



CHURCH LANE
CLIPPING

PLANNING STATEMENT
LAND TO THE WEST OF CHURCH LANE, CLIPPING

VIVID HOMES & CLIPPING HOMES



VIVID

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1.0 INTRODUCTION

1.1 This Planning Statement has been prepared in support of the Reserved Matters (RM) application pursuant to outline planning permission CM/1/17/OUT for the erection of 300 dwellings and two buildings within use class A1 and D1, together with public open space, LAPs, LEAP and ancillary works, including car parking and drainage arrangements, with access off Church Lane and Horsemere Green Lane. This statement should be read in conjunction with the documentation submitted in support of the planning application.

1.2 The outline planning application was permitted at appeal in September 2018. The full description of the application is:

"Outline 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 sqm (net), a building for A1 use having a floor area of up to 530 sqm (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 access detail, showing the points of access to the development, and indicated on Bellamy Roberts drawings numbered 4724/004 and 4724/005 are access proposals to be determined at this stage of the application; for the avoidance of doubt all other detail within the site is to be determined as a reserved matter at a later stage"

1.3 The approval allowed for detailed proposed highways infrastructure, including site access and highway improvements. All other matters, i.e. layout, scale, appearance and landscaping, were reserved for future detailed consideration. This application seeks permission for these reserved matters.

2.0 SITE LOCATION AND DESCRIPTION

2.1 The site is located within Climping, which is approximately 2km to the west of Littlehampton and 7km to the east of Bognor Regis, both of which can be accessed directly via the A259.

2.2 The site is 'L' shaped, measuring approximately 27.01ha. The land is relatively flat and is used for agricultural purposes. The eastern, southern and western boundaries are defined by mature trees and sporadic vegetation. The north-western boundary adjoins the rear gardens of residential dwellings built in the 1990s/early 2000s. The

site adjoins Horsemere Green Lane along the north-eastern boundary, Church Lane to the east, Yapton Road (B2233) to the west and Crookthorn Lane (A259) to the south.

- 2.3 Access to the site is off Horsemere Green Lane in the north and, until recently, a field access off Church Lane in the east.
- 2.4 A number of facilities are located within close proximity to the site, including St Mary's Primary School, Climping Village Hall and sports pitches, Baird's Farm Shop, St Mary's Church and Church Hall, Oystercatcher PH and Rudford Industrial Estate. A range of employment opportunities, shops and services can be accessed within a 5-10 minute drive to Littlehampton and Yapton. The development itself will provide additional shops and facilities to accommodate existing and future residents of Climping.
- 2.5 The site lies within a sustainable location with regard to public transport. The closest railway station is Ford which is located approximately 2.2km to the north, and Littlehampton is approximately 2.5km to the east, both of which have regular trains to London Victoria and Portsmouth & Southsea. The No.700 bus service runs along Crookthorn Lane and provides a regular, reliable service that links Chichester and Littlehampton. There are several bus stops along Crookthorn Lane within a 5-minute walk from the site. The South Coast Cycle Route runs along Crookthorn Lane, and there are a number of public footpaths in the near vicinity.

3.0 PLANNING HISTORY

- 3.1 The outline planning application (ref. CM/1/17/OUT) was approved at appeal on the 28th September 2018.

The description of the development for the outline application was as follows:

"Outline 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 sqm (net), a building for A1 use having a floor area of up to 530 sqm (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 access detail, showing the points of access to the development, and indicated on

drawings 4724/004 and 4724/005 are access proposals to be determined at this stage of the application".

- 3.2 The site is allocated in the Local Plan (2011-2031) for at least 300 dwellings under Policy H SP2c.

4.0 PLANNING POLICY FRAMEWORK

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) sets out a requirement that planning applications are to be determined in accordance with the Development Plan unless other material considerations indicate otherwise.

- 4.2 The following Local Plans are relevant to the determination of the application:

- Arun Local Plan 2011-2031
- Climbing Neighbourhood Development Plan 2015-2030

4.3 Arun Local Plan 2011 - 2031

Policy H SP2 Site Allocations - The policy states that Strategic Site Allocations must be comprehensively planned and should have regard to a masterplan endorsed by the Council. A number of criteria are set out to which developments should meet, such as being designed appropriately to ensure they integrate into the surrounding communities and must demonstrate a clear and harmonious relationship between town and country through the use of physical features. Development should protect, conserve and enhance the natural environment as well as incorporating high quality, well connected green spaces and biodiversity-rich open spaces, whilst extending, enhancing and reinforcing green infrastructure. Where developments include community buildings, these should be within suitable locations taking account of the permeable layout to all transport modes and ensure that buildings are designed to provide a range of uses. Local community, recreational and shopping facilities, public transport and jobs should be easily accessed on foot.

These criteria have been considered throughout the scheme's evolution, as demonstrated in the accompanying Design Code. The proposed layout has been based on the masterplan submitted with the outline application with a few revisions to address the on-site constraints that were not evident at the outline stage. The proposal has incorporated vast amounts of green space interconnected via footpaths that allow for access from the wider area. The community buildings have been designed to allow for a range of potential occupiers and integrate well into the

proposed development. The community buildings are located within the site fronting onto the N-S corridor of open space, this will be a main thoroughfare through the site as it provides a connection from Crookthorn Lane in the south to Horsemere Green Lane in the north. Revisions have been made to the site layout in response to comments received from the Case Officers, Consultees and the Parish Council and have now addressed concerns.

Policy H SP2c Inland Arun, Climping - The site is allocated under this policy for at least 300 dwellings over the plan period. The policy sets out four criteria that the development must comply with, including the provision of monetary contributions to allow for the expansion of education facilities, improvements to the A259 and new healthcare facilities in Ford. Development must also provide a community building to include retail, commercial and community facilities and provide a controlled crossing on the A259.

The development will meet all criteria set out in the policy and should therefore be considered acceptable and beneficial to the future and the existing local residents. The community buildings are designed to allow for a range of potential users, which will provide a variety of uses for future and existing residents of Climping.

Policy H DM1 Housing mix – The Council will seek a mix of dwelling types, sizes, and tenures, including both affordable and market housing.

The proposal includes a mix of dwellings ranging from 1 bedroom apartments to larger 4 bedroom family-sized dwellings. A range of house types is provided, which incorporate detached, semi-detached, terraced, and apartments. The development provides for 90 affordable units, which will consist of 1-4 bed units in a mix of shared ownership and affordable rent.

Policy AH SP2 Affordable housing – Policy sets out that for schemes of 11+ dwellings, there is a minimum requirement of 30% of the total number of units to be provided as affordable housing. The policy states that the tenure mix should be 75% rent and 25% intermediate housing, and housing must be visually indistinguishable from market housing with large groupings of single tenure dwellings or property types avoided. The affordable dwelling mix should comprise the following range of homes unless evidence indicates otherwise. 1 bedroom 35 – 40%, 2 bedrooms 35 – 40%, 3 bedrooms 15 – 20% and 4+ bedrooms 5 – 10%.

The development will include 90 affordable houses, consisting of a mix of size, type, and tenure. The market and affordable housing will be indistinguishable from each other, and affordable housing will be "pepper-potted" around the site. Further information on the provision is set out in the accompanying Affordable Housing Statement.

Policy D SP1 Design - All development proposals should seek to make efficient use of land but reflect the characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish and architectural details.

The development has taken these criteria into consideration throughout the evolution of the layout, as evident in the accompanying Design Code. Several character areas have been incorporated into the design to ensure that the development integrates well into the existing character of Climping whilst making sure not to replicate the current settlement. The different areas will build character throughout the site to ensure it is not monotonous. Different materials and finishes to the houses help create a visually attractive vista interspersed with landscaping.

Policy D DM1 Aspects of form and design quality - When considering any application for development, the Council will have regard to the character, appearance, impact on existing residents, designing out crime, existing trees and woodland, opportunities for solar gain, design of the public realm, density, scale and aspects of form and design quality.

These attributes have been taken into consideration throughout the development of the scheme. The layout is such that it limits the impact on existing residents to the north through the incorporation of a landscape buffer and a ditch to provide a wider separation distance between existing and proposed properties. The swathe of open space in the north-eastern area of the site offers an additional buffer to the existing dwellings. Dwellings have been designed to face the public open space to ensure natural surveillance of these areas. Further detail is set out in the accompanying Design Code.

Policy HWB SP1 Health & Wellbeing - All development shall be designed to maximise the impact it can make to promoting healthy communities and reducing health inequalities. In particular, regard shall be had to providing or contributing to the necessary infrastructure to encourage physical exercise and health, including

accessible open space, sports and recreation facilities and safe, well promoted, walking and cycling routes. The policy encourages the creation of mixed use development and multi-use community buildings that reduce the need to travel by providing housing, services and employment in close proximity to each other.

The scheme proposes large areas of public open space which can be used for physical exercise such as running and walking. A local equipped area of play (LEAP) and local areas of play (LAPs) are incorporated throughout the site within walkable distance to all dwellings and promote informal exercise through play. A Fitness Trail is incorporated in the western park to be used for older residents. The development includes the provision of two community buildings one for the purpose of A1 uses and the other for D1 (as permitted in the outline application). The provision of community buildings reduces the need for people to travel. Monetary contributions will be made to off-site leisure facilities to improve existing equipment.

Policy OSR DM1 Open Space, Sport & Recreation – Policy sets out that new housing developments will be required to contribute towards: open space provision in accordance with guidance set out in the current Open Space Study.

The scheme raises a requirement for 2.1ha of open space to include 0.36ha of play space. The proposal consists of large areas of public open space and six LAPs and one LEAP, which are located throughout the site to ensure accessibility for all future residents. A Fitness Trail is available for use by older residents in the western area of open space. Footpaths will run through the site to allow residents to access these areas safely, these will be laid to tarmac to allow for use all year round.

Policy T SP3 Safeguarding the Main Road Network – To ensure that improvements necessary to enhance the strategic and supporting road network within the District can be carried out, schemes such as the A259 Oyster Catcher Junction will be safeguarded.

The junction lies to the southwest of the site, an area of land will be made available to West Sussex County Council to allow for future highways works to the junction once a scheme has come forward. This has been agreed in the S106 relating to the outline permission.

Policy W SP1 Water - Development will be encouraged to make active use of surface water as a design feature. The Council will also support development that is appropriately located, taking account of flood risk and promotes the incorporation of

appropriate mitigation measures into new development, particularly Sustainable Drainage Systems, reduces the risk to homes and places of work from flooding whilst increasing biodiversity and delivers a range of community benefits including enhancing the quality of life.

The scheme has been designed around the requirement for surface water drainage. Ponds are strategically located throughout the site to promote sustainable drainage in areas more susceptible to groundwater pooling. As well as for drainage purposes, the ponds/basins will provide visual amenities for residents and visitors of the development and promote biodiversity.

Policy W DM2 Flood risk – Policy sets out that development in areas at risk from flooding will only be permitted where a sequential test has been met, and a site-specific Flood Risk Assessment demonstrates that the development will be safe without increasing flood risk elsewhere. The sustainability benefits to the wider community need to be clearly identified, and development must not contribute to a risk of flooding off-site. For developments at risk of flooding a scheme must have the ability to adapt and incorporate mitigation measures such as, where deemed necessary, a flood warning and evacuation plan. New site drainage systems need to be designed to take account of events which exceed the normal design standard.

The site lies within Flood Zone 1, with the risk of flooding from all sources being determined as being 'Very 'Low'. Through a carefully designed drainage strategy, the proposed development will not result in an increase in run-off from the site and will therefore not cause an increase in flood risk off-site. The effects of climate change have been considered in the design to ensure there is no off-site impact.

Policy W DM3 Sustainable Urban Drainage Systems - all development must identify opportunities to incorporate a range of Sustainable Urban Drainage Systems (SUDS) at an early stage of the design process. SUDS must be integrated into the overall design of a development and must contribute positively to the appearance of the area whilst effectively managing water. The incorporation of SUDs can also accommodate and enhance biodiversity by making connections to existing Green Infrastructure assets as well as provide amenities for local residents (ensuring a safe environment). Systems must be maintained in perpetuity, supported through a Maintenance and Management Plan/Regime,

Prior to development, developers must ensure that water discharges at the same or lesser rate before construction. To ensure this is adhered to, the hierarchy of preference for different types of surface water drainage disposal systems should be followed; this will be based on the outcome of groundwater monitoring and percolation testing. The proposed drainage system must be designed to ensure that there is no flooding on a 1 in 30-year storm event and must also take account of the 1 in 100-year storm event plus 30% allowance for climate change, on stored volumes, to ensure that there is no flooding of properties or the public highway or inundation of the foul sewerage system. Any excess flows must be contained within the site boundary and within designated storage areas.

The site's design has incorporated a number of ponds/basins that will not only act as a drainage mechanism for the development but will also enhance the appearance and biodiversity of the site. The drainage design has been informed by ground investigation works and has taken into consideration the present and potential future flooding events. Systems will be maintained regularly to ensure they properly function. Further information is set out in the Flood Risk Assessment submitted with this application.

4.4 Open Space, Playing Pitches, Indoor and Built Sports Facilities SPD

The provision of high-quality open space, playing pitches, indoor and built sports facilities is a vital element of where people live, work and visit. New development creates additional demand for such facilities. It is therefore essential that new areas of population provide and make adequate and appropriate contributions towards open space, playing pitches, indoor and built sports facilities.

The development will provide a sufficient amount of open space required for this size development, and both LAPs, a LEAP and a Fitness Trail have been incorporated throughout the site. In accordance with the S106 legal agreement, contributions will be paid towards a sports hall in Littlehampton, a sports 3G pitch and sports pitch located in Ford and a swimming pool in Littlehampton.

4.5 Parking Standards SPD

Parking provision should be sufficient to accommodate demand whilst exploiting the potential for sustainable travel, minimising adverse effects on road safety and avoiding increased on-street parking demand.

Residential Parking

The SPD identifies three 'Parking Behaviour Zones' which dictate the number of spaces per household in different areas of the borough.

The site lies within 'Parking Behaviour Zone 1' where the expected level of provisions for new residential development is:

Number of bedrooms	Number of habitable rooms	Number of parking spaces	Cycle provision
1	1 to 3	2	1
2	4	2	1
3	5 to 6	2	2 space for a house or 1 space for a flat
4+	7 or more	3	2

In addition to the above, visitor parking will be required to be provided at a ratio of 20% of the total number of residential units. All visitor parking will be designed to allow for disabled access.

Parking for Non-residential Development

The quantum of parking is dependent on the type of development proposed. The community buildings are identified as being in use class A1 and D1 and although there are no end users yet, parking has been designed to accommodate for uses such as a nursery, which is expected.

4.6 Climping Neighbourhood Plan

Policy CPN 11 Quality of Design - New development must be of high quality of design and protect and enhance local character. Good design means responding to and integrating with the local built environment and landscape context, respecting established building set back, using boundary treatments that reflect local context, and arrangements of front gardens, walls or trees and hedges, using good quality materials that complement the existing palette of materials used, maintaining the visual importance and setting of landmark buildings, adopting the principles of sustainable urban drainage, taking into account the requirements of 'Secure by Design', using innovation to achieve low carbon sustainable design and providing

for: - sufficient external amenity space, - refuse and recycling storage - car and bicycle parking - child and disabled facilities where appropriate.

These points have been considered throughout the proposal's evolution, as evident in the Design Code submitted with this application.

Policy CPN 12 Reducing the Risk of flooding - All developments in flood sensitive areas, including new green spaces, will be designed and constructed to reduce the level of flood risk.

As evident in previous paragraphs of this statement and supporting reports, a sustainable drainage system will be incorporated into the design which aims to reduce the level of flood risk both on and off-site.

4.7 National Planning Policy Framework (2021)

At the heart of the NPPF, there is a presumption in favour of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives: economic, social and environmental. The proposal meets these objectives set out in **Paragraph 8**:

Economic - Development will provide employment opportunities throughout the construction stage. Financial contributions resulting from planning permission will be made towards improving infrastructure and other local projects. Future residents will contribute to the local economy by providing additional customs. The increase in population will likely support new enterprises and employment in the Arun District area. The proposal includes the provision of two community buildings suitable for A1 and D1, which will provide job opportunities for existing and future residents.

Social - The development will provide 300 dwellings which will be a mix of market and affordable units. Dwellings will range in size, type and tenure to cater for a range of future residents. Large areas of open space will encourage residents to interact, providing a cohesive society. The development includes the provision of community buildings that will encourage community development and promote social sustainability.

Environmental - The site is within a sustainable location with access to public transport, which residents can readily use, which will, in turn, reduce the use of private vehicles. Properties will be provided with bicycle storage areas promoting cycling as an alternative to the car. On-site open space and the provision of

community buildings will cater to future 'residents' needs and reduce the need to travel further afield. The development will promote biodiversity gain through new planting and drainage ponds/basins. Dwellings will be constructed to sustainable standards taking into consideration the issue of climate change.

The development demonstrates all three strands of sustainability and will be beneficial to both the local and wider population of Arun and the wider environment.

Paragraph 126 - The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make the development acceptable to communities.

Paragraph 130 - Planning policies and decisions should ensure that developments:

- a) 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;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

5.0 DEVELOPMENT PROPOSED

- 5.1 The proposal is for 300 dwellings and two buildings within use class A1 and D1, together with public open space, LAPs, LEAP and ancillary works, including car

parking and drainage arrangements, with access off Church Lane and Horsemere Green Lane.

Layout and Design

Residential

- 5.2 The development includes a variety of house types ranging in size from 1 bedroom apartments to 4 bedroom houses. The development consists of apartments, terraces, semi-detached and detached dwellings.
- 5.3 Proposals have been developed to reflect the principles of good urban design while accounting for existing landscape features.
- 5.4 A landscape buffer is provided along the northern boundary reinforced with a ditch to provide a wide buffer between the existing and proposed dwellings. The incorporation of the road along this boundary will provide further separation to ensure there is no potential of overlooking into neighbouring gardens.
- 5.5 Trees are to be retained along the southern boundary, and houses will face on to this woodland belt. This relationship was designed to ensure that there is no overshadowing of amenity space, which protects the trees from the pressure to prune or remove them. This arrangement will result in the protection of rear gardens from noise impact from Crookthorn Lane.
- 5.6 There are four character areas, including Arrival, The Avenue, Countryside Cottages and The Lanes. These are set out within the Design Code Masterplan and discussed individually below.
- 5.7 The character area 'Arrival' provides a grand “entrance gateway” where the buildings act as a statement piece that, while sympathetic to the buildings in the adjacent Character Areas, draws your eye to the development. The area is intended to be more sympathetic to the traditional Climping area. The dwellings incorporate rural Georgian-inspired elements focusing on the precedents in the local area. A mix of front-back pitched and half-hipped roofs, as well as variations in brick and roof colour responds to the adjacent Character Areas, allowing for a transition through the site.
- 5.8 Moving into the site, along the main spine road, the design of the dwellings change as 'The Avenue' character area is introduced. This area is inspired by local Georgian-style buildings incorporating a mixture of red and orange bricks. The Georgian influence is evident through the incorporation of front-back roof pitches and half

hipped roofs to enliven the street scene. Wayfinding buildings have been incorporated and will have flint blocks to the front elevations. No more than two of each house type can be found next to each other to prevent monotony in the street scene.

- 5.9 The 'Countryside Cottage' character area is inspired by the traditional cottages in the village. The dwellings in this area is characterised by the use of front-back pitch and half-hipped roofs with occasional feature gables and brown roof tiles. Materials include a mixture of English bond and stretcher bond which is evident on dwellings along Horsemere Green Lane. Chimneys are incorporated throughout the character area to add interest to the street scene.
- 5.10 'The Lanes' character area focuses more on a simple style of architecture with minimal details. The hipped roof form with the use of brown roof tiles and the inclusion of feature gables reflects the character of the development to the north. This influence is further evident by using buff-brick with orange-red brick plinths and occasional brown tile hanging.

Parking

- 5.11 The development will incorporate different types of parking in accordance with policy, including off-street allocated parking, parking courts, private driveways and garages.
- 5.12 The incorporation of off-street allocated parking ensures that vehicles do not dominate the street scene or act as a barrier for the movement of pedestrians or cyclists. Further benefits include the creation of natural surveillance, which will also be experienced across parking courts.
- 5.13 Parking spaces, where appropriate, are interspersed with landscaping to ensure that vehicles do not dominate the street scene or detract from the development's overall character.
- 5.14 In accordance with the parking standards, 60 visitor parking spaces will be incorporated throughout the site, with many spaces located near the open spaces.
- 5.15 Parking for the community buildings is in accordance with the Council's parking standards, which requires developers to consider the accessibility of the site and the likely demand for parking. The proposal includes the provision of 23 car parking spaces which is deemed to be sufficient as the land use is expected to be met mostly within the development, and therefore there is a limited need for substantial amounts

of car parking. Electrical Vehicle Charging points will be made available for visitors of the community building to encourage the use of electric cars and vehicles.

- 5.16 Cycle parking will be provided within garages where present or garden sheds where not provided. The proposed apartment blocks will incorporate communal bike stores to ensure residents can securely store their bicycles.
- 5.17 In line with Arun District Council's guidance, electric vehicle charge points will be provided for all properties that incorporate a driveway and garage, and at a rate of 20% for all remaining properties.

Community Buildings

- 5.18 There will be two community buildings which will be located within the site, fronting onto the central open space. These will act as a second gateway to the site denoting the transition from The Arrival character area to The Lanes. One of the buildings is dedicated for A1 use and the other D1 in accordance with the outline permission. The buildings have been designed to be flexible to accommodate different uses.
- 5.19 The A1 building has a floor space of 327m² and the D1 301m² in line with the outline application and can accommodate a range of uses, within that class.
- 5.20 The associated car park will provide 23 spaces which are considered sufficient due to the location of the development and the future users. Electric vehicle charging points will be located to allow for visitors to the community buildings to charge their cars.

Public Open Space

- 5.21 The development incorporates large areas of open space comprising a dedicated semi-natural greenspace to the west and a swathe of open space running south-north. Pocket greens are proposed as spaces for informal recreation throughout the site. The development will include a local equipped area of play (LEAP) in the S-N open space to allow for easy access for existing and future residents and is located on the main walking route through the site. Six local areas of play (LAP) will also be situated throughout the site, which can be accessed by existing and future residents. The Fitness Trail will be incorporated in the western area of open space. Footpaths will run through these spaces to provide a connection for users.

Access and Highways

- 5.22 A new roundabout will be built at the interchange with Church Lane and Crookthorn Lane (A259) to serve the site. The access arrangement provides a safe and accessible ingress and egress. A footpath will be provided along the western side of the carriageway, and a cycle path will enter the site to the north of the site entrance, providing direct access to the community buildings and the LEAP.
- 5.23 A second access from Horsemere Green Lane was permitted as part of the outline application; however, following dialogue with local residents and reviewing site constraints, it is proposed to restrict access to emergency vehicles, cyclists, and pedestrians only. Vehicular access will be solely from Church Lane, which has been assessed using an updated junction capacity analysis to demonstrate its capability to accommodate all vehicular movements associated with the proposed development. The analysis concluded that there is no capacity reason that access to Horsemere Green Lane would be required, and the revision will not result in any material change to the distribution and assignment of traffic on the local network. It is considered that the access arrangement will continue to deliver safe and suitable access for all users.
- 5.24 Pedestrian and cycle access to the site is provided from Church Lane and Horsemere Green Lane, as well as various other locations including the A259. Pedestrian and cycle access links are to be provided at the southwestern corner of the site, which will benefit from pedestrian and cycle connections onto the A259 and provide safe access to bus stops. The development also benefits from internal foot and cycle paths which contribute to a high level of connectivity, permeability and amenity for residents in and around the site.
- 5.25 The site is considered to be within a sustainable location accessible by means of transport other than the private car. The site is accessible via a safe pedestrian and cycle network that provides easy and convenient access to a good range of facilities and services. Local bus services are accessible within a short walk of the site, and Ford and Littlehampton railway stations are within cycling distance.
- 5.26 The existing tree belts to the site's perimeter are retained, except where the new access is proposed.

Landscaping

- 5.27 A landscape buffer will be provided along the northern boundary, incorporating a ditch, to allow for a large separation distance between the existing and proposed residential properties. The species to be planted has been carefully considered to ensure enough privacy is given but also that it does not overshadow gardens.
- 5.28 A buffer will also be provided in the north eastern area of the site to provide a wide separation distance between existing and future residents.
- 5.29 A 30m buffer will be incorporated along the eastern boundary adjacent to Church Lane. This will provide screening for both users of Church Lane and the future residents.

Flooding and Drainage

- 5.30 The site is located within Flood Zone 1, and as such risk of flooding from all sources, apart from groundwater flooding, has been determined to be 'Very 'Low'. Groundwater has been identified at varying depths across the site, some areas as shallow as 200mm below ground level.
- 5.31 The site currently drains via infiltration with runoff following the site's natural topography. As the site is relatively flat, ponding often occurs at localised low points.
- 5.32 Post-development, surface water run-off will be managed through sustainable means, with the provision of permeable paving, ponds, swales and supplementary infrastructure. Run-off leaving the site will discharge to the existing manhole on Church Lane, south of the property 'Field 'Place' which discharges to the watercourse to the east. The drainage system has been designed to accommodate a 1-in-100 year storm event inclusive of an allowance for climate change as well as an urban creep.
- 5.33 Wastewater from the development will be pumped to the Southern Water public foul water sewer located in Horsemere Green Lane. A pumping station is proposed to support the development.

Trees

- 5.34 Trees are constrained to the site boundaries, with the most important trees located within the southern and western woodland belts, which have been awarded Tree Protection. There is a narrow belt of trees along the eastern boundary, and there are several trees and shrubs located within private residential gardens to the north.

These belts provide a significant visual amenity value to the surrounding roads and adjoining properties.

- 5.35 Trees will be retained as much as possible except for those to the southeast, which will need to be removed to facilitate the development of the new roundabout and access road. The design ensures that utilities, such as sewers and drainage systems are kept out of the root protection areas, ensuring no impact on the trees.

Ecology

- 5.36 A Preliminary Ecological Appraisal (PEA) was carried out in October 2020 to determine the potential ecological impact from the development. The PEA identified the potential for the site to support populations of bats, great crested newts and badgers; additional surveys were commissioned to determine if these populations are present or using the site. The Appraisal also identified potential for breeding birds, but further surveys were not considered necessary, and a precautionary approach to works will be adopted.

Bats

- 5.37 A Tree Assessment was undertaken to determine whether there were any potential bat roosting features at the site. The survey found that the hedge and trees along the eastern border and the broad-leaved woodland along the southern and western boundary contained trees with potential roosting features. A total of 62 trees were considered to have features of high or moderate value to roosting bats, most of which are located within the woodland in the southern and western site extents. The assessment recommended tree climbing surveys for the trees to be removed as part of the proposal.
- 5.38 Trees with the potential for bat roosting were assessed by a climbing inspection. No roosts were found, and as a result, the removal of trees will require precautionary vegetation clearance with a watching brief.
- 5.39 Bat Activity Surveys were undertaken between April-October 2021. Overall a moderate level of activity was recorded at the site, mainly along the treelines in the southern and western boundaries. It has been recommended to retain and enhance landscape features along the boundaries to provide habitat connectivity to the wider landscape. Additional roosting opportunities can also be incorporated such as bat boxes in trees. Proposed external lighting will be sensitive to minimise impact on bats.

Great Crested Newts

- 5.40 The survey was undertaken to assess the status of great crested newts (GCN) both within the vicinity of and on the site.
- 5.41 A Habitat Sustainability Index (HSI) Assessment was undertaken on six water bodies and two drainage ditches within 500m of the site boundary to assess the suitability of the water body to support GCN. No GCN, including eggs or larvae, were recorded as present in any of the ponds included in the surveys. Based on the results, GCN are not considered to pose a constraint to the proposed development. The potential for GCN to use on-site terrestrial habitat for commuting and hibernating is considered low, based on the poor overall suitability of the ponds surveyed.

Badgers

- 5.42 A survey was undertaken in February 2021 where no setts or evidence of badgers were observed on-site. However, the broad-leaved semi-natural woodland, arable land and ruderal vegetation on-site offers foraging and commuting potential for badgers. Therefore overall, the site is considered to provide the moderate potential for breeding badgers and foraging badgers. Badgers, however, are not thought to be a constraint to development.

Ecological Management and Mitigation Plan

- 5.43 The accompanying Ecological Management and Mitigation Plan sets out the measures that will be deployed to avoid any negative impact on the protected species within the development site during the site clearance, construction and occupation phases.

Archaeology

- 5.44 The site layout has been designed around the archaeological findings, leaving large areas of important potential archaeology undeveloped to preserve these remains.
- 5.45 Trial trenching was undertaken on-site to assess the findings of the WSI Report. A number of articles have been retrieved and catalogued. Further excavation work will be required on areas of potential importance where development is proposed to ensure there is no damage to archaeological remains. The applicant is in active discussion with West Sussex County Council's archaeologist to ensure the right measures are undertaken where further work is required.

Noise

- 5.46 The Noise Assessment identifies the need for mitigation to reduce the impact of noise levels on internal rooms of the dwellings. The dwellings on the southern boundary (overlooking Crookthorn Lane) and the eastern boundary (overlooking Church Lane) require sound reduction performance measures. This can be done through the incorporation of specific glazed windows. An alternative form of ventilation and/or cooling will also be required, so there is no necessity to open windows that would compromise sound insulation.
- 5.47 The dwellings along the southern and eastern boundaries, that adjoin the road, have been orientated to ensure that the gardens are protected from traffic noise. The gardens nearest the roads are shielded from traffic noise by the buildings and fencing where there are gaps between the dwellings. These measures reduce the noise in gardens to meet an acceptable level.
- 5.48 It is considered that noise does not pose a constraint to the proposed development with these mitigation measures.

6.0 CONCLUSION

- 6.1 The application is pursuant to outline planning permission CM/1/17/OUT for the 300 dwellings and two buildings within use class A1 and D1, together with public open space, LAPs, LEAP and ancillary works, including car parking and drainage arrangements, with access off Church Lane and Horsemere Green Lane.
- 6.2 Detailed assessment and evaluation of the site, context and local vernacular have resulted in a coherent and integrated development proposal. The submitted application comprises a considered and sensitively designed mix of new homes, community buildings and green infrastructure to create sustainable and vibrant new housing within Climping.
- 6.3 The application is of sound urban design principles and has provided the basis for a design and development framework where quality is paramount. Opportunities and influences are identified to ensure that the proposed development will be sensitively assimilated into the neighbourhood and the broader landscape. The design process is underpinned by the understanding that successful urban design is dependent on achieving an appropriate relationship between community needs and aspirations, development form and a positive response to local conditions.

- 6.4 The proposal complies fully with national and local legislation, as discussed in Section 4. The proposed development is considered to achieve adopted policy objectives including but not limited to: good quality design, safe means of access, sustainable form and location of the development, acceptable impact on the character and appearance of the local area and nature conservation interests.
- 6.5 The application has been fully described and justified within the supporting reports and assessments. The proposal provides an entirely acceptable form of sustainable development and, for the reasons set out, the application should be supported and planning permission granted.