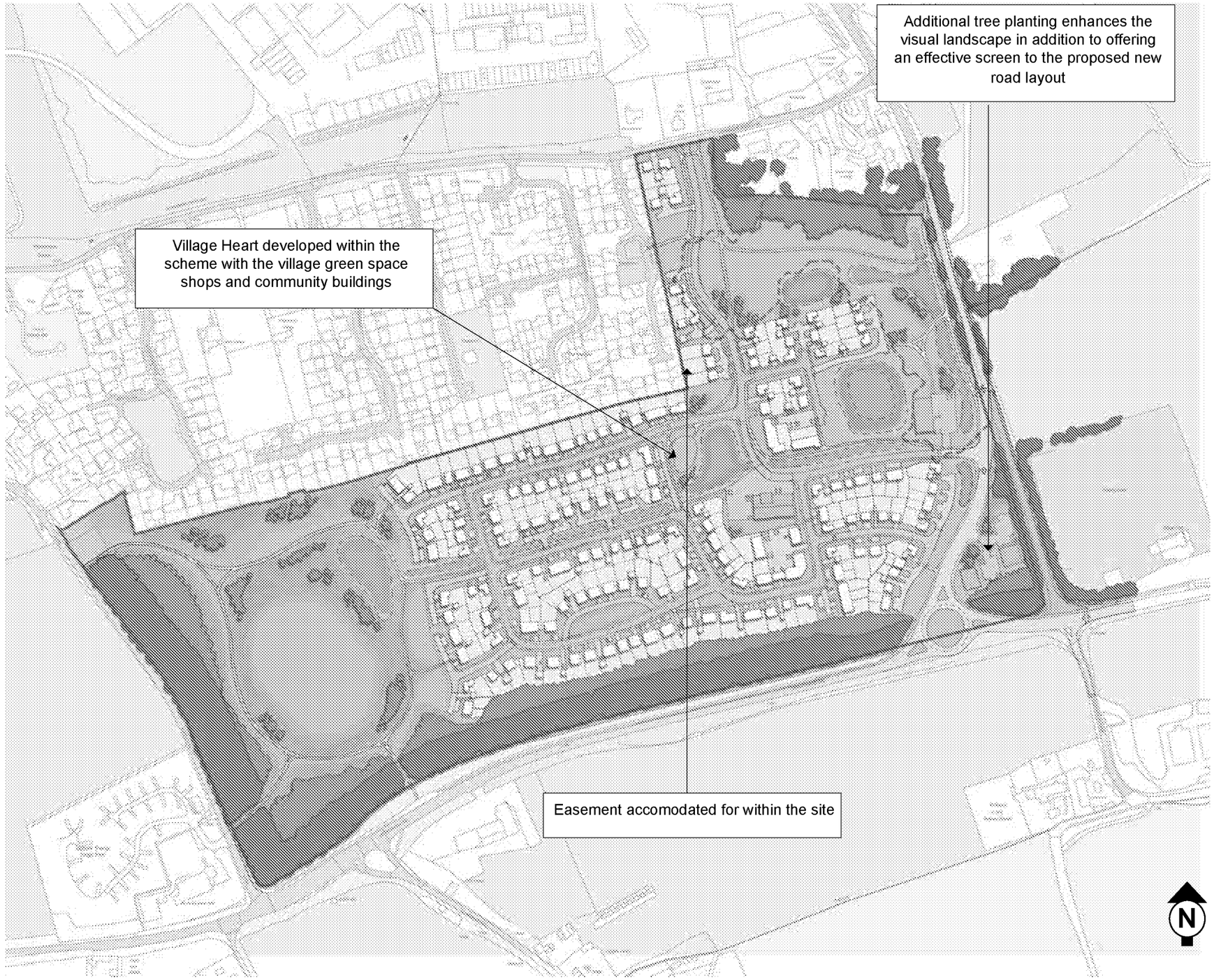
Updated information provided by the drainage consultants provide the accurate positions of sewers which exist within the site. In line with the requirements of Severn Trent Water, an easement of 8m would be required to be accomodated.

The plan opposite identifies the lines of those sewers and adjusts the position of development to accomodate the necessary easements required.

Noise

Noise impact is an important consideration and a review has been undertaken on the previously completed plans to determine any additional factors which should be considered on revised schemes moving forward. The following points are therefore raised and included within the opposite concept.

- Bund barrier (with tree planting) to southern perimeter with the A259
- Use of low noise road surface on the area of the A259 to be realigned
- Use of low noise road surface on roads within the development
- Barrier between village hall and existing receptors – could be a bund near the swale
- Separation of existing gardens of existing dwellings from proposed dwellings

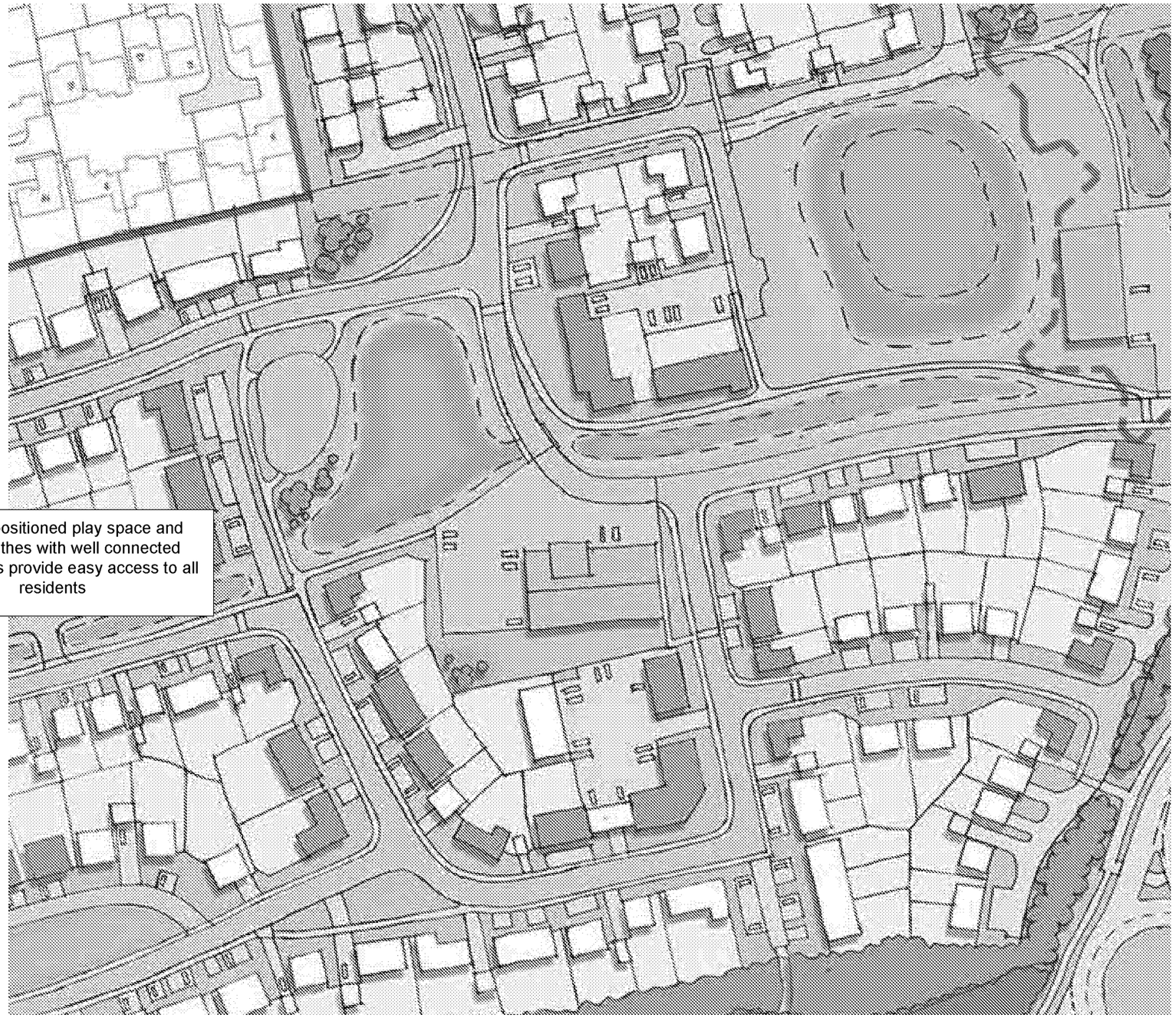


Village Focus

The primary aspiration for this masterplan was to create a village heart for Clymping. Given the form and positioning of existing development, the area lacks a social heart and there is therefore a prime opportunity to introduce that as part of these development proposals.

The village green and adjoining areas will be physically designed to render a mental image of a village green in the minds of users and will have two primary elements: The 'Green' and also the publically accessible shop and community building.

The viability of the shop is also enhanced through the introduction of residential development to the first floor.



Centrally positioned play space and green swathes with well connected footpath links provide easy access to all residents

06

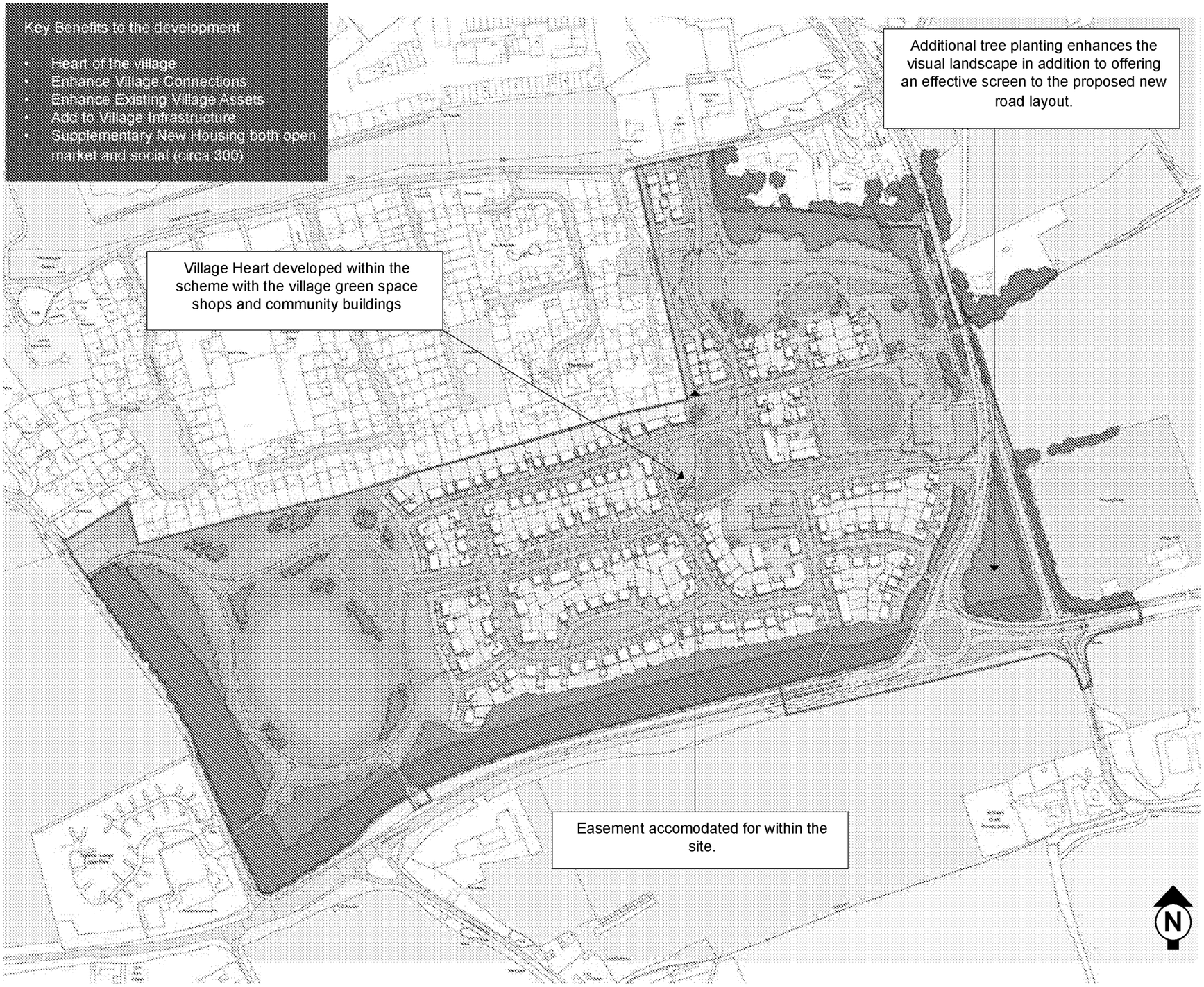
Design Solution

5.1 Indicative Masterplan

"Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people" (NPPF para.56).

A detailed analysis has been undertaken as part of this application and a suite of technical information will accompany the formal submission. The proposed Illustrative Masterplan (opposite) demonstrates how a scheme on the site could be delivered, albeit it has been submitted purely for indicative purposes. An assessment has also been undertaken to understand any constraints or potential opportunities for the development. The following key points identify the elements, which demonstrate that the scheme has been developed in line with the context of the site.

- The scheme ensures that existing key features are integral to the design solution. This specifically refers to the existing woodland located along the boundaries of the site in line with Policy CPN 9 and CPN10.
- A single access will be provided from Church Lane.
- The Masterplan demonstrates a hierarchy of movement corridors. Pedestrian connections are integral and provides linkages through the development to the community facilities and areas of open space. The high level of open space which has the potential to serve as a variety of functions from play spaces to informal recreation areas.
- Within the site buildings should be positioned to create focal points within the scheme, which guide the visitor through the site and create visual stops. This has been achieved within the indicative Masterplan.
- Clear distinctions should be made between public and private spaces avoiding confusion. Similar to existing developments, particularly traditional Clymping within the locality this will be predominantly achieved through careful landscape treatments or low boundary treatments.
- Additional pedestrian links have been provided from within the site to existing routes within the wider locality. The creation of a safe attractive and well cared for public realm will encourage people to walk in line with Policy CPN 19. The highway network will be designed for low speeds so that pedestrians, cyclists and vehicles can mix safely together.
- The scheme reflects that of the locality with the provision of the following
  - Grass verges along the primary routes within the development
  - Varied set backs to the properties and set in angular forms to the street
  - High quality landscape setting with hedges and tree planting.
- In line with Policy CPN12, high quality private amenity space will be created to all properties with the Masterplan demonstrating how this could be achieved.
- Inclusion of a Village Hall / Community facility. This is set central to the development for easy access to new and existing residents of Clymping.



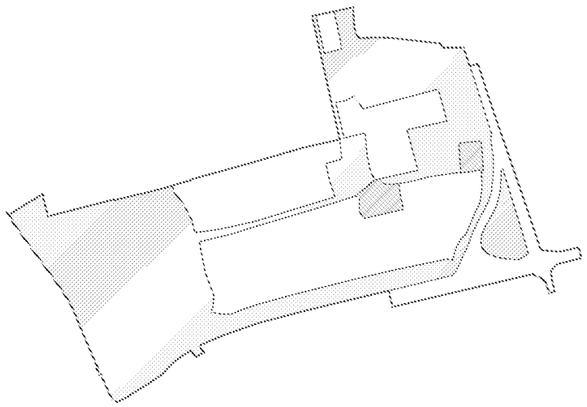
5.2 Amount of Development

The outline planning application seeks approval for:

"The erection of up to 300 dwellings and ancillary development comprising open space, a building within use class D1 of up to 875 square metres net, a building for A1 use having a floor area of up to 530 sq. metres net, together with open space and ancillary works, including car parking and drainage arrangements, with appearance, landscaping, layout; and scale wholly reserved for subsequent approval."

The breakdown of land uses on the site as demonstrated is as follows:

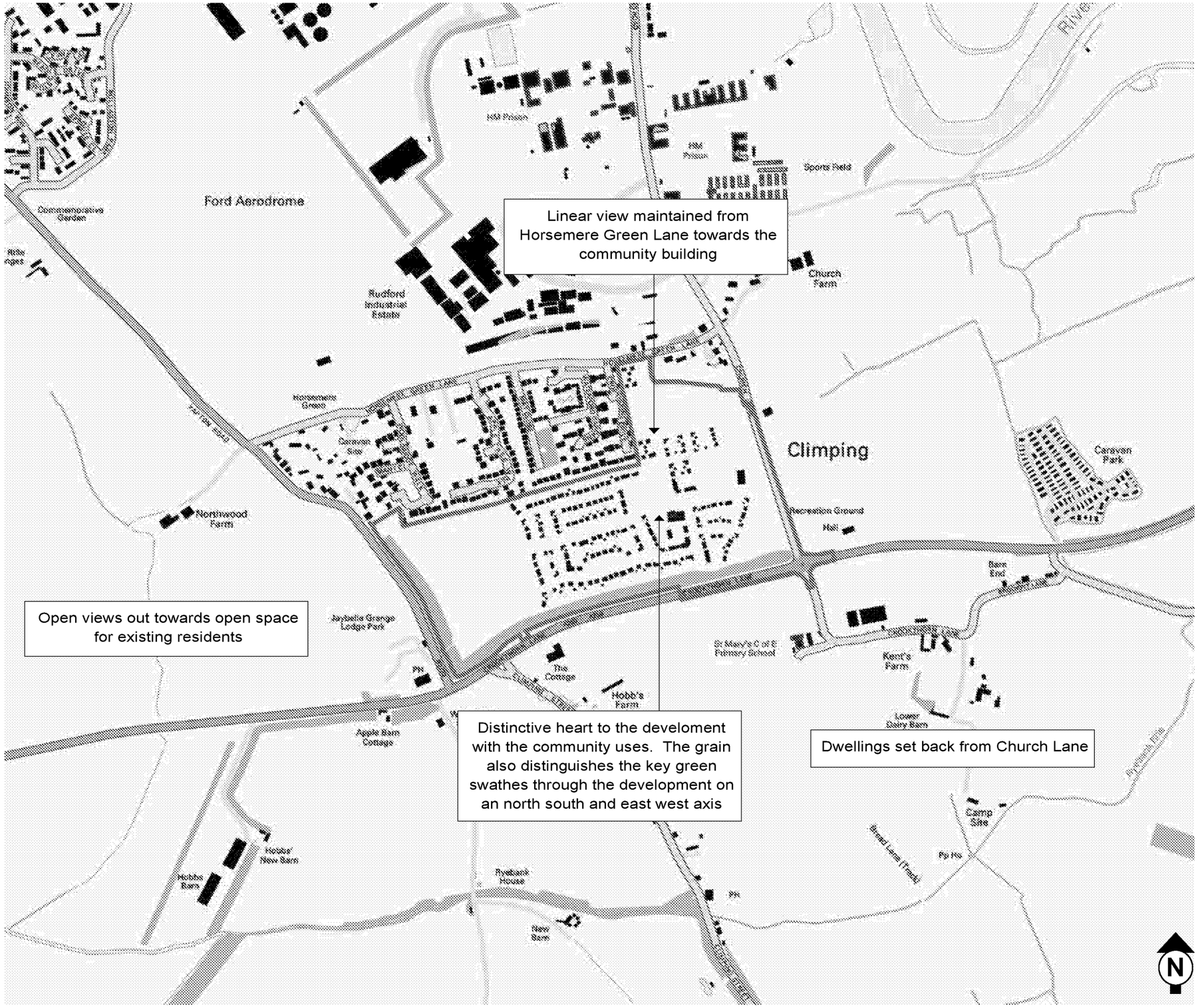
- Gross Area - 27.08 hectares / 66.91 acres
- Residential - 10.09 hectares / 24.93 acres
- Community Assett - 0.55 hectares / 1.37 acres
- Open Space / Structural Landscaping - 14.38 hectares / 35.54 acres
- Highway Improvements - 2.05 hectares / 5.06 acres



The scheme will be developed at varying densities in different parts of the site with an overall residential density in the range of 30 units per hectares (net based on 300 indicative capacity).

Mix of housing

The development could provide a mix of 1, 2, 3, 4 and 5 bedroom properties which will range from terraced to semi-detached and detached dwellings.



5.0 Design Solution

1 Community Building

Land has been made available at the centre of the development for a new community building and car parking. The building will form a focal point for the development with excellent pedestrian links to the proposed and existing residential areas.

2 Semi-natural Greenspace

The majority of the land will be dedicated as semi-natural greenspace (39%). The Arun Open Space Study (2009) identified a deficiency of this type of open space in the area. Proposals could include: Wetland, Meadow and extended woodland areas.

3 Church Farm Area

Church Farm is a listed building and local development which is part of a cluster of 'traditional Clymping' close to the junction of Church Lane and Horsemere Green. The buildings are surrounded by mature trees which will be added to by the planting of additional buffer planting of approximately 10 metres in width. New built development will be in excess of 50m from existing buildings.

4 Shop with Possible Offices Above

Located at the site entrance, close to Church Lane and the A259 to serve the community.

5 Residential

More dense development to be clustered around the village green and site access routes. Affordable housing would be provided across the site in accordance with the policy requirement for 30%.

6 Church Lane Frontage

Development set back by 30m+ to provide a green frontage. The set back will allow a new footway to be provided behind the existing hedge and trees, retaining the character of the Lane which is typical of the area. Surface water swales could also be provided.

7 Village Green

The heart of the development will be focused on a village green with an equipped children's play space and pond.

8 Existing tree belts

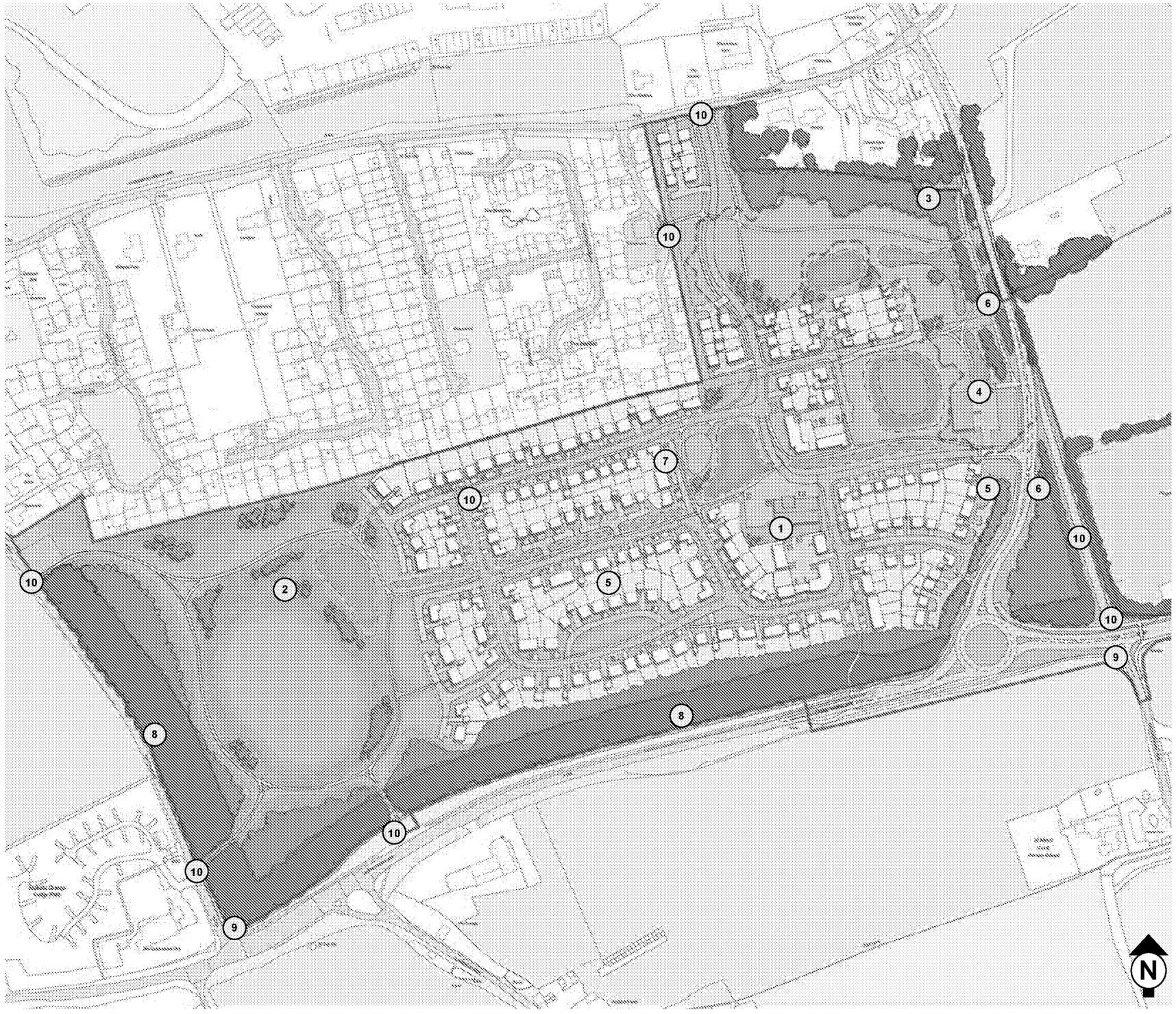
The existing tree belts to the perimeter of the site are to be retained and extended.

9 Church Lane Junction Improvements

Land is to be made available for improvements to the junction of Church Lane and Crookthorn Lane (A259) and Yapton Road and Crookthorn Lane (A259), these could include new pedestrian crossing facilities to improve links to St Mary's C of E School and the Village Hall.

10 Pedestrian Routes

A network of footpaths will provide open access across the site connecting different parts of the village and facilities including the school. This includes the potential opportunity to create a more direct route for cyclists within ths development.



5.3 Landscape and Green Infrastructure







It is important to ensure that landscape including all external works from the building envelope to the site boundary, and the setting of the development in the context of the surrounding environment is considered fully from the outset as part of site layout planning and design development. Amongst other considerations, it is important that proposals demonstrate biodiversity gain; maintain, extend and enhance green infrastructure; and help plan for climate change.

It will be important to establish what the scheme is trying to achieve and how it will deliver this. The indicative layout aims to:

- Make the most of existing landscape, vegetation or habitat, and topography;
- Integrate the development with its surroundings in a sympathetic manner and be appropriate to the character of the area, contributing to local identity;
- Promote biodiversity;
- Enhance the setting of the development, and/or provide screening to lessen visual, noise or other impacts;
- Add to the market value of the site or plot.
- Create a quality environment in which to live and play. Where landscapes for recreation are concerned, the needs of users and local residents should be a key consideration in the choice of site and its design;
- Plan for management and maintenance, ensuring this is affordable and that the benefits of the scheme can be sustained in the long-term.

Elements which would be considered when undertaking the detailed designs for the scheme are as follows: -

Biodiversity - The design of all new development must be based on an appraisal that identifies existing vegetation and habitat on the site and its surroundings and assesses the advantages and disadvantages of retention

Existing vegetation - Existing trees and vegetation can help to create a high quality environment and add value to a development. Incorporating existing vegetation, natural habitats or features within site and landscape proposals will give schemes an instant maturity and assist their integration into the local area.

Secured By Design - The provision of high quality landscape settings for new development and refurbishment, where external spaces are well designed and well integrated with the buildings, can help create a sense of place and strengthen community identity. It will be important to consider the relationship between open space and houses, roads, open water etc, as well as the layout of planting, footpaths and play areas within open spaces

Species selection and spatial requirements - Landscape considerations must inform site layout planning to ensure that the areas allocated for planting or other treatments are fit for purpose

Responding to Climate Change

The detailed landscape proposals for the site will be developed to respond to climate change adaption initiatives. The impacts of climate change for the coming century have been established through comprehensive research, these include:

- Hotter, drier summers
- Warmer, wetter winters

An increase in the frequency of some extreme weather events such as prolonged dry spells, higher winds and increased precipitation.

All aspects of landscape at the detailed design stage will be designed to withstand these expected impacts. Responses may include:

- Species carefully selected to reduce water demand and withstand expected drier spells
- Species carefully selected to withstand higher winds
- Species carefully selected to withstand longer cold spells, including prolonged periods of frost and lying snow
- Use of alternative grass mixes and differential mowing regimes suited to prolonged dry or wet spells (where appropriate or desirable)

5.3.1 Landscape and Green Infrastructure

1. Central Green

The central green provides a focal point for the entire development, containing the Community Building and car park, village pond and play space. It will be semi-formal in character with closely mown grass and groups of trees.

2. Semi-Natural Greenspace

The majority of the land will be dedicated as semi-natural greenspace. The Arun Open Space Study (2009) identified a deficiency of this type of open space in the area. Proposals could include: Wetland, Meadow, closely mown informal recreation areas and extended woodlands. A network of hard surfaced footpaths will provide access for all and link to the residential areas to surrounding facilities.

3. Northern Green

This secondary green provides a large area of open space within the northern part of the development which connects to the existing playspace on Cropthorne Drive.

4. Church Lane Frontage

Built form is to be set back by a minimum of 30m to provide a green frontage. The set back will allow a new footway to be provided behind the existing hedge and trees, retaining the character of the Lane which is typical of the area. Surface water swales and groups of native trees could also be provided.

5. Strategic Gap Buffer

The southern and western boundaries of the site will consist of woodland buffers which from a dense screen to the surrounding roads and open land. The buffers create a permanent, defensible settlement edge which will safeguard the strategic 'gap' between Clymping and other built up areas.

6. Church Farm Buffer

The existing buildings are surrounded by mature trees which will be added to by the planting of additional native tree buffer planting of approximately 10 metres in width.

7. Greenway

The main access street from Church Lane will be lined by grass verges and swales with footways set back to serve building frontages. This will help to differentiate this key street from others within the development, aiding legibility and creating a street hierarchy.

8. Pocket Greens

Pocket Greens provide more local areas of open space for informal recreation. They provide breathing space between built form and allow footways to be moved away from the road, something which is a key characteristic of traditional Clymping and surrounding villages.

9. Playspace

A single high quality play space is to be provided within the village green area, overlooked by adjacent dwellings and associated with the Community Building. The northern green also links to the existing playspace on Cropthorne Drive.

10. Horsemere Buffer

The scheme allows open views out into the greenspace with scattered groups of trees. There are no dense blocks of planting close to the boundary. Direct access is available in to the greenspace from residential properties adjacent to site boundary (Porous Boundary).



11. Buffer Planting

The development of the site will result in the loss of a number of existing trees within the site and as a result, mitigation planting will be required to compensate for that loss. The annotated areas opposite demonstrate where that additional planting could be accomodated to enhance the visual landscape in addition to offering an effective screen to the proposed new road layout.

5.4 Built Form Principles

The plan below further explains the principles behind the built form within the illustrative Masterplan.

Higher density development focussed upon the Village Green and heart of the scheme

Key frontages

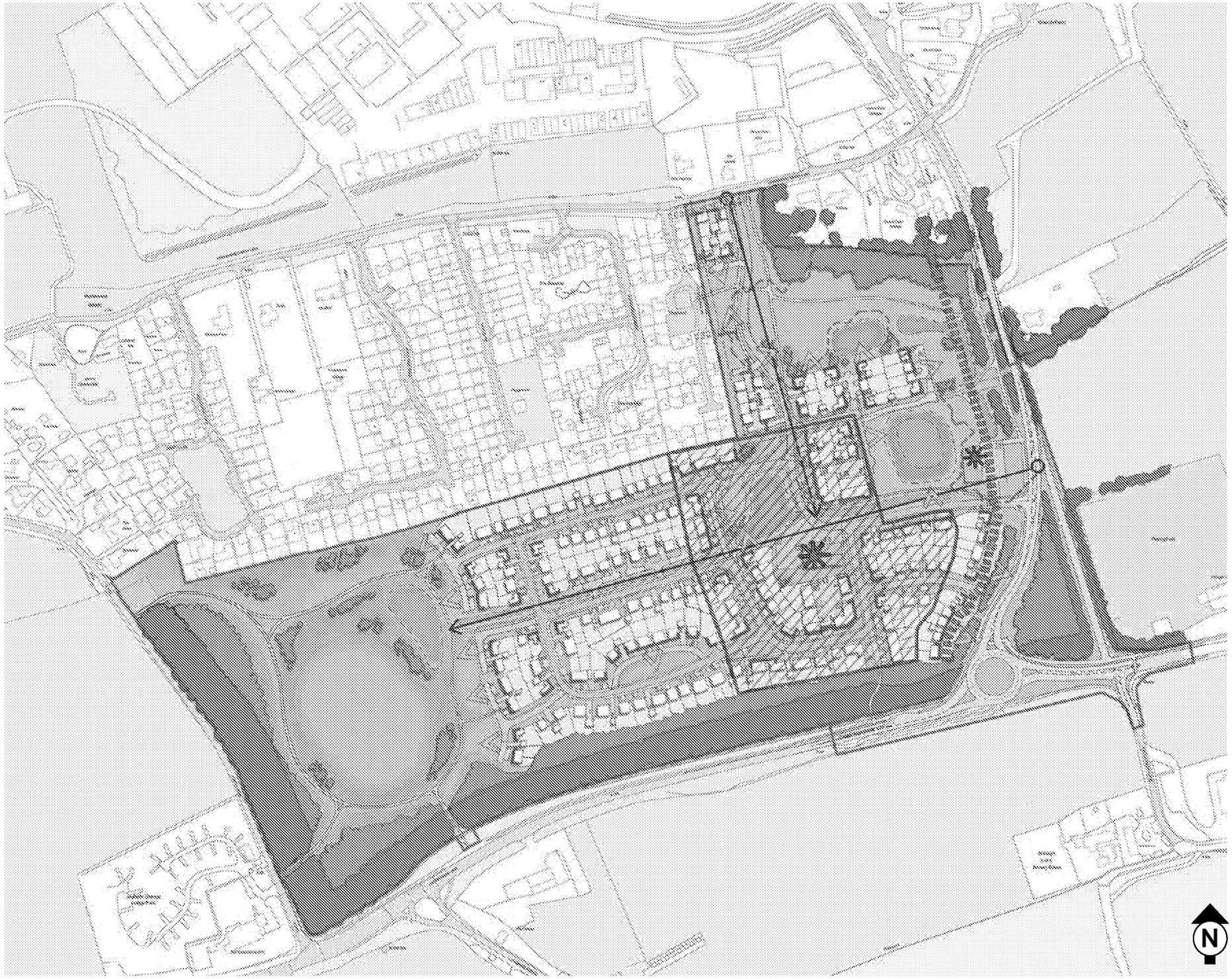
Landmark Buildings

Key Views

Overlooking of open space

Building line set back a minimum of 30m from Church Lane

Building lines consistent with existing development



Legibility is paramount in any detailed scheme going forward and as such, the following principles should also be considered:

- Buildings should be positioned to create focal points, which guide the visitor through the site and create visual stops.
- Developing a clear distinction between public and private spaces avoiding confusion. Taking inspiration from the wider locality this would be achieved through careful landscape treatments and / or appropriate boundary treatments.
- Entrances to properties should be located along the main elevations and clearly visible making it easier for residents and visitors to find their way around and to ensure the creation of active streetscenes.
- Clear paths along desire lines would lead pedestrians across the site with minimal effort, vehicle speeds should be kept to a minimum via the use of highway design, this gives more time for motorists to locate their routes in a clear and safe manner.
- Gables should be appropriately treated with windows to ensure surveillance and true dual aspect dwellings should be employed at key corners.

5.5 Sustainable Drainage

The plan below further demonstrates the Sustainable Urban Drainage Principles to be developed as part of the illustrative Masterplan.

Pond with additional storage capacity

Swale

Wetland Habitat

The principals of sustainable drainage are integral to the indicative Masterplan for the development. The general flow of surface water is from west to east. Retention and detention SuDS components within the site are designed to store water and slow its release, either into further SuDS components or into watercourses or the sewers in the Church Lane area.

Wetland Habitat

Shallow depressions or scrapes will form wetland habitat areas in the western part of the site. These are primarily for wildlife and amenity benefit rather than surface water storage but would be linked to the wider SuDS system and may contribute to slow release.

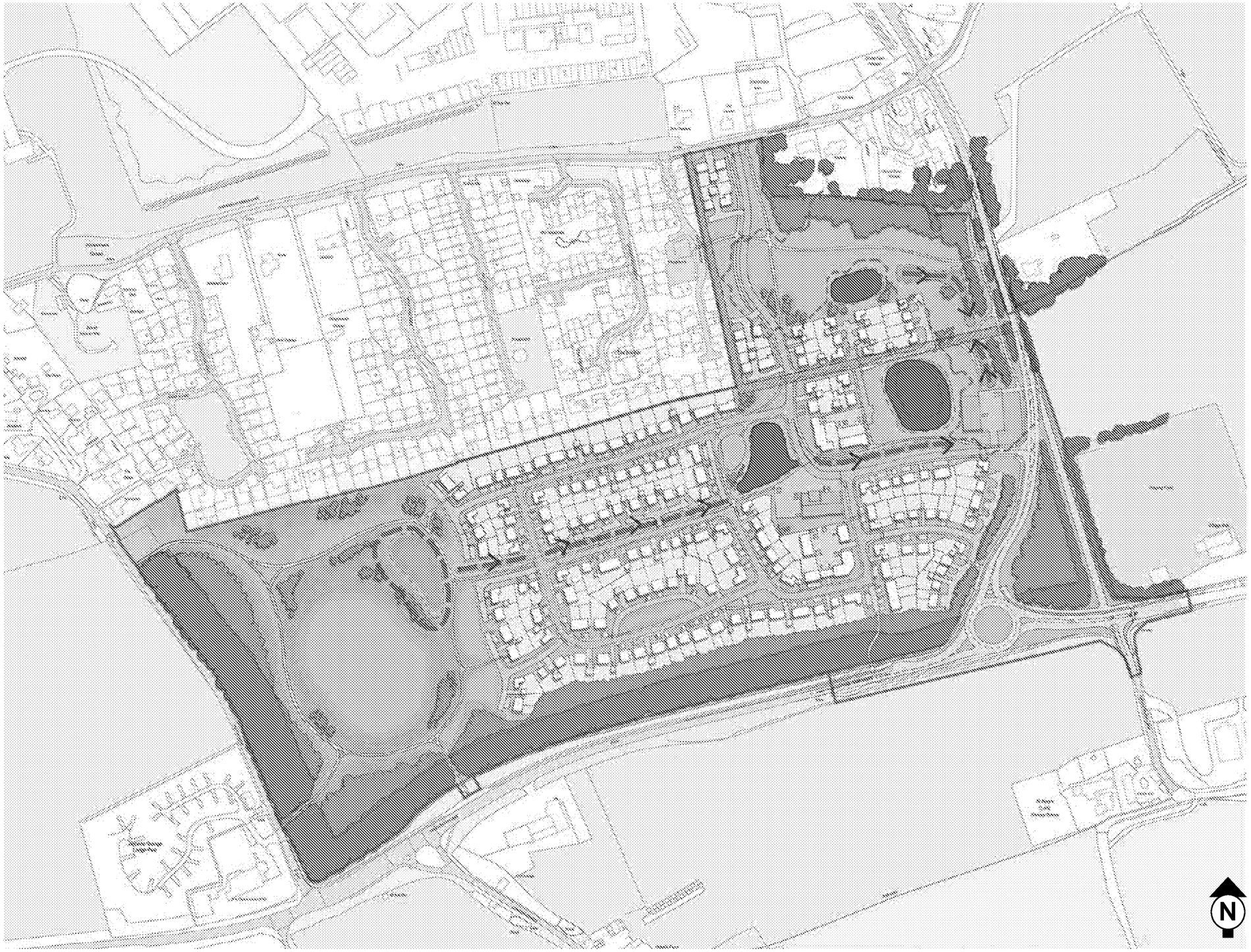
Retention Ponds

Retention ponds are designed to contain some water all year round and serve an aesthetic function as well as providing surface water storage. These are located on the central green and northern green.

Swales

Swales are shallow, broad and vegetated channels designed to store and convey surface water runoff between other components.

Appropriate easements have been accomodated for within the layout (8m either side) to the existing sewers.



5.6 Access and Movement

This section of the Statement will address access issues to the site, including the following aspects:

Policy – justification of the relevant national, regional and local planning policies.

Site Circumstances – how any specific issues, which might affect access to the development, have been addressed.

Consultation – indicating who has been consulted in relation to access for all, particularly the disabled.

Vehicular and transport links - why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.

Inclusive access - how everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

Policy

At a national level, National Planning Policy Framework (March 2012) provides guidance on how transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives (para.29).

Paragraph 32 requires that "all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. " Paragraph 39 states that a key tool will be a Travel Plan.

It directs that development should be located and designed (where practicable) to:

- exploit opportunities for the use of sustainable transport modes
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

Manual for Streets, 2007

Manual for Streets supersedes Design Bulletin 32 and its companion guide Places, Streets and Movement.

MfS provides a clear framework for the use of local systems and procedures; it also identifies the tools available to ensure that growth and change are planned for and managed in an integrated way.

MfS aims to assist in the creation of streets that:

- Help to build and strengthen the communities they serve;
- Meet the needs of all users, by embodying the principles of inclusive design
- Form part of a well-connected network;
- Are attractive and have their own distinctive identity;
- Are cost-effective to construct and maintain; and
- Are safe.

Site Circumstances

The site is located in the north west quadrant of the A259/ Church Lane Roundabout junction and is currently a field in agricultural use. It abuts existing residential development along parts of its northern and western boundaries and is close to the village school, the village hall and the Church.

The A259 is a heavily trafficked route, providing a major east-west link along the south coast between Folkestone and Emsworth. Locally, the nearest towns linked by the A259 are Littlehampton (2.8km to the east) and Bognor Regis (9km to the west). The West Sussex county town of Chichester is some 17km to the north west. The A259 is single carriageway in the vicinity of the site with a footway along the northern verge. The road is subject to a 40mph speed limit and is unlit apart from at the Church Lane Roundabout.

Church Lane is a Class 3 road running northwards from the A259 roundabout, through Ford, to join the A27 trunk road at the western end of the Arundel bypass, some 5km north of the site. Church Lane is also subject to a 40mph speed limit and is unlit with a footway along the eastern verge.

The site also has a northern frontage to Horsemere Green Lane. This is a minor road running east to west between Church Lane and B2233 Yapton Road. It has residential cul de sac developments and some frontage residential development along much of its southern side. It is subject to a 40mph speed limit, it is unlit, and there is a footway along the majority of its southern side westwards from Church Lane.

The village primary school is approximately 200m south of the A259 on Crookthorne Lane. There is a further primary school in Yapton and secondary schools are located at Littlehampton Academy, Felpham Community School, the Regis School, the St Philip Howard Catholic High School in Barnham, and the High School in Chichester.

Development Proposals

The proposed development will comprise some 300 dwellings, a small Community Hall, a local Convenience Store, Highway Improvements (see details at Section 9) and Open Space. The illustrative master plan is attached at Appendix 3.

Vehicular accesses will be taken from Church Lane and Horsemere Green Lane, with additional pedestrian and cycle accesses to the A259, to Church Lane, and to Yapton Road opposite the entrance to the Oystercatcher Public House. The transport mitigation measures detailed in Section 9 of the Transport Assessment include new bus stops on the A259 close to the proposed new Church Lane Roundabout, upgrading of National Cycle Route number 2 along Church Lane including its diversion through the site between Church Lane and Horsemere Green Lane, plus improved pedestrian crossing facilities on A259.

Pedestrian / Cycle Connectivity

There are existing footways along the southern side of Horsemere Green Lane, the eastern side of Church Lane, and the northern side of A259, as described above. There is an existing pedestrian crossing refuge island on the A259 some 60m east of the Church Lane Roundabout and this connects with a footway on the south side of the road which runs back into the first part of Crookthorne Lane. The village primary school is located some 200m down Crookthorne Lane from the roundabout.

There is an existing cycleway (a shared cycleway/footway) along the northern side of A259 from the Church Lane Roundabout to Littlehampton. In addition, National Cycle Route 2 runs westwards from Littlehampton to the south of the A259, and then crosses the A259 at the Church Lane Roundabout. It then passes along Church Lane before turning west along Horsemere Green Lane and then north on Yapton Road. In Yapton village it turns to the southwest and runs through to Bognor Regis.

Public Transport

There is an existing bus service operating along A259 with stops towards the eastern end of the site frontage to that road. This service (700) offers a 20 minute frequency between Littlehampon and Bognor Regis as part of a longer route between Brighton and Chichester. The route between the Oystercatcher Public House and destinations to and from the west passes along Yapton Road to Yapton Village and then returns to A259 further west. There are also school buses operating to Chichester High School (via Yapton Road) and to Littlehampton Academy (via Church Lane).

The site is located in reasonable proximity to three railway stations. It is approximately 2km south of Ford Station, 2½km from Littlehampton Station, and 5km from Barnham Station. All of these stations offer two trains an hour to and from London Victoria (plus some additional peak hour services) plus two services an hour each way along the south coast line between Brighton and Portsmouth. Whilst further from the site than the other two stations, Barnham Station offers a wider choice of trains and shorter journey times to destinations (1½hrs on average to London Victoria).

Overall, the site is in a sustainable location, within a short walk of the local primary school, in easy cycling distance of 3 railway stations, adjacent to a number of cycling facilities and in close proximity to a 20 minute frequency bus service connecting with the nearest towns.

External Access

People are very different in their needs, and in the way they use the built environment. An inclusive environment recognises and accommodates these differences in a way that is universal. An inclusive design provides a single solution for everyone.

The principles of an inclusive environment will be:

- Easily used by as many people as possible without undue effort, special treatment or separation.
- Able to offer people the freedom to choose how they access and allow them to participate equally in all, activities it may host.
- Able to embrace diversity and difference, to be safe, legible and of high quality

Internal Access

Inclusive access within the layout provides for ease of movement by all social groupings and the housetypes will be compliant with Part M of Building Regulations.

This ensures that certain minimum standards for disabled access for such items as steps, ramps, door widths, accessible toilets etc, are adhered to. Access for disabled people to services, employment and the built environment is playing an increasingly important role in the development of new and the refurbishment of existing buildings. New legislation, regulation and planning requirements are currently being introduced and an increasing range of design guidance being published.

In response to this evolving ideal, the design team has adopted an approach, which incorporates measures to facilitate access and use by all people using the building including disabled people who may be wheelchair users or have a mobility, sensory or cognitive impairment. By following good practice guidance on accessibility it has been recognised that there is a benefit to all users of the environment, not only those with recognised disabilities.

5.7 Detailed Access Design

The design considers access and use of the environment and the dwellings by residents and visitors. Dwellings incorporate features that can be easily adapted to suit the evolving and varying requirements of the residents. Accessibility has been incorporated while being mindful of the overall aesthetic and design aims of the scheme and with due consideration given to the constraints of the site.

Approach to Building

The approach to the building is the area of land within the curtilage of the property, from the boundary of the site up to the building itself. Consideration should be given to the construction of the pathways and use of various surface materials, dropped kerbs, tactile paving, parking and drop off points.
Entrances

Entrances should be located in a logical relationship to the accessible routes that serve it. Consideration should be given to signage, lighting, contrast etc. Where security is required to prevent unwanted access, means of access should be located in a position suitable to all users.

Bin Storage and Collection

Providing convenient, dedicated bin and recycling storage where bins and crates can be stored out of sight is essential in any residential development and further checks will be made with the local authority to determine exactly what space is required.

In order to establish a successful development

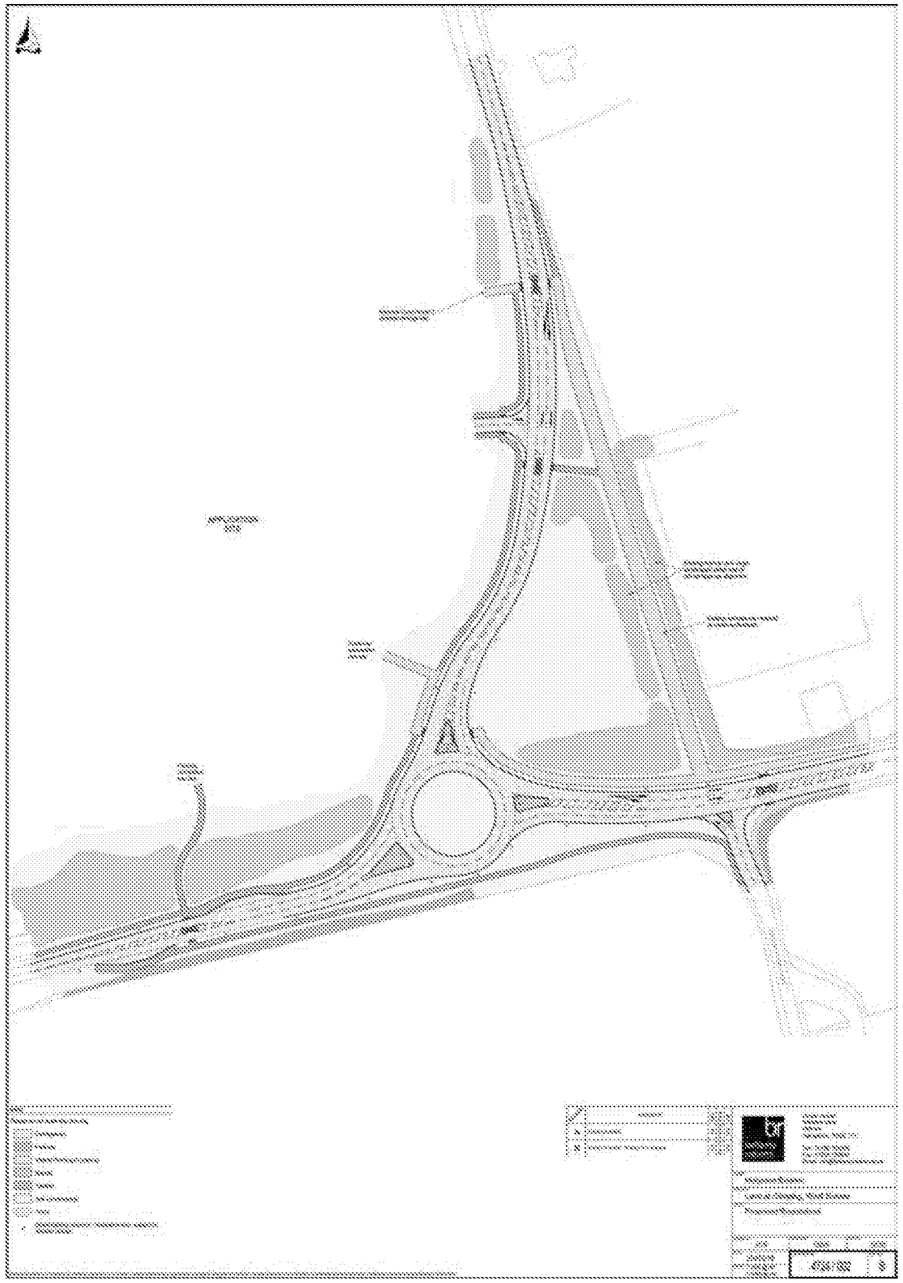
- The distance between storage areas and collection points should be minimised within the development.
- Where terraced housing is proposed, secure rear paths should be provided to the rear of properties allowing access to rear gardens for storage.
- Individual dwellings should have access to their garden to allow bins/recycling to be stored safely in rear gardens.

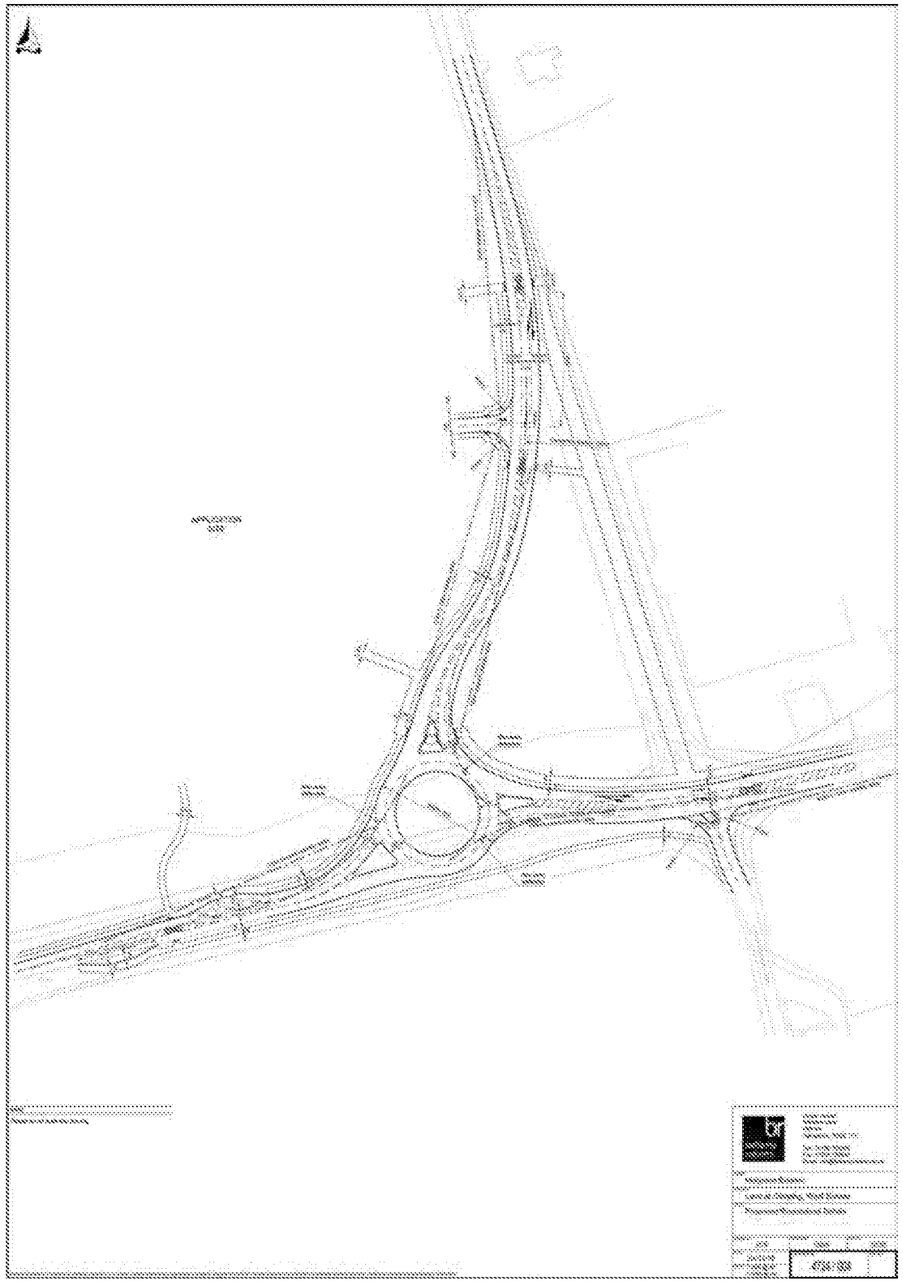
References:

Approved Document M, Access and Facilities for Disabled People.

BS 8300 Design of Buildings and their Approaches to Meet the Needs of Disabled.

NHBC Foundation - Avoiding rubbish design: providing for bin storage on new housing developments - NF60





5.8 Movement Framework

The plan below demonstrates the movement framework and street hierarchy established within the illustrative Masterplan.

The design solution has sought to create a hierarchy of movement which transitions from Church Lane and the A259, through a series of primary routes, secondary streets, shared surfaces and private drives.

As the plan demonstrates below, a permeable and legible network of streets and pedestrian links can be achieved at this site, enhancing existing connections and providing easy and direct access to existing services and facilities within the wider locality.

- Primary route into the development
- Secondary Street
- Shared surfaces and Private Drives
- Pedestrian Routes
- Cycle Routes

Primary Routes

This route provides footpaths to both sides and provides a connection from Church Lane and A259 into the development. Traffic speeds would be greater along this route and therefore a segregation of pedestrians to the vehicle assists in the safe movement. The provision of green verges also provide a green setting that is reflective along the main routes with the wider locality.

Secondary Routes

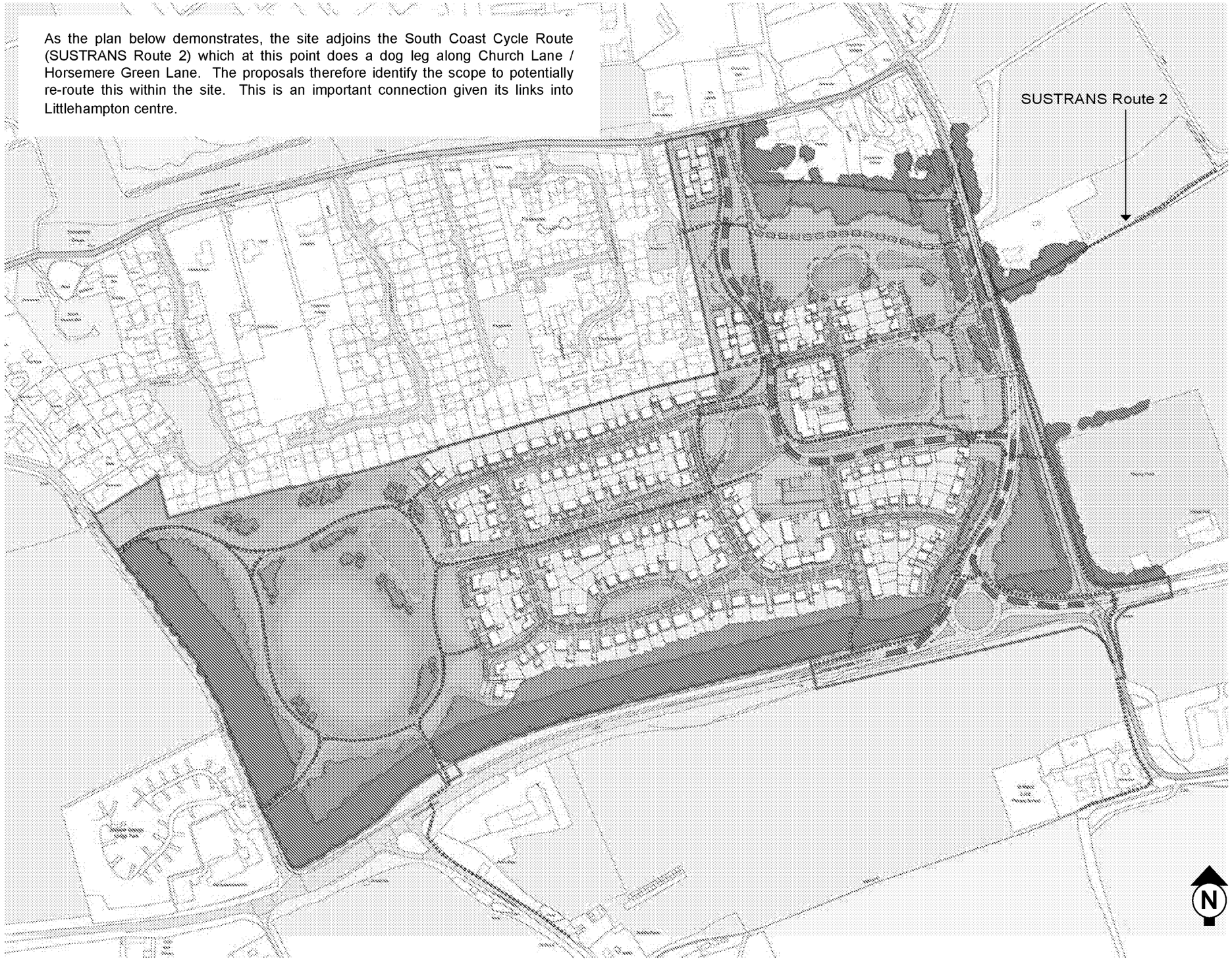
Similar to the primary routes, footpaths would be provided however the verges have been removed. To some secondary streets, the footpaths have been provided to one side of the carriageway with the other providing pedestrian access through the high quality areas of open space.

Shared Surface Streets

Surface streets are appropriate for relatively short stretches in locations with low to very low vehicle flows and speeds. All Shared Space are designed to encourage drivers to informally give priority to pedestrians.

Private Drives

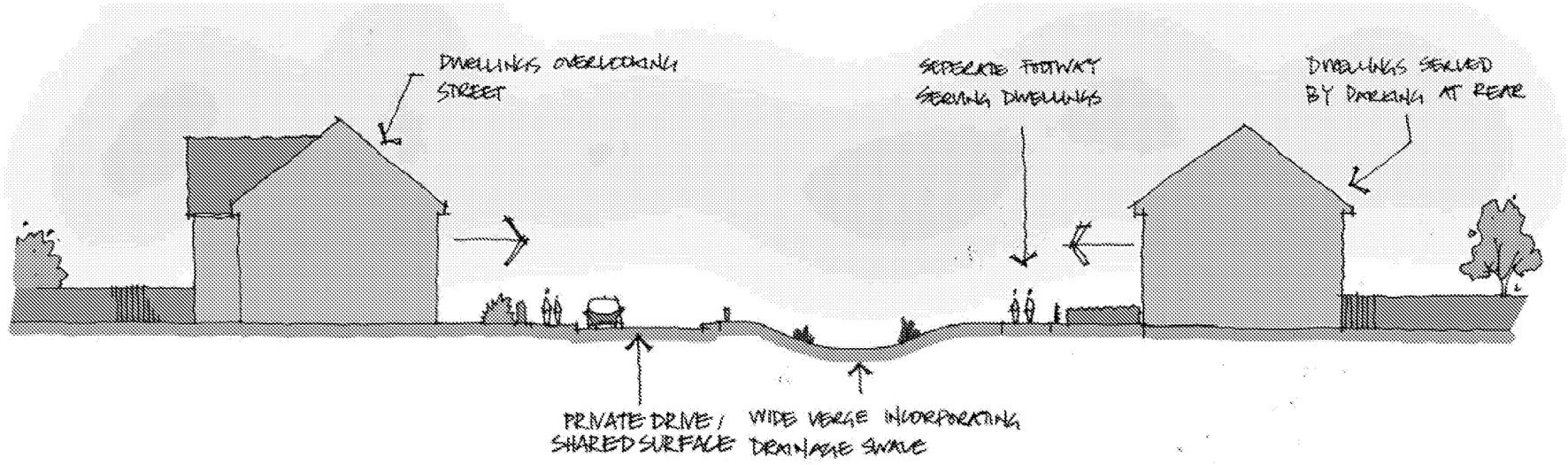
Private drives are the lowest in the hierarchy of street types within the development serving no more than 5 properties.



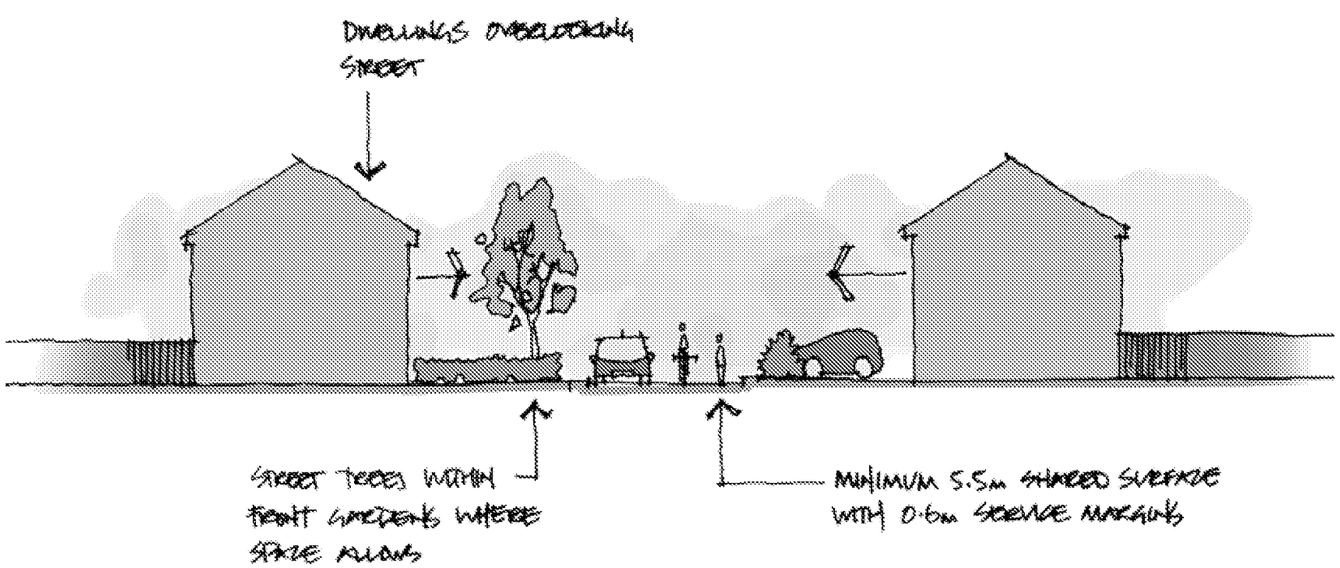
5.9 Street Typologies

The following street typologies provide an indication of how the internal arrangement of movement corridors and dwellings interface within the site.

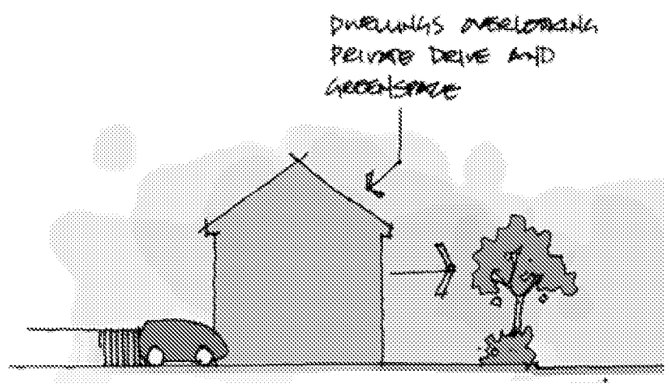
Primary Route



Secondary Route



Private Drive



5.10 Parking Solutions

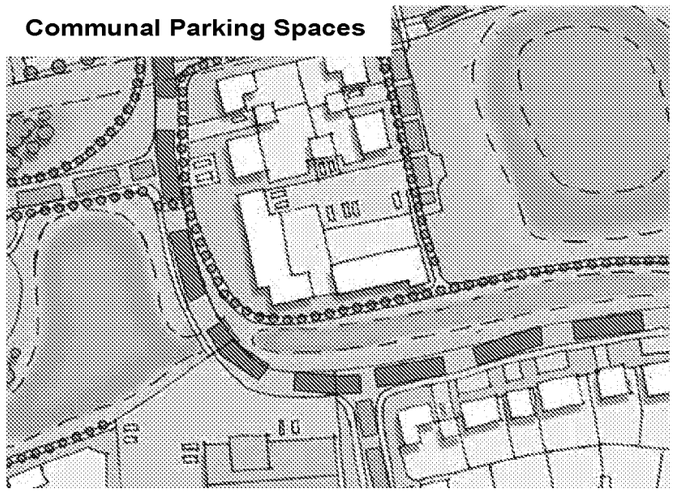
A strategy for the provision of car parking within the layout has developed as a fully integrated urban design component, rather than as a separate afterthought or 'add on' to the proposals of the site. Car parking is not only a requirement of most new urban development proposals, but can be a key urban design opportunity that can contribute to the character, function, vibrancy, sustainability and viability of a new urban district if treated with care.

Car parking within Clymping is generally set within the curtilage of the dwelling either as integral or side detached garages and driveways either to the front or the side. There are however some examples within the newer developments of detached garage blocks set to the back or side of dwellings.

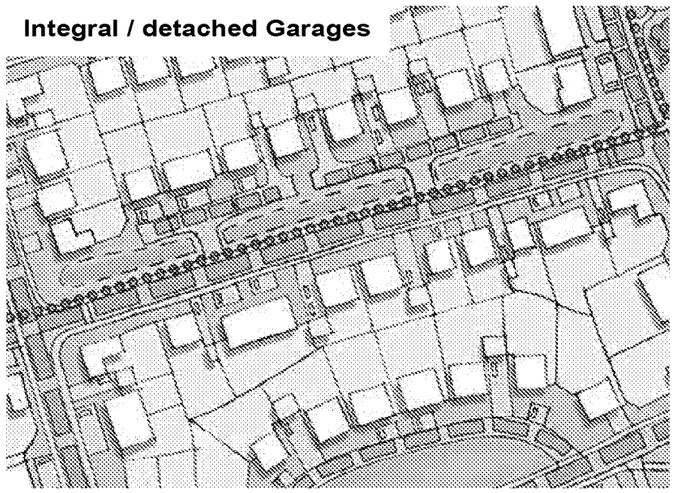
Although only at the outline stage, careful consideration has been given to the treatment of the car. Where possible, similar parking solutions found within the locality have been identified such as garages and drives to the side or the rear of the property. This helps to minimise the impact of the car within the streetscene. This partiocularly relates to the open space frontages where a lower density scheme is to be achieved. Other solutions however could be considered acceptable subject to their setting within the scheme and character of the street. Some examples are identified opposite. Any solution should be adequately surveilled, relate well to the property it serves and be in compliance with local authority standards.



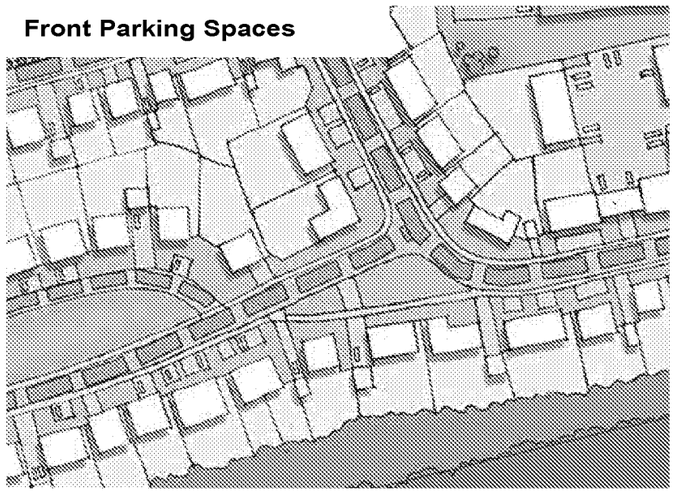
Communal Parking Spaces



Integral / detached Garages



Front Parking Spaces



On Plot Parking

On plot parking provides a secure solution within residential layouts. This solution ensures that the cars are sited off street and ideally, on this site, situated to the rear or side of the dwelling. These solutions have the benefit of high levels of natural surveillance whilst taking the car away from the street.

Within Building Parking Solutions

Similar to the on plot parking solution above, garages provide a secure off street parking solution and can be integral, detached or situated to the side as shown. Direct access can be provided from the garage to the property if integral or can be attached to neighbours garages also. Garage doors should be well designed and should not dominate the building façade.

Off Plot Parking

This solution is considered appropriate where on street parking is not ideal or where terraced development is provided. All parking in blocks should be attractively and robustly landscaped and properly overlooked by the appropriate siting of dwellings and habitable rooms.

The amount of parking would vary dependant upon the size of the properties being served.

Visitor Parking

Visitor parking should be fully accomodated for within the development and the design of the streets should be done in a way which does not impede pedestrian movements by obstructing footpaths by the parking of vehicles. An example of how this is successfully achieved within the locality is identified below:



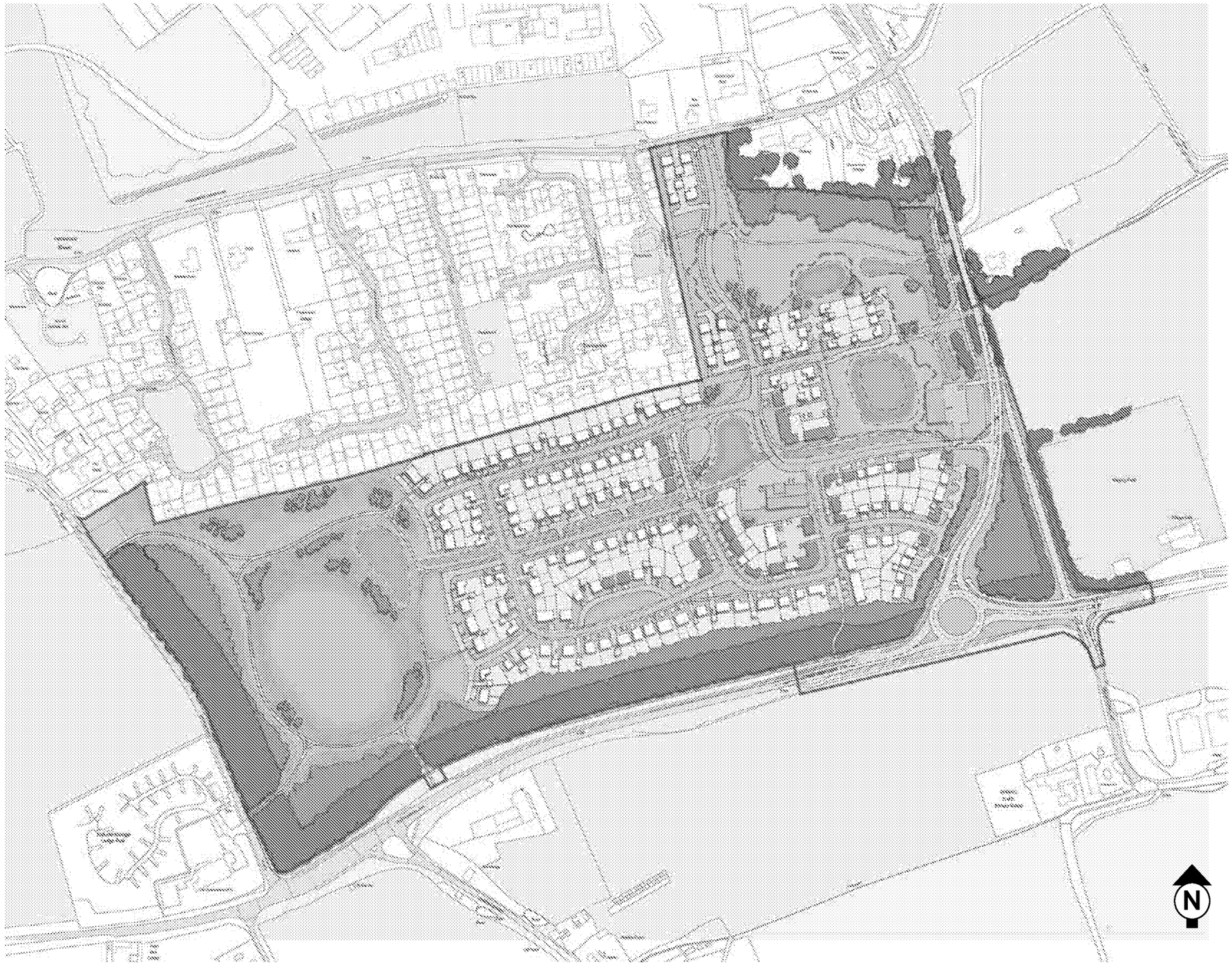


5.11 Scale

The proposed scale of the development is a matter to be dealt with through the course of any Reserved Matters application however in line with The Town and Country (Development Management Procedure) (England) Order 2015, outline applications have to demonstrate clearly that the proposals have been properly considered in the light of relevant policies and the site's constraints and opportunities.

The existing development within the wider locality of the site is a mix of single storey and two storey development and this should therefore be followed as part of any detailed development. It is therefore envisaged that the scheme will be predominantly 2 storey.

In order to provide visual interest and achieve a legible environment there is scope within the development to include some higher storey properties (2.5 storey). These would be relatively contained within the development and be set at logical positions within the scheme such as focal stops, entrance features etc. The plan opposite identifies locations where higher storey buildings may be appropriate.



5.12 Appearance

In line with the aspirations of the National Planning Policy Framework, this section does not attempt to impose architectural styles or stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles, it simply provides examples of what could be acceptable through the Reserved Matters stages given the existing development within the locality.

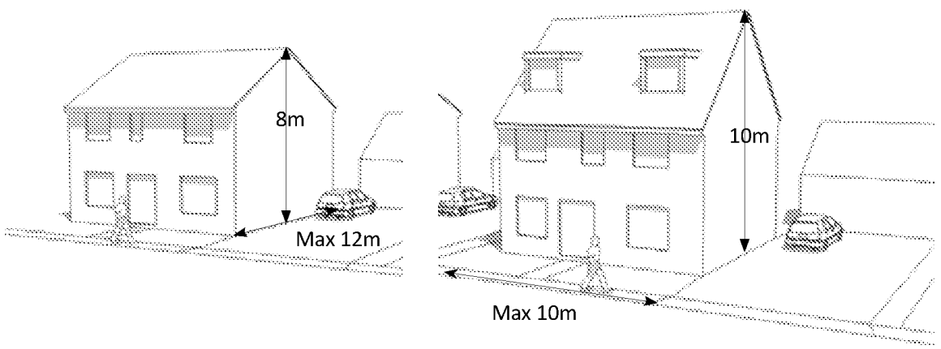
The following plans provide examples of the type of dwellings which would be considered appropriate as part of this development together with visual impressions of how the plots could be laid out including garden sizes, plot depths, parking solutions and set back distances.

It would be remiss at this stage to specify architectural styles for the dwelling design and this will comprise the detailed reserved matters. We would however recommend that regard is had to the character analysis in Section 3.0 and that key features which are prevelant in Clymping are incorporated. The proposed materials palette should again be developed with regard to the settlement.

NOTE: ALL BLOCK STRUCTURES ARE FOR ILLUSTRATIVE PURPOSES ONLY

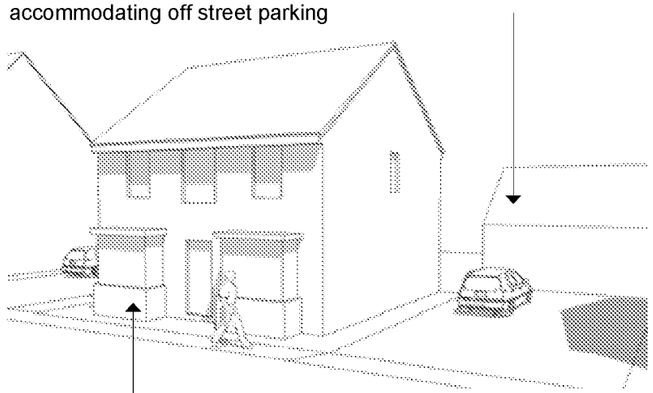
DETACHED DWELLINGS

Detached is the predominant form identified within the illustrative layout - Mainly 2 storey with some higher 2.5 storeys at key locations to add interest and legibility



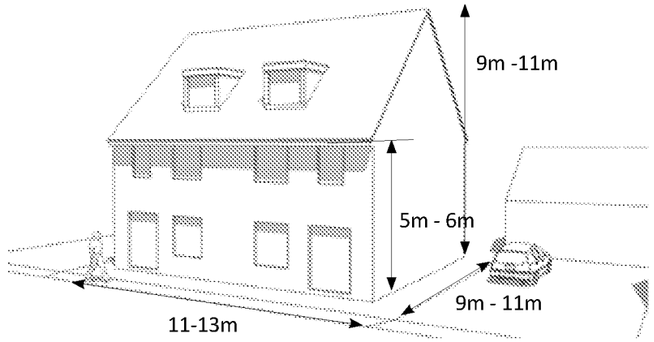
The blocks are generally set back from the street however the amount of this varies dependant upon the character being achieved.

These examples demonstrate wider spaces between the built form accommodating off street parking



Additional features could be incorporated to key plots to add visual interest

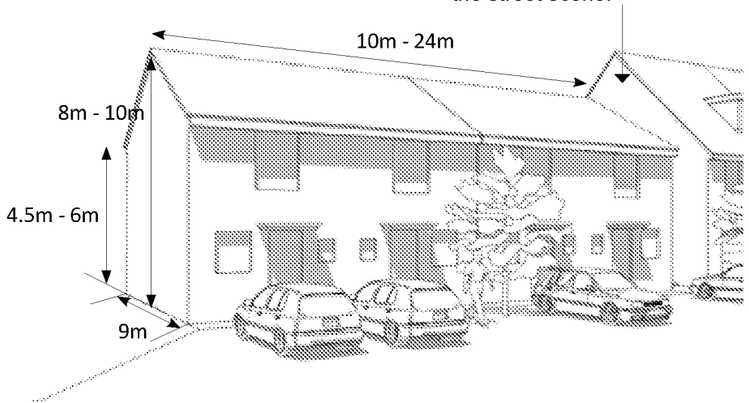
2.5 STOREY SEMI DETACHED DWELLINGS

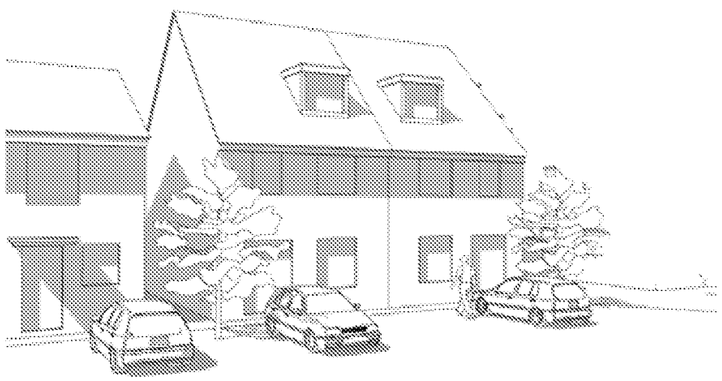


Parking can be either to the front or to the side dependant on the character being achieved to the street.

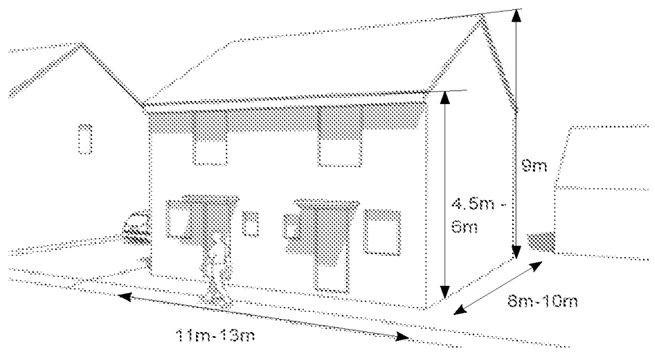
2 STOREY TERRACED DWELLINGS

Variety in height can add visual interest to the street scene.





2 STOREY SEMI DETACHED DWELLINGS



Larger spaces provide a more rural feel where closer spaces between the built form creates a stronger enclosure of the street.

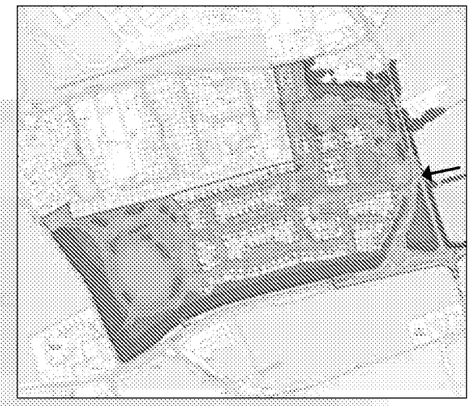
5.12.1 Appearance

The plans below provide views of how the development could be realised.



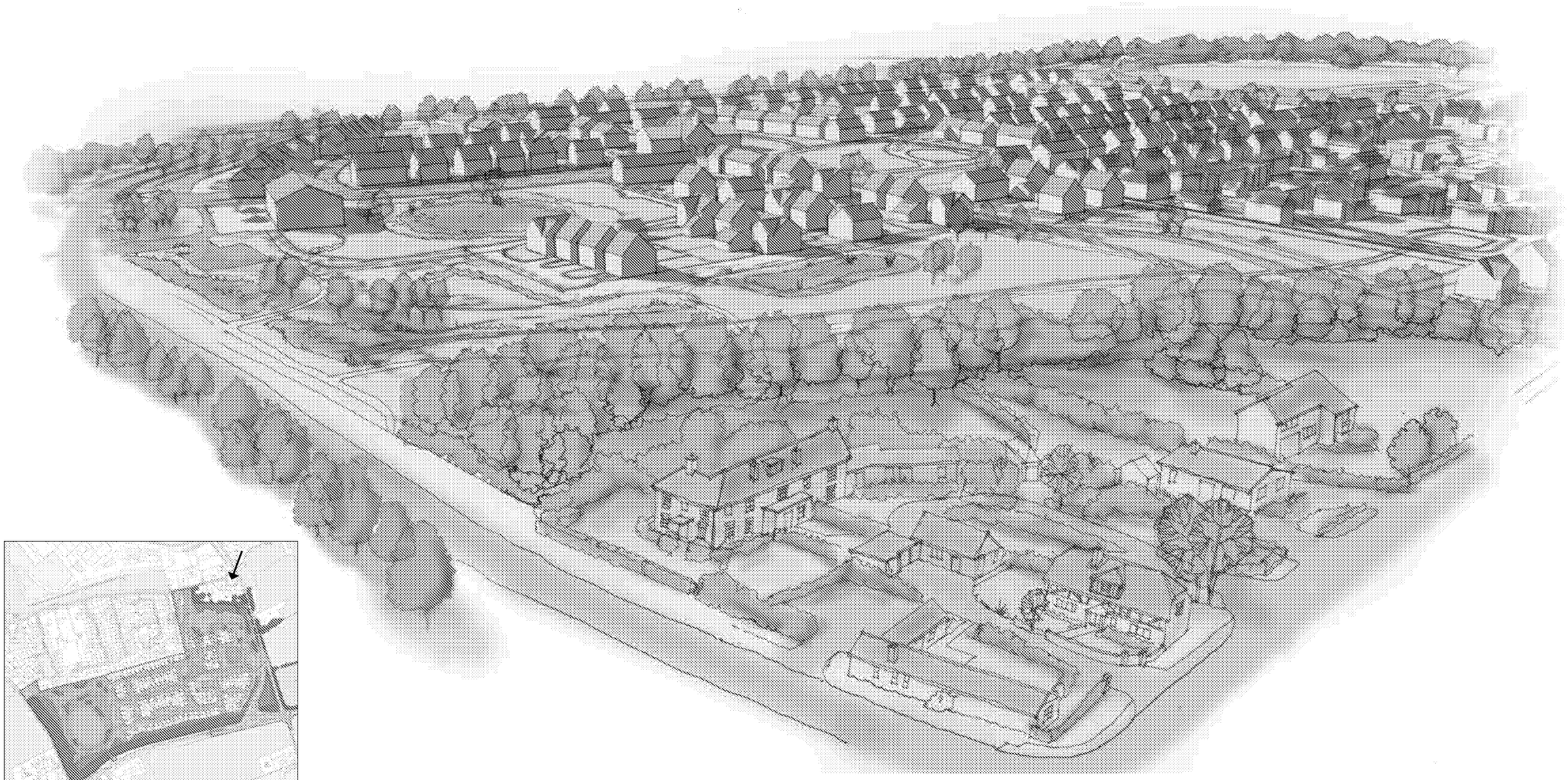
View 1 – Eye Level View from Horsemere Green Lane

The view illustrates a long, framed vista which is focussed on the Community Building, providing a landmark at the centre of the development. Low density housing can be seen on the right of the view with a potential pedestrian link to Cropthorne Drive. To the left of the view is a large area of greenspace which provides a buffer to the Church Farm area.



View 2 – Eye Level View from Church Lane

The view illustrates a long open view through the centre of the development to the informal greenspace beyond, retaining the open nature of the site in the proposals. In the middle ground on the left of the view is the Community Building. In the foreground to the right is the Community Asset, shown as a village store with a coursed napped flint façade and brick detailing to quoins and window surrounds. The network of swales transferring surface water through the site can be seen in the foreground.



View 3 – Aerial View from the junction of Horsemere Green Lane and Church Lane

The view shows the listed building of Church Farm and associated dwellings near to the road junction. A large area of greenspace and a substantial woodland buffer consisting of existing and proposed trees will provide separation between the sensitive existing dwellings and the new built development. The large area of semi-natural greenspace can be seen in the background.

View 4 – Aerial View form the junction of Church Lane and Crookthorne Lane (A259)

The view shows the development set back from Church Lane which has a retained hedge and hedgerow trees. The boundary of the A259 has a retained belt of woodland which is extended with further planting to fully screen the development from this well trafficked route. The Green Infrastructure and low density nature of the site can be seen in this aerial view.



View 5 – Aerial View from the west of the site on Yapton Road (B2233)

The development can be seen in the context of the large semi-natural greenspace which would make the site into a recreation asset for both the existing and new community whilst also bringing bio-diversity benefits. The open area has been designed so that views are not restricted from the existing dwellings off Horsemere Green Lane and so that residents can access the space directly if they wish.

06

Designing out Crime

6.0 Designing out Crime

In order to comply with the National Planning Policy Framework, developments should create safe and accessible environments where opportunities for crime are designed out.

NPPF, paragraph 58 states that developments “should create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.”

The NPPG states: “crime should not be seen as a stand alone issue, to be addressed separately from other design considerations. That is why guidance on crime has been embedded throughout the guidance on design rather than being set out in isolation.”
Paragraph: 010 Reference ID: 26-010-20140306

The application seeks outline planning approval for residential development and an indicative layout accompanies the submission. Crime prevention is a material consideration to be given full attention in the reserved matters but is woven into the principles of the masterplan to secure full implementation of detailed safety design measures at the detailed stage.

As this section demonstrates, designing out crime has been an important element in the development of this scheme and as such, the measures and approaches taken forward in this detailed design in order to design out crime are outlined opposite.

- Proposed and existing footpath links within the site has been clearly and logically positioned to ensure surveillance and promote the use of these links.
- Parking solutions vary as previously demonstrated in terms of driveways and garages within the indicative scheme. No matter what the solution, the majority should be located within the curtiage of the dwelling or in highly surveilled positions close to the properties they serve. This ensures secure spaces are created with high levels of natural surveillance and no casual access.
- Public and private spaces should be clearly defined in order to minimise the possibility of crime/anti-social behaviour going unchallenged. This is achieved through a well-designed and sensitive landscaping scheme and change in material, or through the careful choice of boundary treatment which delineates the public from the private realm particularly to the dwellings fronting the public open space. This ensures the creation of a high quality and attractive environment. The use of higher treatments should be employed where the rear / side garden boundaries abut the highway to ensure privacy for future residents. The use of robust boundary treatments i.e 1800mm high fencing to the rear boundaries of dwellings with fencing or hedge planting sub-dividing plots ensures the creation of defensible space and achieves privacy for future residents.
- Rear gardens should generally be plotted against other rear gardens in order to minimise the possibility of unwanted access. Any rear access paths provided should be kept to a minimum and be provided with gates in order to prevent casual intrusion.



- The use of defensive planting within the scheme will help to minimise the impact of the development, maintain clear visibilities and allow natural surveillance. The positioning of shrubs and trees will help to provide privacy and security without providing hiding places or opportunities for anti-social behaviour.
- The proposed fenestration of the dwellings should respond to the street with outward facing development. Front doors should be clearly visible and located in a logical relationship to the accessible routes that serve them to ensure the creation of an active street scene. Gables should also be appropriately treated with windows to ensure surveillance and dual aspect dwellings employed at key corners. The plan above demonstrates how this can be achieved at this site.

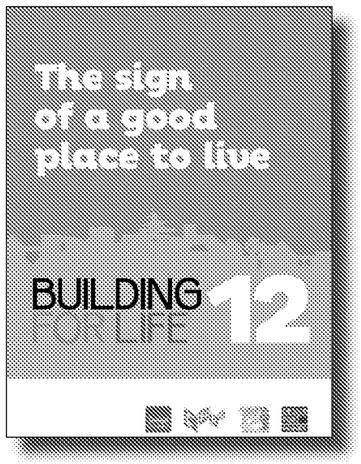
07

Design Quality

7.0 Building for Life

Building for Life promotes design excellence and celebrates best practice in the house-building industry.

Mulgrave Properties LLP are fully aware of good design practices and are committed to ensuring the development is in accordance with the new Building for Life document (Building for Life 12) in line with the National Planning Policy Framework.



As the initial assessment advises opposite, in our opinion the scheme is currently achieving green lights when considered against the 12 criteria. The relevant sections within this Design and Access Statement backs up our conclusions on these various elements.

Under the new assessment system the LPA is encouraged to work with us in order to achieve as many green lights as possible, and to avoid any reds and we welcome those discussions through the course of the application.

These proposals will avoid any red lights and are fully capable of being further refined to deliver positively against all the new Building for Life test.

Given the application is only at outline we recommend a further BfL 12 Assessment is undertaken and accompanies any future reserved matters application.

Integrating into the neighbourhood

1 Connections
Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

2 Facilities and services
Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

3 Public transport
Does the scheme have good access to public transport to help reduce car dependency?

4 Meeting local housing requirements
Does the development have a mix of housing types and tenures that suit local requirements?

Creating a place

5 Character
Does the scheme create a place with a locally inspired or otherwise distinctive character?

6 Working with the site and its context
Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

7 Creating well defined streets and spaces
Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

8 Easy to find your way around
Is the scheme designed to make it easy to find your way around?

Street & Home

9 Streets for all
Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

10 Car parking
Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

11 Public and private spaces
Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

12 External storage and amenity space
Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

Connections
Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

The proposed development can demonstrate a suitable safe access to the site taken from Church Lane and the A259, meeting required visibility standards and will join the existing road network in a safe and suitable manner so as not to be detrimental to the flow or character of the surrounding highway.

The proposed layout demonstrates that the site can provide for satisfactory manoeuvring and circulation and will not result in adverse impact on the environment or amenity of the local community.

Existing pedestrian links have been connected to from within the site. These are fully demonstrated below:



The pedestrian routes provide connections to Crookthorn Lane, Church Lane and Yapton Road, existing bus service routes provide alternative means of transport away from the private car.

The LVIA work undertaken for this site establishes a set of design principles in which to take forward and these have been fully taken on board. This particular relates to the following:

- Long range view retained from Horsemere Green Lane terminated by the community building
- Long range view into the site from the Church Lane entrance
- Access provided to open space from individual houses on northern boundary of site.
- Open views into open space as above with only scattered tree groups rather than dense blocks
- Additional planting to the A259 provides a pleasant buffer and provides an opportunity to provide a more direct route through the development.

Overall it is considered that in terms of connections and respecting existing buildings / land uses the proposal achieves a Green standard.

Facilities and Services
Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

The Transport Assessment and Design and Access Statement identify that the majority of the site lies within a 10 minute walk of local services which will enable future residents to utilise these without using a car. A school, Village Hall and shopping facilities are located within 800m of the site with significantly more services further afield accessible by bus. The bus stops close to the development provide a frequent service to all of the major employment and recreational areas.

A village heart is promoted as part of this development enhancing facilities and promoting community spirit.

Overall it is considered that in terms of facilities and services the proposal achieves Green standard.

Public Transport
Does the scheme have good access to public transport to help reduce car dependency?

As previously stated the site is immediately adjacent to the bus route along Crookthorn Lane and Yapton Road and therefore this attracts a Green standard.

Meeting Local Housing Requirements
Does the development have a mix of housing types and tenures that suit local requirements?

The application only applies for outline planning consent and therefore details on house type mix and tenure is not available at this stage.

This statement does promote the provision of a mix of house types in terms of accommodation and form which should offer a mix of price ranges. However, until such time it is not clear that this meets the housing demand for the area so in this case it is felt an Amber standard with the potential for Green dependant on further information should be appointed for the scheme in this regard.

Character
Does the scheme create a place with a locally inspired or otherwise distinctive character?

The character assessment undertaken as part of this statement demonstrates a wide variety of styles and forms within the locality of the site. This submission seeks outline permission only and as such, details on the house types are not available at this time.

As the design evolution and solution sections of this statement demonstrate, the masterplan which acccompanies this outline has been completed with full consideration to the existing features of the site. Long range views have been maintained and so too have existing landscape features of the site.

A loose form of development is demonstrated which is reflective of traditional Clymping with pockets of development integrated with vast areas of high quality community open space. The design is specific to this site and the principles established should be taken forward as part of any detailed design for the site.

Given that the specific detail on house type, siting and scale of development cannot be demonstrated by this submission (given it is in outline Form) it is felt that this development should be afforded an Amber standard in this regard. Green however is considered achievable through the detailed design if the design principles established as part of the outline are fully considered.

Working with the site
Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

This Design and Access Statement provides a robust evolution of the development of the proposals and provides full justification for the indicative design solution based on the existing features and location of the development site.

Mature landscaping has been retained and enhanced, existing routes have been retained and enhanced and so too have key views both into and out of the site. Existing Listed buildings have been fully reviewed and sensitively considered as part of the indicative solution.

Given the detailed consideration of the existing site and the design principles established, the scheme should be afforded green standard providing these are taken forward as part of any detailed design.

Creating well defined streets
Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

Although only at the outline stage, a clear hierarchy of streets are demonstrated within the scheme with the primary conventional routes, shared surfaces and private drives. The masterplan demonstrates good practive in terms of ensuring all streets are adequately framed through the siting of dwellings and enhanced by the

addition of windows at key gables in order to assist in creating visual interest and additional surveillance to the street. Similar to existing development, the setbacks to the street vary within the development and again this is demonstrated on the indicative masterplan.

This principle is also reflected with the large areas of open space with dwellings designed to front onto these spaces.

Given the detail is reserved for a later application, amber can only be assigned to this element of the assessment. Similar to others however this could be altered to green if the principles established are taken forward.

Easy way to find your way around
Is the scheme designed to make it easy to find your way around?

The built form principles and indicative masterplan demonstrates how a legible environment can be created for users of the development. This would be achieved in a number of ways as identified below: -

- Buildings should be positioned to create focal points, which guide the visitor through the site and create visual stops. These could be emphasised with high er storey dwellings at key locations.
- Developing a clear distinction between public and private spaces avoiding confusion. This could be achieved through careful landscape treatments and / or appropriate boundary treatments.
- Entrances to the properties should be located along the main elevations making it easier for residents and visitors to find their way around.
- Clear paths along desire lines lead pedestrians across the site with minimal effort, vehicle speeds are being kept to a minimum via the use of highway design, this gives more time for motorists to locate their routes in a clear and safe manner.

Careful material choice can also assist in creating a high quality legible environment.

Given the outline form, this is felt to be an Amber Standard present given the lack of detailed proposals. If the above principles were taken forward there is the potential for a Green standard.

Streets for all
Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

The proposed indicative hierarchy shown does work, and this will restrict speed and create pedestrian priority streets in accordance with Manual for Streets. The detailed design should seek to develop and expand the hierarchical approach with the detail to the buildings that turn corners and those that offer greater surveillance to the streetscene of importance. Amber with the potential for Green through detailed design.

Car Parking
Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

Greater detail is needed and this will form part of the detailed design. The design should provide adequate parking in line with local requirements and look for solutions which minimise the dominance of the parked car on the streetscene. This statement does provide examples of appropriate types of parking. Given the lack of information available at this time we recommend an Amber status with the potential for this to be Green at the detailed stage.

Public and Private Spaces
Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

The indicative masterplan seeks to create pockets of development within large areas of community open spaces of varying characters as established within the landscape strategy. There should be a clear delineation of public and private space which is outlined in the detailed proposals, with all dwellings having access to useable private amenity space.

A boundary treatment scheme should be developed and will be appropriate in establishing a clear definition between the public and private realm with the design specifically chosen to match its setting. High treatments for example should be developed to the back and between plots to ensure privacy. This principle should also be utilised (although more visually pleasing) where rear gardens abut public spaces providing secure and defensible rear amenity space for residents. Front gardens could remain open or contain lower treatments which reflect other developments within the wider locality of the site.

This is felt to be an Amber standard with the potential for Green through detailed design.

External Storage and amenity space
Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

Providing convenient, dedicated bin and recycling storage where bins and crates can be stored out of sight is essential in any residential development and further checks should be made with the local authority to determine exactly what space is required through the course of the detailed application.

There is no information provided as part of this application given it is in outline form relating to external storage and amenity space. We would recommend that the reserved matters application pays consideration to the following:

Bin and recycling storage for both within curtilage and dedicated areas of hard standing on collection day.

Providing garaging that can accommodate both a car and storage.

Cycle storage for those dwellings which do not have a garage.

We have therefore considered this to be an Amber standard with the potential to achieve Green through the detailed design.

Conclusion

Out of the 12 questions/issues, 4 are in the Green category and the remaining in Amber (8) with the potential for Green through detailed design.

08

Summary

8.0 Summary

This Design and Access Statement has demonstrated how the scheme accords with relevant national and local planning policy and design best practice in relation to outline planning applications.

By following the set of principles established within this document, the detailed scheme to follow at Reserved Matters stage would blend a variety of dwelling types and community uses with good permeability, strong links to public transport, safe and secure access to public open space and a good variety of built form which is reflective and complimentary to the existing built form within Clymping.

These elements will ensure the creation of a pleasant environment to live developing a central heart to Clymping.

<u>Development Summary</u>

Indicative Number of dwellings:
Circa 300 dwellings

Community Uses:
Community buildings, public open space and public footpaths

Indicative Bedroom Range:
1, 2, 3, 4, 5 bedroom properties

Indicative Storey Heights:
Bungalows, 2 and limited 2.5 storeys

Indicative Property Types:
Detached, Semi Detached, Terraced and Bungalows

