

**DESIGN AND ACCESS STATEMENT TO ACCOMPANY
PLANNING APPLICATION
FOR THE ERECTION OF A SAFETY FENCE AT CLIMPING
VILLAGE HALL**

When the Village Hall was given to the residents of Clymping in the 1930's by the late 1st Baron Moyne and was added to in the 1940's by the provision of a Recreation Ground by the then Marchioness of Normanby (now Dowager) the western boundary between Village property and Church Lane was indicated by the erection of a 1.2m high chain link fence, which is still present on site but has deteriorated and is need of replacement.

At the time the Hall and grounds were gifted to the community, Church Lane was exactly that – a rural lane through a small village and the erected fencing was more than adequate. However with the widening of the road by West Sussex County Council and the considerable increase in heavy traffic following the development of the old Ford Airfield as an Industrial Estate the 1.2 m fence has become totally inadequate.

Whereas the occasional cricket ball or football being kicked over the fence originally presented very little problem to either traffic (what there was of it) or to the person recovering it there is now a great problem both to the traffic and to the individual. As the time has come to carry out normal repairs to and maintenance of the boundary fence it seems the logical moment to increase the height of the fence to 4m. This will ensure increased safety to all.

The site benefits from an existing mature tree screen and the presence of a low hedgerow which helps blend the fence into the surroundings. No trees shall be removed to accommodate the fence as it will follow the line of the existing fence some minor trimming may be required. Chain link fencing has been on the site since the 1930's and Arun District Council recently erected a high chain link safety fence to prevent cricket and footballs from entering the children's play area.

Access to the Village Hall will be unaffected by this proposal and will continue as existing being on foot or by car or bicycle.

CVH 3a