



# LIDSEY GREEN

## DESIGN & ACCESS STATEMENT

December 2021







# CONTENTS

|   |                                 |     |
|---|---------------------------------|-----|
| 1 | INTRODUCTION                    | 4   |
|   | • National Design Guidance      | 8   |
|   | • Area Design Guide             | 10  |
|   | • Purpose & Methodology         | 14  |
| 2 | PLANNING CONTEXT                | 18  |
|   | • Planning & Consultation       | 20  |
| 3 | SITE CONTEXT                    | 32  |
|   | • The Site                      | 34  |
|   | • Local Facilities              | 36  |
|   | • Landscape & Visual            | 38  |
|   | • Topography                    | 45  |
|   | • Townscape Character & Density | 46  |
|   | • Ecology                       | 60  |
|   | • Arboriculture                 | 62  |
|   | • Access & Movement             | 64  |
|   | • Existing Utilities            | 66  |
|   | • Flood Risk                    | 68  |
|   | • Constraints Plan              | 80  |
|   | • Opportunities Plan            | 82  |
| 4 | DESIGN                          | 84  |
|   | • Design Development            | 86  |
|   | • A New Development Framework   | 88  |
|   | • Parameter Plans               | 70  |
|   | • Illustrative Masterplan       | 72  |
|   | • Sections                      | 74  |
|   | • A Landscape Led Approach      | 80  |
|   | • Place Making                  | 82  |
|   | • Community Core                | 84  |
| 5 | ACCESS                          | 88  |
| 6 | GREEN INFRASTRUCTURE STRATEGY   | 94  |
| 7 | CONCLUSION                      | 102 |

# 1 INTRODUCTION



# INTRODUCTION

1.1 This Design and Access Statement forms part of an Outline Planning Application made by Hallam Land Management (HLM) for the redevelopment of Bognor Regis Golf Club.

## Our Vision

1.2 Our vision for the site is to create a development that delivers positive growth for Felpham through the provision of high quality housing, interwoven with a social and environmental infrastructure that promotes sustainability, biodiversity and wellbeing.

1.3 The promoter HLM is committed to delivering a sustainable development that contributes towards the housing needs of Arun District. The development will respond to current conditions and future needs, with the overall aim of providing a high quality environment in which to live and play.

1.4 The masterplan has been landscape led in order to sensitively integrate development within the existing landscape context and character of the site and its environs. The overall Green Infrastructure will retain key features of the current golf course and will enhance these to create a significant area of accessible green space, alongside wholesale biodiversity enhancement both around and through the development. All houses will fall within 100m of open space placing access to the outdoors at the heart of residents' well-being.

1.5 This Green Infrastructure framework will be formed around existing features, such as trees, ditches, watercourses and hedgerows. These features will be retained, protected and enhanced with new tree planting and habitat creation.

1.6 The development, also referred to in this document as 'Lidsey Green' or 'the site', will reflect the highest quality of housing found in the area whilst responding to the need to create a 21<sup>st</sup> century neighbourhood which reduces carbon, saves energy, conserves and manages water effectively, and enhances biodiversity. The development will deliver 480 new homes of varying types and sizes. Housing will be developed to lifetime home standards and will therefore cater for young families, home working, and an increasingly aging population. In accordance with current policy the 30% of the total quantum will be provided as affordable homes.

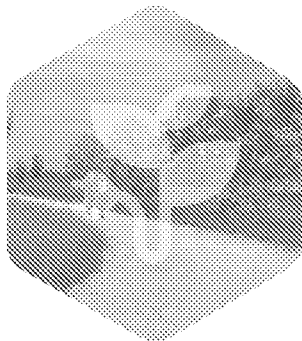
1.7 In terms of aesthetics, the development will employ the use of an attractive palette of building materials common to the wider context. This aims to successfully integrate the proposed development within the surrounding settlements of Felpham and Bognor Regis, whilst creating a distinctive sense of place.

## Design Principles and Sustainability Measures

1.8 The following design principles are considered key drivers for the design of Lidsey Green, and should be read in conjunction with the 10 characteristics listed in the National Design Guidance detailed on pages 8 and 9:

- Support local economic growth and employment, both during construction and operation;
- Respond to the local demography to ensure a carefully selected mix of quality and affordable homes and buildings, that are also future proofed – particularly in terms of energy performance;
- Create environments in which healthy, active lifestyles can be pursued, and where sustainable transport modes are accessible and prioritised;
- Identify ways and means to improve resilience and adaptability to long term changes in climate;
- Maximise biodiversity value, and the ability of local residents to access and enjoy that value;
- Integrate the scheme into its surroundings, whilst ensuring that the character of the buildings are both 'of their time' and appropriately distinctive in the context of the Felpham area; and
- Ensure easy access to nearby community facilities and destinations, through a network of public rights of way.

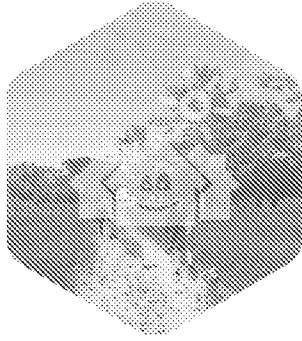




**Climate resilient and  
adaptive to change**



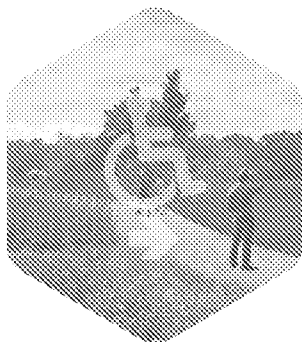
**Landscape led and  
biodiverse**



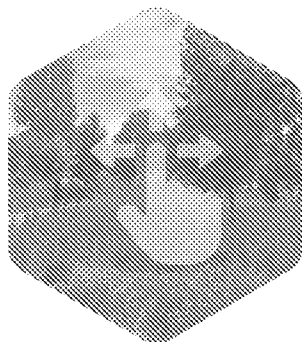
**Create cohesive & vibrant  
neighbourhoods**



**Develop an identity that is  
legible and integrated**



**Create a connected  
place with access for all**



**Achievable and  
deliverable**

1.9

Some of the key sustainability measures that are being pursued in the planning and design of the Proposed Development, and that will benefit both residents and the local communities across its full life cycle, include:

- Working in accordance with the principles of Secured by Design, to promote safety for the community.
- Designing housing to respond to the requirements of the:
  - the circular economy, in the way that earthworks at site are managed (striving for 'self-containment'), and building materials which are selected responsibly and sustainably.
  - Lifetime Homes Standards, which sets out sixteen criteria that help building owners easily adapt - with minimal additional investment - their properties for future needs; and
  - anticipated Future Homes Standard, supporting the drive for future proofed low carbon heating and energy efficiency;
- Producing 10% of the total predicted energy requirements of the site, from renewable or low carbon energy sources.

- Prioritising pedestrian and cycle access to the natural and other community spaces, and to the existing (wider) green infrastructure network.
- Making provision for electric vehicle charging and cycle storage, in accordance with local policy requirements.
- Taking into account the effects of climate change in the design of site drainage strategy, whilst including naturalised swales and Sustainable Drainage Systems – these measures will ensure both the properties and land (on and adjacent to the site), are protected from flooding both now and in the future.
- Ensuring the designs preserve and improve access to the ecology of the Lidsey Rife, which is designated as a 'Biodiversity Opportunity Area'.
- Providing green spaces for community recreation, health and wellbeing, and growing edible fruit, vegetables and plants.
- Incorporating a mix of native and non-native plant species at site, selected with the changing climate in mind.

1.10

Further detail on the developments sustainability drivers is available in the Sustainability Strategy accompanying the application.

# NATIONAL DESIGN GUIDANCE

1.11 The new Guidance for England contains 10 characteristics which together can create characterful places, with a strong sense of community and which help to tackle issues associated with climate change. They espouse a placemaking approach to planning. They put communities at the heart of design processes, with an emphasis on creating places which are distinctive, responsive and ultimately provide great places to live. These are shown in the diagram adjacent and are itemised below:

- Context - Enhancing the surroundings
- Identity - attractive and distinctive
- Built form - a coherent pattern of development
- Movement - accessible and easy to move around
- Nature - enhanced and optimised
- Public spaces - safe, social and inclusive
- Uses - mixed and integrated
- Homes and buildings - functional, healthy and sustainable
- Resources - efficient and resilient
- Lifespan - made to last

## Context

1.12 To create well-designed places, proposals need be based on a thorough understanding of the surrounding geographical, cultural and historical contexts. These baseline studies can be used to help integrate future design and developments into its surroundings; help them be responsive to place and then serve to influence this identity further.

1.13

## Identity

Strong identity helps to foster a sense of pride, belonging and neighbourhood for local communities. Well-designed places can help contribute to health and wellbeing, inclusivity and social cohesion when identity is fully considered. This is created by a combination of buildings and open spaces where strong identity - or more specifically, Landscape or Townscape Character - helps to engage the senses and make them feel attractive and distinctive. Distinctive features can include views, landmarks, characterful buildings or streets, roofscapes, landscape interventions, planting, wildlife and water.

1.14

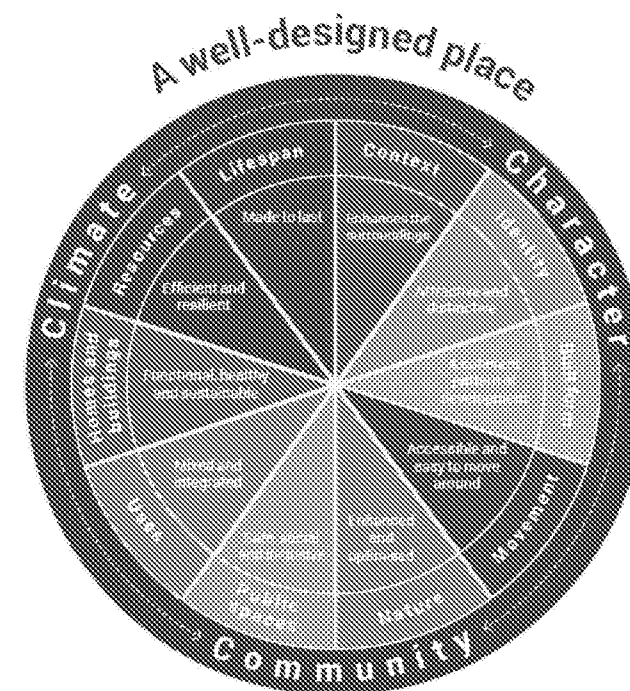
## Built Form

This deals with the three-dimensional arrangement of buildings and the consequent urban grain characterised by development blocks, streets, individual buildings and open spaces. The combinations which result from these elements provide or develop character and help define a sense of place. Positive features of the urban environment include walkability, access to public transport and local facilities, legibility and definition of streets and public spaces and the use of distinctive arrangement of buildings to make places memorable. These in turn help to makes the built environment inclusive, healthy and socially cohesive.

1.15

## Movement

Access, connectivity and patterns of movement are a hallmark of good design and can all have a positive effect on urban character, perceived quality of urban life, low-carbon travel strategies and health and wellbeing



- 1.16 Movement networks can be designed to improve safety, function efficiently, provide desire lines, low-carbon transport alternatives and can have positive environmental benefits such as improvements to air quality, noise reduction, green infrastructure and biodiversity.

#### **Nature**

- 1.17 The National Design Guide describes the contribution of nature to the quality of place and quality of life as being "critical." Well-designed places include designed landscapes, high-quality public open space, street trees, planting generally and water. Good design should integrate existing and proposed features into a multifunctional network. This network provides high-quality amenity, biodiversity gain, improved water management and helps make landscapes more resilient in the face of climate change. These well-designed open spaces can provide access for all, with activities such as play spaces, food production, recreation and sport which in turn encourages physical activity, improved health and social inclusion.

#### **Public Spaces**

- 1.18 Well-designed spaces such as streets, squares and parks which are open to all and are connected to a wider network of civic facilities and transport options. They accommodate different user groups, including cars, cyclists, horses and pedestrians, within the context of a hierarchy of spaces, from large urban parks to pocket parks. Each public space creates safe, secure and attractive amenity whilst helping to mitigate climate change.

- 1.19 They provide a variety of opportunities for high-functioning civic life, including social interaction, health and wellbeing and accessible, safe movement connections.

#### **Uses**

- 1.20 Versatility is key to the health of sustainable communities. Different types of accommodation, combined with different forms of tenure, provide the level of variety required to ensure that neighbourhoods can remain relevant, flexible, socially inclusive. Well-designed places benefit from the provision of homes and facilities which cater to a number of owners and tenants at different stages of life be they students, young professional couples, families, retired couples and the elderly.

#### **Homes and Buildings**

- 1.21 Successful homes need to provide a balance of high quality internal and external space, both of which are "functional, accessible and sustainable." They meet the needs of different age groups, vary in size, are fit for purpose and are can adapt to the changing needs of their occupants. Well-designed buildings provide attractive and stimulating environments where people can live, meet, engage and recharge. These buildings are healthy places to live and work; their success is partially due to associated external shared space and they provide opportunities for social interaction; and they provide all this in a low-maintenance, carbon-efficient, integrated way which promotes healthy communities.

#### **Resources**

- 1.22 Successful buildings are adaptable and resilient in the face of climate change; they conserve natural resources including land, water, energy and materials; and when grouped together, they provide easy access to shared services and facilities which are walkable, efficient, healthy and help reduce global threats of flooding, overheating and air and noise pollution. Such buildings and neighbourhoods provide adaptable accommodation which can flex according to variations in occupant need and circumstances. This helps to reduce the need for additional development, cuts down on waste and uses appropriate materials and technologies to minimise their carbon footprint and environmental impact.

#### **Lifespan**

- 1.23 Finally, well-designed places are built to last, providing a high quality of life to users within an attractive setting for a long period. With built-in longevity, not only are buildings and spaces less wasteful but they encourage positive human behavior. They promote stewardship and a strong sense of ownership; they are easy to manage and maintain; they provide a sense of community and belonging and therefore promote a strong sense of health and wellbeing.

# ARUN DESIGN GUIDE

1.24 The Arun Local Plan 2011-2031 sets out the vision for the future of Arun, which will protect those aspects of the District which are important by virtue of heritage, culture or otherwise valued by local people. The Plan will also facilitate future growth to meet local need and address wider issues of sustainable development, including the challenges presented by climate change. A key component of the Local Plan is meeting a substantial housing need, with at least 20,000 new homes required to be built throughout the plan period. Both new development and alterations to the existing built environment must be delivered in a way that addresses the consequences of an aging population, while also planning for more balanced and integrated communities through the right mix of housing and facilities to cater for people with differing incomes and needs at all stages of life.

1.25 A lack of specific guidance is thought to have led to a disjointed and poorly designed built environment, both aesthetically and functionally, alongside development that is considered to lack innovation, character, quality and future adaptability.

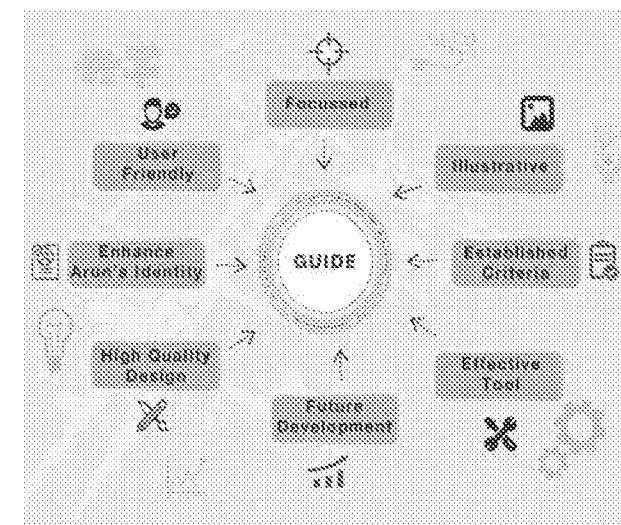
1.26 The Arun District Design Guide has been prepared on the basis that the distinctive historic environment, built form and landscape character of Arun provide a significant opportunity for the future of the District.

1.27 The Arun Design Guide provides direction on how good design is to be achieved throughout Arun, in order that the future urban form and townscape are developed in a holistic manner.

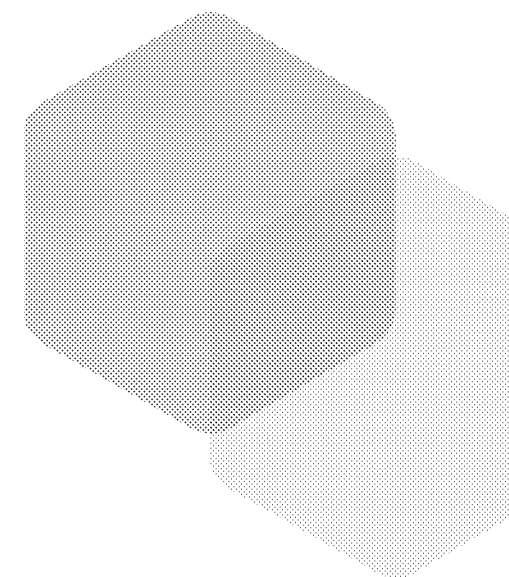
1.28 The Arun District Design Guide provides detailed guidance that aims to raise design standards across the District, ensuring that only the highest quality development is delivered. The Guide aims to:

- address past and current challenges, providing for future needs;
- improve and enhance the distinctive character and qualities of Arun;
- create design principles and criteria that applications should meet and are easy to follow;
- set out the design process that should be followed in order to achieve high quality design, educating readers on best practice, design principles and terminology;
- provide an effective tool that can be used by a variety of people regardless of their familiarity with the application, masterplanning and design processes; guiding applicants through a step-by-step process to ease assessment of proposed development; and
- set out ADC's expectations for future development, safeguarding the District's identity while shaping the future.

1.29 The Design Guide promotes good design for all development types across the District, based upon a set of key overarching design objectives which provide the basis for a number of masterplanning principles, as well as step-by-step guidance on how these can be applied.



Purpose of the guide



1.30 The Design Guide has been prepared as a contemporary, creative document that will assist rather than complicate the application process, through the following qualities:

- **Legible & Engaging:** The document is intended to be used by every potential applicant, with or without the knowledge of technical design issues, terminology and planning and design policies. The guide is clear and engaging, with a legible structure that guides the reader through the development and design process.
- **Highly Illustrative & Visual:** The document contains high quality, relevant and purpose-designed graphics, sketches, diagrams, illustrations, plans and pictures to convey important information, provide explanations and assist users, informing their understanding.
- **User-Friendly:** The document is bespoke, user-friendly and interactive, available in both digital and hard copies in order to ease navigation of the document.

1.31 The design Guide sets out that

*"The purpose of the Design Guide SPD is to promote good design. This has an impact on all aspects of the built and natural environment, and goes beyond the appearance of individual buildings. Good design is about how a place is shaped, how it will be lived and experienced, and how it will make residents and visitors think, feel and remember. The link between good design and an improved quality of life, equality of opportunity and economic growth is well demonstrated and widely understood.*

*Good design matters because it can help transform places and enhance lives; offering social, economic and environmental benefits with potentially long-term effects. To do so, good design looks at the complex problems of service delivery from the perspective of service users and providers, balancing the needs of both while ensuring that development incorporates the identity of a place, an offer of diverse choices, a successful and attractive public realm, ease of movement, accessibility, safety, permeability, adaptability, sustainability, and integrated environments. In particular, good design is inclusive and takes into account the experience of all users within a development and how they are likely to respond and behave.*

*Good design ensures that the users and occupants of both residential and commercial developments have access to functional buildings and spaces which encourage a sense of belonging, feel safe, and offer opportunities to improve their health and well-being. This can be achieved through approaches such as incorporation of natural surveillance; careful positioning of features such as car and cycle parking and refuse bins; and the provision of multifunctional usable green space. Good design provides environments that offer individuals and communities the greatest potential to lead active and healthy lifestyles.*

*Well-designed buildings and spaces should also have the flexibility to respond to changing economic and environmental circumstances and offer a return on investment."*

# ARUN DESIGN GUIDE: KEY DESIGN OBJECTIVES

1.32 The following design objectives taken from the Arun Design Guide have been prioritised as key components to be incorporated within the scheme and embedded throughout the narrative that follows within this Document.



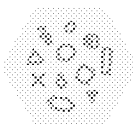
## 1 Local Distinctiveness, Character & Identity

Enhance sense of place through design proposals which take the built, natural and historic context of their location into account, responding functionally, ecologically, socially and aesthetically through aspects such as: scale, height, density, urban grain, settlement pattern and layout, massing, type, materials, vernacular styles of construction and landscape details. Proposals should enhance existing distinctiveness, character and identity, but may also take the opportunity to create a new, complementary sense of identity through new build development where appropriate, particularly in response to existing poorly-designed development.



## 2 Cohesive & Vibrant Neighbourhoods

Ensure the health, well-being and quality of life of users of an area through spaces and buildings which encourage a range of users to meet and mix, and do not differentiate in quality between market and affordable housing.



## 3 Diversity

Provide variety, choice and sensory richness in design. Incorporate a mixture of uses and facilities as appropriate with good access to public transport and a wide range of housing types and tenures.



## 4 Ease of Movement

Ensure that places are easy to get to and move through for all users, including pedestrians and cyclists, allowing access to existing and new local services, facilities and open spaces. Ensure a sufficient level of imaginative and well-integrated solutions for car and bicycle parking, both on and off-street, and external storage including bins.



## 5 Accessibility & Inclusion

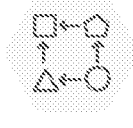
Ensure that places are safe, secure and welcoming for people of all ages and abilities,

the needs of all potential users to ensure inclusive design. This should last over the lifetime of a development and spread beyond individual buildings to consider the wider built environment.



## 6 Legibility & Integration

Ensure that places can be easily understood. Streets and spaces should be overlooked to create a positive relationship between fronts and backs of buildings, with clearly defined public and private spaces.



## 7 Adaptability & Future Needs

Anticipate the need for change to buildings and outdoor spaces, to design flexible places that function well today, last for the future and are easy to adapt to changing needs, including the changing requirements of occupants, environmental changes, or future expansion of the development.





### **8 Safety, Security & Crime Prevention**

Create safe, pleasant spaces and routes with a sense of welcome, which reduce the likelihood of crime and antisocial behaviour and contribute to a sense of security and well-being.



### **9 Efficient Use of Natural Resources**

Make good use of the natural and built environment, conserving and improving it as required. The layout and design of buildings and planting can reduce energy and water use and mitigate against flooding, pollution and overheating, as well as reducing the need for heating in the winter.



### **10 Innovation**

Encourage appropriate innovation in construction techniques, design and technologies, including modular housing which enhances and adds to the existing character of the area, and the performance, quality and aesthetics of a scheme.



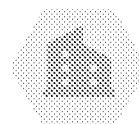
### **11 Climate Change & Sustainability**

Mitigate and adapt to climate change through energy efficiency, renewable energy, passive solar, wind, geothermal and micro-generation technologies, and infrastructure provision including electrical vehicle charging and Combined Heat and Power (CHP) networks.



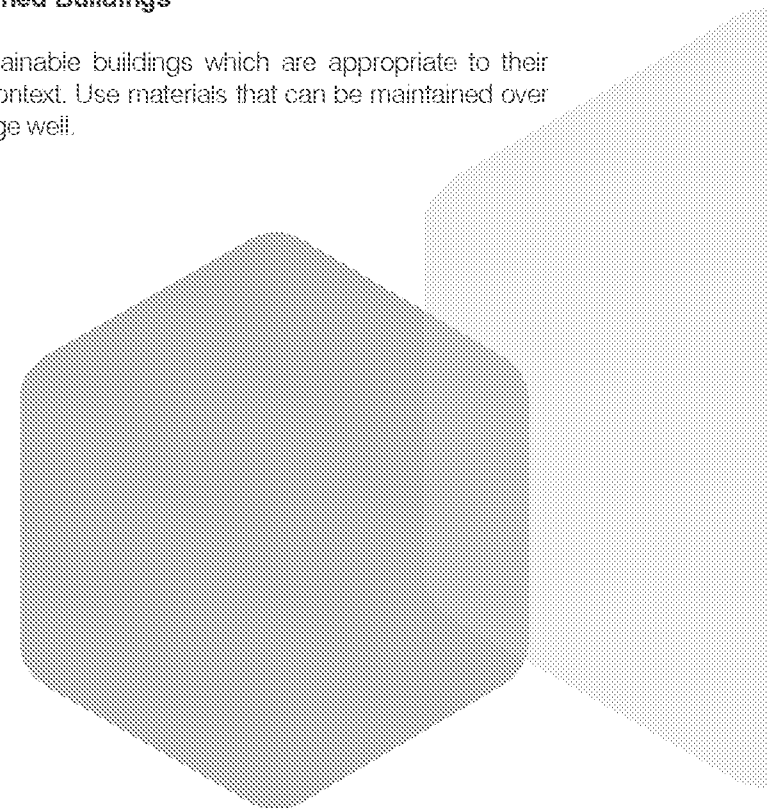
### **12 Good Streets & Spaces**

Provide a clear and permeable hierarchy of streets, routes and spaces to ensure safe and convenient movement for all users. Establish a high quality public realm with well managed and maintained public areas. Incorporate, or provide links to, a well-defined network of green spaces and water.



### **13 Well Designed Buildings**

Construct sustainable buildings which are appropriate to their function and context. Use materials that can be maintained over time and will age well.



# PURPOSE & METHODOLOGY

## Purpose

1.33 This Design and Access Statement accompanies the Outline Planning Application made by Hailam Land Management Ltd (HLM) for the development of Lidsey Green. The development of Lidsey Green forms part of a wider set of proposals to relocate the existing golf course to land at Ancton. The new course will be the subject of a separate full planning application. Both developments are termed Bognor Golf Course Reimagined for the purposes of public consultation and environmental impact assessment details of which will accompany both applications.

1.34 This document provides a summary of Lidsey Green's physical and policy context, where these elements have influenced and / or guided the design of the development, and explains the design rationale that has been employed to deliver a high quality new development that is sensitive to its setting and which meets local needs.

## Methodology

1.35 The National Planning Practice Guidance (NPPG) was published on 6th March 2014. The NPPG provides guidance on how Design & Access Statements (DAS) should be written and on what information they should contain. Of particular note is the following:

*"A Design and Access Statement is a concise report accompanying certain applications for planning permission and applications for listed building consent. They provide a framework for applicants to explain how the proposed development is a suitable response to the Site and its setting, and demonstrate that it can be adequately accessed by prospective users.*

*Design and Access Statements can aid decision-making by enabling local planning authorities and third parties to better understand the analysis that has underpinned the design of a development proposal".*

*"The level of detail in a Design and Access Statement should be proportionate to the complexity of the application, but should not be long."*

**(para 029 ID:14-029-20140306).**

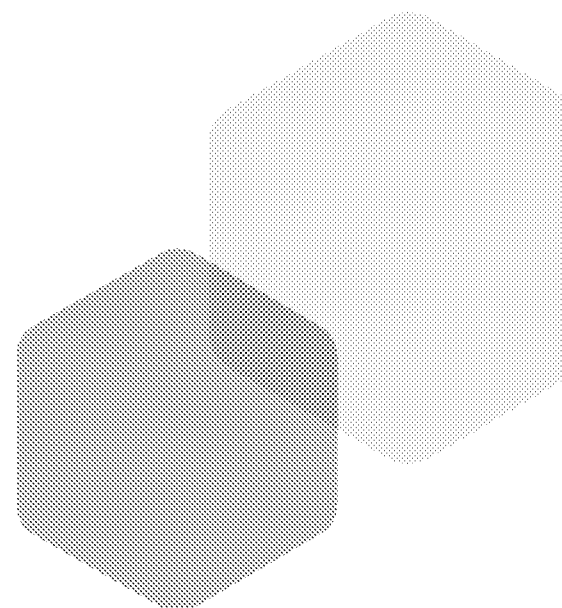
1.36 A Design and Access Statement must:

*"explain the design principles and concepts that have been applied to the proposed development"*

*"demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account."*

*"Design and Access Statements must also explain the applicant's approach to access and how relevant Local Plan policies have been taken into account. They must detail any consultation undertaken in relation to access issues, and how the outcome of this consultation has informed the proposed development. Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed."*

**(Paragraph: 031 ID:14-031-20140306).**





## KEY



Application Site red line boundary

Application Site Area Coverage: 39.6ha

1.37 The project description is as follows:

Construction of circa 480 high quality new homes. The re-purposing and renovation of the existing golf clubhouse and ancillary buildings for community facilities. New vehicular, cyclist and pedestrian networks stemming from the existing access off Golf Links Road. The laying out of Green Infrastructure including allotments / community growing spaces, orchards, play space, areas of habitat creation, including woodlands, meadows and wetlands, drainage infrastructure, earthworks and ancillary infrastructure.

1.38 With the exception of highway land required to form the site access, the Application Site comprises of land entirely occupied by the current Bognor Regis golf Club and measures 39.6Ha in total Figure 01 illustrates the sites location.

1.39 The proposed masterplan (See Figure 02) has undergone an iterative design process combining robust technical assessment with best practice design guidance in order to create a distinctive development that relates well to both its urban and rural contexts.



## NOTES

All dimensions to be verified on site. Do not scale this drawing. All discrepancies to be clarified with project Landscape Architect.

This drawing is the property of Urban Wilderness Ltd and is issued on the condition it is not reproduced, retained or disclosed to any unauthorised person, either wholly or in part without written consent of Urban Wilderness Ltd.

## KEY

 **Site Boundary: (Combined Area) 39.6 Ha**

 **Residential Areas**  
circa 450 units

 **Community Hub**

 **Proposed roads**

 **Proposed footpaths / cycleways** (arrows indicate connections beyond the site boundary)

 **1. Proposed equipped play space and / or 2. adventure play space (natural play)**

## GREEN INFRASTRUCTURE

 **Retained trees**

 **Proposed specimen tree planting**

 **Proposed community growing space**

 **Proposed sustainable drainage features (SuDS) and habitat creation**

 **Proposed drainage/ditch network**

 **1. Proposed Wooded Parkland with biodiversity enhancements**

 **2. Western ecological buffer with integrated SuDS**

 **3. Greenways featuring existing mature Category A trees**

 **4. Community Car Park**

## ACCESS

 **Proposed vehicular & pedestrian access points**

 **Public Right of Way**

 **Safeguarded route**

 **Existing telecommunications apparatus**



# 2 PLANNING CONTEXT



# PLANNING & CONSULTATION

## Introduction

2.1 There is a wealth of design documentation and core reading which provides a rich source of best practice design guidance for new development. The National Planning Policy Framework (NPPF), the Governments' new National Design Guide and Secure By Design are some of the principal documents, which have been embraced as part of the design strategy.

2.2 An assessment of relevant planning policy is set out in the Planning Statement, which accompanies the planning application. This section focuses on the planning policies and guidance most relevant to 'design and access'.

## Design and Access Matters

2.3 The NPPG was published on 6th March 2014 and has been updated periodically since then. It provides guidance on how Design & Access Statements (DAS) should be written and on what information they should contain. Of particular note is the following:

*"A Design and Access Statement is a concise report accompanying certain applications for planning permission and applications for listed building consent. They provide a framework for applicants to explain how the proposed development is a suitable response to the Site and its setting, and demonstrate that it can be adequately accessed by prospective users.*

*Design and Access Statements can aid decision-making by enabling local planning authorities and third parties to better understand the analysis that has underpinned the design of a development proposal".*

*"The level of detail in a Design and Access Statement should be proportionate to the complexity of the application, but should not be long." (para 029 ID:14-029-20140306).*

2.4 A Design and Access Statement must:

*"explain the design principles and concepts that have been applied to the proposed development"*

*"demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account."*

*"Design and Access Statements must also explain the applicant's approach to access and how relevant Local Plan policies have been taken into account. They must detail any consultation undertaken in relation to access issues, and how the outcome of this consultation has informed the proposed development. Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed." (para: 031 ID:14-031-20140306).*

## The Development Plan

2.5 Section 70(2) of the Town and Country Planning Act 1990 states that in the determination of applications 'The Authority shall have regard to the provisions of a development plan, so far as material to the application, and to any other material consideration'.

2.6 Similarly, Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications must be determined in accordance with the development plan, unless material considerations indicate otherwise.

2.7 The statutory development plan for Arun District comprises the Arun Local Plan 2011-2031. The weight that can be placed on policies within those Plans will be determined by the degree to which they are in conformity with the NPPF, along with their adoption status.

2.8 A summary of policies relevant to this application is set out below.

## Arun Local Plan 2011 – 2031

2.9 Policy SD SP1 States that when considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work pro-actively with applicants to jointly find solutions which mean that proposals can be approved wherever possible and to secure development that will contribute to the social, economic and environmental conditions.



- 2.10 Policy SD SP1a** seeks to provide 20,000 homes by 2031 within the Arun District and encourage the effective use of previously developed land, provided that it is not of high environmental value. It raises the importance of considering the local coastal topography, particularly in areas of high flood risk, so that developments can mitigate and be adaptive within the context of climate change. It further raises the importance of enhancing local biodiversity.
- 2.11 Policy C SP1** aims to consider enhancements to the landscape, biodiversity, woodland management, recreation provision and access routes early, for better management of the rural-urban fringe in areas where significant development is proposed.
- 2.12 Policy GI SP1** outlines that major development must be designed to protect and enhance existing Green Infrastructure assets, and the connections between them, in order to ensure a joined up Green Infrastructure Network.
- 2.13 Policy SD SP3** reflects that development will only be permitted within the gaps if it will not undermine the physical and/or visual separation of settlements; it would not compromise the integrity of the gap, either individually or cumulatively with other existing or proposed development; It cannot be located elsewhere; and It maintains the character of the undeveloped coast; or, if a subsequent DPD or Neighbourhood Plan deems it appropriate through an allocation.
- 2.14 Policy LAN DM1** points out that development within the setting of the South Downs National Park must have special regard to the conservation of that setting, including views into and out of the Park, and will not be permitted where there would be harmful effects on these considerations.
- 2.15 Policy H SP2** raises the key requirements for strategic site allocations. It prioritises the need to integrate appropriately with surrounding communities and ensuring a clear and harmonious relationship between town and country including clearly defined boundaries.
- 2.16** It also aims to protect, conserve and enhance the natural environment, incorporating high quality, well connected green spaces with sustainable methods of water management to be taken. Particular considerations for the coastal plain topography is highlighted, which may require strategic surface water solutions.
- 2.17 Policy D SP1** States that 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.
- 2.18 Policy ECC SP1** considers climate change as a key factor to inform design proposals for new developments. It is stated that the Council will support development which is located and appropriately designed to adapt to impacts arising from climate change such as the increased probability of tidal and fluvial flooding; water stress; health impacts as a result of extreme temperatures and a decline in the quality of habitats and richness of biodiversity.
- 2.19 Policy HWB SP1** regards the promotion and provision of health and well being opportunities as an ambition for developments in the Arun District. It is the Council's intention to provide developments which are designed to maximise the impact they can have on promoting healthy communities and reducing health inequalities.
- 2.20 Policy OSR DM1** focuses on the need to protect existing areas of open space, sport and recreation, and to incorporate them where possible into new developments.
- 2.21 Policy OSR SP1** highlights that the council will encourage the development of sites as allotments subject to certain criteria, including that the land shall be situated within or immediately adjacent to the built-up area boundary or adjacent to community facilities or on appropriate sites close to residential areas.
- 2.22 Policy T DM1** relates to sustainable travel and Public Rights of Way. New development must ensure ease of movement, prioritising safe pedestrian and cycle access to the green infrastructure network and access to public transport and community transport services where a need has been identified. Access to alternative modes of transport services, the public right of way and cycle networks, must be available and accessible to all members of the community.
- 2.23 Policy ENV DM3** relates to Biodiversity Opportunity Areas, seeking to retain and sympathetically incorporate locally valued and important habitats, including into new developments. Development should be designed in order to minimise disturbance to existing habitats.

2.24 Policy WM DM1 covers the requirements for waste management. Proposals for development anticipated to cost over £300,000 must identify the volume and type of materials to be demolished and/or excavated as part of the development. Opportunities for the re-use and recovery of materials on site must be demonstrated and off-site disposal of waste must be minimised and managed.

2.25 New residential development, including conversion of one dwelling into multiple units, will be permitted provided that:

- a. It is designed to ensure that kerbside collection is possible for municipal waste vehicles
- b. Where appropriate, communal recycling bins and safe bin storage areas are available to residents of flats.

2.26 In accordance with the West Sussex Waste Local Plan, there will be a general presumption against any development which may harm or prejudice the operation of existing and allocated waste facilities and infrastructure. The Council will consult the relevant Waste Planning Authority on development proposed at, adjacent or proximal to existing or allocated waste sites and infrastructure.

### Supplementary Planning Documents (SPDs) The Arun Design Guide

2.27 Please refer to section 1.24 to 1.32 above

### Open Space (January 2020)

2.28 This Supplementary Planning Document sets out a series of steps to calculate contributions towards Open Space, Playing Pitch and Indoor and Built Sport Facilities, in terms of quantity of land and or financial contributions (including maintenance) and thresholds for on-site and off-site provision. The calculator is held directly by the Local Planning Authority. Best practice and worked examples are set out in the appendices. The key steps are summarised as follows: -

- Step 1. Calculate population generated by housing development
- Step 2. Calculate open space requirement generated by housing development
- Step 3. Determine if provision should be on-site or off-site
- Step 4. Calculate the financial off-site contribution
- Step 5. Calculate the contribution for maintenance sums
- Step 6. Identify which sites could benefit from an off-site contribution

| Open Space Typology                                   | Quantity guideline (hectares per 1,000 population) |
|-------------------------------------------------------|----------------------------------------------------|
| Parks and gardens                                     | 0.80                                               |
| Amenity green space                                   | 0.60                                               |
| Natural and semi-natural                              | 1.60                                               |
| Equipped / designated play areas                      | 0.25                                               |
| Other outdoor provision (MU-GAs and skateboard parks) | 0.30                                               |
| Combined total                                        | 3.75                                               |

### Approach

2.29 The delivery of new provision will be via on-site and/or financial contributions towards these types of provision. In situations where no on-site provision is justified, a financial contribution towards enhancing the quality and accessibility (and subsequently the capacity) of existing forms of provision will be sought. The contribution will be used to improve and enhance existing provision and its future maintenance. This is justified to address the increasing pressure on existing provision generated by new developments.

### Parking Standards (January 2020)

2.30 In October 2018, West Sussex County Council consulted upon the 'West Sussex County Council Guidance on Parking at New Developments May 2019' (WSCC GPND). The purpose of this document was to provide guidance across the County on parking standards and to update the standards that were adopted in 2010.

2.31 As part of the Design & Access Statement applicants will be expected to schedule the parking provision, detailing the number of allocated and unallocated spaces including garages and electric vehicle charging spaces (active and passive). The Design & Access Statement should explain how the provision of parking will meet the needs of the development including how these needs are expected to change in the future.



2.32 To satisfy the promotion of sustainable travel modes and choices it is considered that a 10% variation below the target parking demand value be allowed where appropriate travel option provision is provided including travel plans, public transport contributions (e.g. through section 106 contributions involving Strategic Allocations and Community Infrastructure Levy once adopted, for other non-strategic sized developments for offsite infrastructure of a strategic nature) and other sustainable travel initiatives. This is also as a result of increasing affordability issues resulting in young people staying with parents for longer.

2.33 The expected level of parking space provision for new residential developments is as follows:

| Number of bedrooms | Number of habitable rooms | Parking behaviour zone |   |   |
|--------------------|---------------------------|------------------------|---|---|
|                    |                           | 1                      | 2 | 4 |
| 1                  | 1-3                       | 2                      | 2 | 1 |
| 2                  | 4                         | 2                      | 2 | 1 |
| 3                  | 5-6                       | 2                      | 2 | 2 |
| 4+                 | 7+                        | 3                      | 3 | 2 |

2.34 It should be noted that in July 2018, the Government launched 'The Road to Zero' (setting out measures to reduce the climate impact of transport through zero emission road vehicles - achieving zero emissions by 2040).

2.35 The minimum requirements for Electric Vehicle Charging Points are as follows:

| Year | % of parking spaces with active EV charging points | % of parking spaces with active EV charging points |
|------|----------------------------------------------------|----------------------------------------------------|
|      | Houses with a driveway or garage                   | All other developments                             |
| 2018 | 100                                                | 20                                                 |
| 2023 | 100                                                | 30                                                 |
| 2028 | 100                                                | 50                                                 |
| 2033 | 100                                                | 100                                                |

2.36 The recommended levels of cycle provision are as follows:

| Type   | Dwelling size             | Cycle provision (per unit)                                      |
|--------|---------------------------|-----------------------------------------------------------------|
| Houses | Up to 4 rooms (1 & 2 bed) | 1 space                                                         |
| Houses | 5+ rooms (3+ bed)         | 2 spaces                                                        |
| Flats  | Up to 3 rooms (1 & 2 bed) | 1 space (if communal storage otherwise same as 1 & 2 bed house) |
| Flats  | 4+ rooms (3+ beds)        | 1 space                                                         |

## Arun Green Infrastructure Study (LUC 2012)

2.37 The Arun Green Infrastructure Study identifies seven functions of Green Infrastructure. These are repeated as follows:

- **Access links and access to recreation** – the provision of sustainable transport and access routes, and a variety of recreational opportunities for the widest range of social, interest and age groups.
- **Conserving and enhancing biodiversity** – the provision of ‘space for nature’, areas that conserve or enhance wildlife habitats or provide new habitats and habitat networks.
- **Sense of place** – the landscape assets and their settings that provide the local character and sense of place and help provide high quality environments in which people want to live and work.
- **Historic character** – areas of importance to the historic character, including specific cultural heritage assets.
- **Productive green environments** – areas that provide opportunities for local sustainable food and fuel production at the local level (‘edible landscapes’), including allotments, community orchards, community gardens, urban farms, coppicing of local woodlands.
- **Sustainable water resources** – provision of ‘space for water’, Sustainable Drainage Systems (SUDS) and other areas that play a role in the sustainable management of water resources.

- **Climate change** – areas that provide for climate change adaptation through more flexible multi-functional approaches to urban and landscape design and management, including urban shading and cooling and microclimate amelioration.

### Biodiversity Opportunity Areas within Arun

2.38 At table 3.2 the GI Study identifies the Lidsey Rife and its flood plain to the north east of Bognor Regis as comprising a Biodiversity Opportunity Area consisting of flood plain grazing marsh and arable land. The area is of particular note for birds.

### Productive Green Environments

2.39 At para 3.40 the GI Study notes that allotments are a popular resource within the District although there is a shortage within the larger coastal towns.

### Bognor Regis and Felpham

2.40 The GI Study notes that the Local Gap is considered an important resource for the local community, in that it contains GI assets which provide recreational opportunities including the Felpham Recreation Ground, public rights of way, a leisure centre and a golf course.

2.41 Under the heading ‘Key Characteristics’ the study notes:

- The landscape is dominated by the meandering rife and draining ditches which flow from the north-south through the Green Wedge. These watercourses are frequently lined by reed beds with areas of unimproved grassland.
- Other habitats include semi-improved grasslands, scrub and woodland.
- Large-scale arable farming is present to the north of the Enterprise Zone with remnants of former industrial buildings and an airfield located in the east.
- The southern section of the Enterprise Zone is formed of smaller scale field systems and formal open spaces including Felpham Recreation Ground.

2.42 Under the heading ‘Sensitivities’ the study notes:

- Key stakeholders considered this growth area to be of low to moderate sensitivity. Landscape condition in the rife has deteriorated in recent years (scrub growth, pony paddocks, etc)
- Fragmentation and loss of hedgerows and connections between hedgerow and woodland
- Replacement of mature treescape



2.43 Under the heading 'Landscape Recommendations (including Land Management Guidelines)' the study notes:

- An overall Masterplan for the whole Local Gap (from the relief road to the Butlins camp) is needed, delivering a wide range of uses.
- Create a new (and maintain and strengthen existing), large scale tree and hedgerow framework which complements the open intensively farmed landscape, whilst maintaining significant views of Chichester Cathedral, the South Downs and local features.
- Restore and strengthen the landscape of the gaps between settlements – Establish landscape management plans for urban edges, notably Bognor Regis, to enhance the distinction between the urban and rural landscape.
- Encourage bold tree planting associated with the adjacent industrial buildings to attempt to assimilate them into the landscape more satisfactorily.
- Encourage and promote land management schemes to increase species rich grassland areas and to create wetland habitats.
- Maintain and enhance the landscape and biodiversity of rifes and other existing habitats.
- Re-profile banks and encourage more diverse flora by lengthening clearance cycles.

2.44

#### Priority Projects within Arun District - Felpham Rife Country park

This GI Study identifies a number of priority projects across Arun. The Felpham Rife Country Park focuses on the land between Felpham and Bognor Regis within which the site falls. Key to this area the study identifies the following opportunities:

- **Urban Greening:** Improving the attractiveness and health of the environment particularly within Bognor Regis, Littlehampton and Angmering.
- **New community resources:** Creation of orchards and allotments within Angmering, Bognor Regis and Littlehampton to improve health, accessibility to local food and reducing the distance traveled to these types of resources.
- **SUDS schemes:** Implement schemes at Felpham Rife and the villages of Woodgate, Westergate and Eastergate to alleviate flood risk and contribute towards more sustainable water resource management in these areas
- **Strategic GI Corridor:** Increase the tree population, manage areas of scrub and alleviate issues with the management of the pony paddocks to improve the landscape character of this Strategic GI Corridor.
- **Improved rights of way network:** Enhance the existing rights of way network and create additional shared use routes to strengthen links along the coast and also link the coastal plain to the National Park.

- **Local food production:** Link agricultural production on the highest quality agricultural land within the District to the local communities.
- **Protect existing GI assets:** Create a high quality green space to the north of Bognor Regis to alleviate visitor pressure on Pagham Harbour and to provide a range of recreational activities.

#### **Design SPD**

The Design Supplementary Planning Document (adopted January 2021) provides guidance on how high standards of design can be achieved, supplementing the adopted Core Strategy and 'saved' policies relating to design, open space requirements and measures to adapt to climate change. The document sets out design principles to guide the design process for proposed developments.

2.45

## **The Neighbourhood Plans**

- 2.46 The Site falls within the boundaries of two local parishes, namely Felpham and Yapton. Neighbourhood Plans have been produced for both of the parishes as follows:

### **Felpham Neighbourhood Development Plan 2019-2031**

- 2.47 The original Felpham Neighbourhood Plan was made by Arun District Council on the 16th July 2014.
- 2.48 The Plan provides a vision for the future of the parish, and sets out policies, principles and objectives to realise the vision.
- 2.49 The following policies have been identified as the most relevant to matters of Design or Access.

## Housing

- 2.50 **Policy H2: Windfall Sites** - Residential developments on infill and redevelopment sites within the parish will be supported subject to the following conditions being met.
- a. The development complies with the other relevant policies of the development plan.
  - b. The scale of the development is appropriate to the size, character and role of the settlement.
  - c. The townscape and landscape character is conserved or enhanced.
  - d. The proposal creates safe and accessible environments that offer good access via a range of transport modes.
  - e. Land is demonstrated to be used effectively and comprehensively.

## Environment, Sustainability and Design Quality

- 2.51 **Policy ESD1: Quality of Design** - proposals for new and existing development including extensions and alterations must be of high quality, and designed to be sympathetic to the local design style principles set out in the Felpham Design Guide 2018 and for development falling within the boundary of the Felpham Conservation Area Character Appraisal of July 2016 and contribute positively to the environment.

- 2.52 **Policy ESD9: Protection and enhancement of wildlife or ecological networks** - Development that damages or results in the loss of trees of arboricultural and amenity value or loss of hedgerows and/or priority habitat will not be supported unless the need for, and the benefits of the development in that location clearly outweigh the loss. Where it is appropriate and practical development must be designed to incorporate net gains for biodiversity within and around developments and improve linkages with and to existing biodiversity.

## Getting Around

- 2.53 **Policy GA1: Promoting sustainable movement** - Support will be given to proposals that improve and extend the existing footpath and cycle path network. Development proposals that increase travel demand will be expected to:
- (a) extend or improve walking and cycling routes by allocating land available for those purposes or by means of financial contributions through legal agreements or the Parish portion of the Community Infrastructure Levy (CIL) where applicable.
  - (b) be located in places accessible to public and community transport or can improve the accessibility of the site to public and community transport by contributing to the

provision of enhanced services.

- (c) do not result in the loss of any existing footpaths or cycle paths.
- (d) Any new footpaths or cycleways are suitably lit to meet the latest lighting standards.

- 2.54 **Policy GA4: Parking in new Residential Development.** - Car Parking should where possible be accommodated within the curtilage of the dwelling in the form of a garage and/or parking space. Development proposals will be supported only if they include the maximum level of off-street parking consistent with current local standards and make provision for access by emergency vehicles.

- 2.55 For in curtilage parking, the following principles should be incorporated:

- (a) garages must be large enough to be useable for car parking purposes.
- (b) garages should be designed to reflect the architectural style of the house they serve.
- (c) set garages back from the street frontage.
- (d) If parking has to be located in front of houses, design the street and the landscape to minimise their visual impact - e.g. incorporate planting between front gardens.

- 2.56 Where parking cannot be provided in-curtilage, the following principles should be incorporated:

- (e) where rear parking areas are used they should be kept small and serve no more than six homes so that there is a clear sense of ownership.
- (f) design parking into courts and mews to the fronts of dwellings, where the spaces can form not only a functional space for cars but an attractive setting for the buildings.



- (g) include some on-street parking for visitors and deliveries.

#### Felpham Design Guide 2018

#### **2.57 The Felpham Design Guide notes the following of relevance to the development:**

- All developments should make good use of the available site and location. The size of any proposed development, whether of new properties or extensions to existing properties, should be appropriate to the size of the plot and the extent to which the development will 'urbanise' the street scene. Sufficient distances between properties must be maintained.
- The density and character of each part of the parish should be respected.
- New proposals should consider and maintain views both into and out of the site.
- Balconies should be considered as an integral architectural feature, to avoid issues of retrofitting. The impact on the street scene and the privacy of others must be respected. Subject to the design and density of the site, main living rooms should not overlook or be overlooked by neighbouring properties.
- New developments should seek to incorporate elements of traditional building materials used elsewhere in the Parish such as timber-framing, brick, flint (knapped or un-knapped or cobbles), 'Bognar rock' sandstone rubble, and thatch appropriate to their location e.g. Flansham Park has tile hanging whereas the old village has flint.
- The visual impact of boundary materials, driveways and access paths should be sensitive to the location and in keeping with the character of the street scene. The use of

flint with brick walls should be encouraged as well as using natural materials and native species of hedging.

- Gates should be low impact and appropriate to the adjacent boundary treatment.
- Development proposals must seek to subsume their parking requirements within the site boundary.
- Security and convenience lighting should be kept to a minimum and careful consideration given to the strength and location. In those parts of the Parish where there is currently either minimal or no street lighting this should be maintained.
- The chimney skyline should be preserved. The inclusion of chimneys in new designs and the retention of existing chimneys are encouraged.
- Dormers should be located and designed so that they sit comfortably on the roof in scale and form and are not over dominate. Preferably pitched roof with windows of the similar or smaller size than those below
- The existing pattern of property density and volume should be maintained, and should reflect the height of the surrounding buildings to maintain the character. New buildings and extensions should maintain the existing street front/building line.
- Development having a negative impact upon important trees will be discouraged. All development must assess the impact upon existing trees.
- When planting new trees and hedges, native species should be used.
- Existing roadside hedges, green spaces, trees and shrubs should be retained wherever possible.
- Nature conservation should be a significant consideration when any new development

is proposed to ensure protection and enhancement of the natural environment to soften and enhance the scheme.

- Development proposals must be designed to retain wherever possible, trees and hedgerows of good arboricultural and amenity value. Where trees are lost replacement is encouraged.
- New development or extension of properties on land with a known flood risk should be built to be flood resistant (measures include the use of flood resistant materials, locating primary accommodation on the upper floors, integrated flood barriers, locating air-bricks and other vents and electrical installations to ensure that they are above the potential level of floodwater).
- All properties (new and extended), must subsume their parking requirements on-site.
- Parking spaces and garages should be inconspicuously sited to minimise the impact on the street scene.
- Design of new developments should take into account the traffic speeds and volumes and not exacerbate existing problems.
- The footpath and footway network should be protected, maintained and improved in keeping with the surroundings.
- Solar panels mounted on a house or on a building within the grounds of a house must be sited, so far as practicable, to minimise the affect on the external appearance of the building and amenity of the area.
- Panels should not be installed above the highest part of the roof (excluding the chimney), should project no more than 200mm from the roof slope or wall surface and should not present an unbalanced or cluttered appearance to the roof.



- Solar panels will not normally be acceptable on heritage assets.
- Solar panels must not exceed 4m in height and should be 5m from the boundary of the property.
- Energy generating infrastructure must be sited to minimise its impact on streetscape and landscape character, heritage assets, views and wildlife and not adversely impact in terms of noise, vibration or electromagnetic interference.

#### Yapton Neighbourhood Plan 2014-2029

2.58 The Yapton Neighbourhood Plan represents one part of the development plan for Yapton parish over the period 2014 to 2029, the other part being the 2003 Arun Local Plan.

2.59 The Yapton Neighbourhood Plan Group (YNP) Group has prepared the plan to establish a vision for the future of the parish and to set out how that vision will be realised through planning and controlling land use and development change over the plan period 2014 to 2029.

#### Housing

2.60 **Policy H2: Dwelling size** - Developments of fifteen or more dwellings must provide a mix of dwelling sizes (market and affordable) that fall within the following ranges:

- 1-bed dwellings: 10-15% of all dwellings
- 2-bed dwellings: 25-35% of all dwellings
- 3-bed dwellings: 45-55% of all dwellings
- 4+-bed dwellings: 5-10% of all dwellings

2.61 **Policy H3: Dwellings appropriate for the needs of older people** - In order to provide for the needs of older people in Yapton, developments of five or more dwellings must ensure that a minimum of 25% of the 1-, 2- and 3-bed dwellings provided are delivered to Lifetime Homes standards.

#### Environment

2.62 **Policy E3: Protection of natural habitats** - Any development which results in an unacceptable level of harm to the existing habitat of any flora or fauna will be strongly resisted. If avoidance of the habitat is not possible, then any proposed mitigation measures must be demonstrated to represent an effective solution that ensures the habitat in question continues to thrive.

2.63 Any proposals for relocation of existing habitats must be to an appropriate area within 500m of the existing habitat.

2.64 **Policy E4: Minimising the environmental impact of development** - Development will be expected to retain well-established features of the landscape, including mature trees, species-rich hedgerows and ponds.

2.65 If there is significant loss of trees and shrubs as part of development, then new provision will be expected elsewhere on the site.

2.66 **Policy E5: Retention and enhancement of biodiversity** - In order to retain and encourage biodiversity, flood attenuation ponds should, where possible, be included in the design of development proposals and these should incorporate links and corridors for wildlife. If this is not possible, then other forms of Sustainable Urban Drainage Systems (SUDS) should be provided.

2.67 **Policy E6: Green infrastructure and development** - Proposals that seek to improve the connectivity between wildlife areas and green spaces will be encouraged in order to enhance the green infrastructure of the parish.

2.68 **Policy E7: Provision of publicly accessible green spaces within residential developments** - Any proposal for a new residential development that is of at least 10 dwellings and is on a site of at least 0.5 hectares should ensure that a minimum of one area of publicly accessible green open space is included on the site.

2.69 In total, the publicly accessible green open space on a site should represent at least 20% of the total area of the site.

2.70 The publicly accessible green open space should be designed, where possible, to be capable of active use by the residents.

2.71 **Policy E10: Minimising the impact of flooding from development** - All developments will be designed and constructed to minimise the overall level of flood risk, both to the users of the site and elsewhere, when compared to current flood events. This relates to both major and localised flooding events both to the users of the site and elsewhere, when compared to current flood events. This relates to both major and localised flooding events.

2.72 Development should not result in the loss of open watercourse and existing culverts should be opened up where possible to improve drainage and flood flows.

2.73 Proposals involving the creation of new culverts (unless essential to the provision of access to the water system) will not normally be permitted.



|      |                                                                                                                                                                                                                                                                                                                              |      |                                                                                                                                                                                                                                                                                                                                                    |      |                                                                                                                                                                                                                                                                                                                                                                                                                           |
|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2.74 | No development will be permitted which reduce the ability of flood attenuation areas to alleviate flooding.                                                                                                                                                                                                                  |      | • 4-bed house/flat 3 off-road car parking spaces<br>• 5+ bed house/flat 4 off-road car parking spaces                                                                                                                                                                                                                                              | 2.86 | The NPPF also asserts that development should be visually attractive as a result of good architecture, layout and appropriate and effective landscaping; and, sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.                                                                       |
| 2.75 | There must be adequate receiving surface water drainage from any new development, i.e. drains, culverts and definable water courses, under Environment Agency and Local Authority control.                                                                                                                                   | 2.80 | <b>National Planning Policy</b><br>National policy is defined by the relevant paragraphs of the National Planning Policy Framework, 2021 (NPPF) and Planning Practice Guidance (NPPG).                                                                                                                                                             | 2.87 | Paragraph 131 identifies the importance of trees contributing to the character and quality of urban environments which can also assist in mitigating and adapting to climate change.                                                                                                                                                                                                                                      |
|      | <b>Infrastructure</b>                                                                                                                                                                                                                                                                                                        |      |                                                                                                                                                                                                                                                                                                                                                    |      |                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 2.76 | <b>Policy IN3: Cyclepaths, footpaths and pavements</b> - New developments will be encouraged to create publicly accessible links from development sites to the wider footpath network/green spaces and, where possible, to public transport nodes in order to address gaps in the network and to improve existing provision. | 2.81 | Paragraph 111 states that development should only be refused on highway grounds where safety impacts are unacceptable or the residual cumulative impacts on the network would be 'severe'.                                                                                                                                                         | 2.88 | In accordance with paragraph 154, new development should be planned for in ways that avoid increased vulnerability to the range of impacts arising from climate change and help to reduce greenhouse gas emissions, such as through its location, orientation, and design. Paragraph 157 requires consideration of energy consumption, taking account of landform, layout, building orientation, massing and landscaping. |
| 2.77 | A dedicated cycle route shall be provided along the B2233 Main Road between the roundabout with the B2132 North End Road and the main shopping area opposite the King George V Playing Field. This shall be principally funding through contributions from development.                                                      | 2.82 | Development is expected to cater for facilitating access to high quality public transport (paragraph 112a). A Travel Plan is expected for major developments (para 113).                                                                                                                                                                           | 2.89 | Paragraph 174 seeks to ensure that planning policies and decisions contribute to and enhance the natural and local environment.                                                                                                                                                                                                                                                                                           |
| 2.78 | New developments will be expected to provide pavements serving the new dwellings that are of sufficient width to accommodate at least two persons walking abreast and are suitable for wheelchairs, prams and pushchairs.                                                                                                    | 2.83 | Paragraph 117 requires planning policies and decisions to make the most effective use of land in meeting the need for homes and other land uses, while protecting the environment and ensuring safe and healthy living conditions.                                                                                                                 | 2.90 | Paragraph 179 seeks to protect and enhance biodiversity and geodiversity.                                                                                                                                                                                                                                                                                                                                                 |
| 2.79 | <b>Policy IN4: Parking standards for new residential development</b> - For all new residential developments, the following minimum standards shall apply for the provision of off-road parking:                                                                                                                              | 2.84 | Paragraph 123 requires the support of development to take into account of making efficient use of land, regarding the identification of need, local market conditions and viability, availability and capacity of infrastructure and services, desirability of promoting regeneration and change, and securing attractive and healthy communities. | 2.91 | Paragraph 183 expects planning policies and decisions to ensure that a site is suitable for its proposed use taking into account of ground conditions and any risks arising from land instability and contamination.                                                                                                                                                                                                      |
|      | • 1-bed house/flat 1 off-road car parking space<br>• 2-bed house/flat 2 off-road car parking spaces<br>• 3-bed house/flat 2 off-road car parking spaces                                                                                                                                                                      | 2.85 | Paragraph 126 within Chapter 12, explains that 'good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.'                                                                                                                                     |      |                                                                                                                                                                                                                                                                                                                                                                                                                           |

# PLANNING & CONSULTATION CONT.

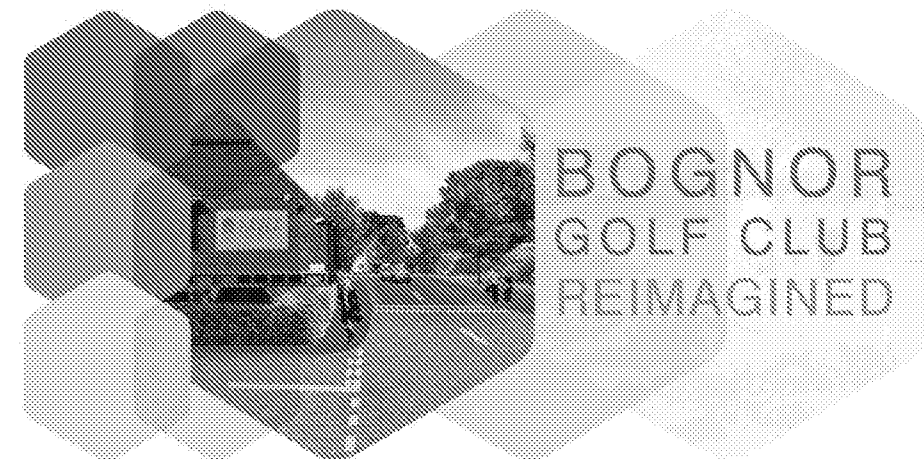
## Public Consultation

- 2.92 A website and leaflet have been produced for the public consultation period, which was active from the (DATE) until the (DATE).
- 2.93 The website provided an in-depth overview of the scheme, explaining the fundamental reasons for the intended relocation of the existing golf course through to the residential proposals at Lidsey Green.

## Frequently Asked Questions

- 2.94 A selection of Frequently Asked Questions (FAQs) have been identified, which highlight the main themes of interest or concern held by local members of the public:
- Strain on existing infrastructure such as doctors, schools etc and timescales of delivery;
  - Traffic concerns regarding Downview road and the safety of school users;
  - Concern for ecology and existing species on site;
  - Concern regarding tree removal and loss of green space as a consequence of development;
  - Flood plain / flood risk - knock on effect to local residents; and
  - Concerns over sewage capacity.





Bognor Regis Golf Club and Habitat Land Management (HLM) are working in partnership to secure the long-term future of the Golf Club through relocation to a landmark new venue that will be facilitated by the redevelopment of the existing course for new homes and parkland. This website provides details of the proposal and range of local benefits that it will secure, as well as outlining the next steps and how outcomes on the proposed schemes can be made.

## PARTNERSHIP

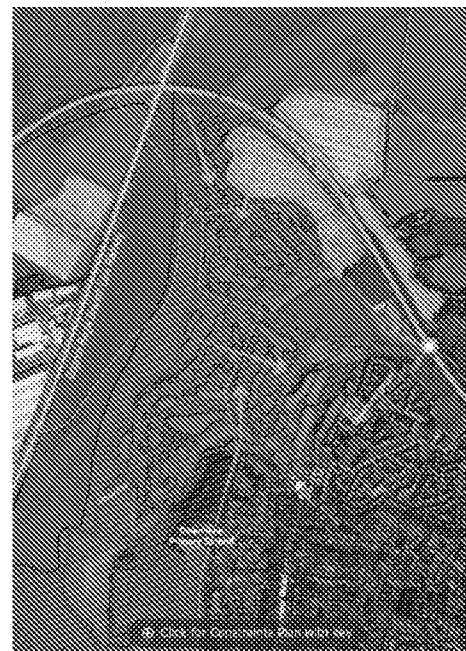
Founded in 1892, Bognor Regis Golf Club endorses the traditional values in golf of integrity, courtesy, consideration and respect for others. At Bognor Regis, these traditional golf values are combined with competitive and social golf, as well as a thriving social environment to create an enjoyable experience for all members. Whilst ensuring the present facilities provide the best experience for members and visitors today, the Club also believes that it should provide opportunities for future generations locally to enjoy the game of golf and the friendship and camaraderie brings.

In April 2017 at an EGM of the Club, the membership voted overwhelmingly in favour of entering into a Promotion Agreement with HLM. This provided a framework for a development partnership to facilitate the relocation of the Golf Club and develop a new venue that will ensure the Club's long-term future.

HLM is part of the Henry Bent Group of Companies specialising in the provision of strategic land and delivering complex and diverse planning and development challenges. HLM has over 30 years' experience facilitating new development by planning, designing, and delivering the blueprint for places where people want to live, work and play across the UK from 7 regional offices.

## LIDSEY GREEN A NEW NEIGHBOURHOOD

The redevelopment of the existing course will provide much needed new high-quality housing, including affordable housing, alongside opportunities to secure a range of benefits for local residents. Benefits include the repurposing of the existing clubhouse buildings for community use. The development will open up previously inaccessible areas for public recreation and children's play and will enhance pedestrian and cycle connectivity. Existing habitats along the Lissney Hills will be protected and supplemented in order to increase site-wide biodiversity. The development will manage water effectively to maintain flood protection, and will deliver communal growing spaces for local food production. A summary of the sites constraints is illustrated below.



② Constraints Map - Existing Course (22.03.18)

## REDEVELOPMENT OF THE EXISTING GOLF COURSE

The following features will be provided within a new residential and clubhouse scheme:

- Up to 1,000 high quality new homes in a mix of sizes and styles, offering affordable and affordable housing.
- The existing clubhouse and existing clubhouse will be repurposed to provide a new space for community use.
- Up to 1,000 sqm of public open space, including playing fields, sports pitches, and other recreational facilities.
- A new clubhouse and clubhouse building, offering a new space and recreational growing space.
- A new clubhouse and clubhouse building, offering a new space and recreational growing space.
- A new clubhouse and clubhouse building, offering a new space and recreational growing space.
- A new clubhouse and clubhouse building, offering a new space and recreational growing space.

# 3 SITE CONTEXT



# THE SITE

- 3.1 The site is irregular in shape the land upon which it lies consists of manicured lawns with intermittent avenues of mature trees and shrub planting, as typically associated with established golf courses. Covering an area of approximately 39.6 hectares.
- 3.2 A small cluster of three buildings form the existing club house facility, located at the golf club entrance which adjoins Golf Links Road.
- 3.3 The site is bounded by a series of waterways, most notably Lidsey Rife which defines the western site boundary. Further afield, the LEC Airfield, Bognor Regis Branch railway line and Bognor Regis Retail Park provide the setting to the western context of the site.
- 3.4 Elevated highways infrastructure associated with the A259 is notable beyond the northern site boundary, which is immediately defined by Lidsey Rife and the rural fields beyond. A small number of Public Rights of Way (PROWs) extend through the site, forming part of the larger network of public footpaths in the wider context.
- 3.5 Land to the east of the site is characterised by a modern residential estate which forms an extension to the settlement of Felpham further south.
- 3.6 The south of the site is defined by the educational grounds belonging to Downview Primary School and Felpham Community College.
- 3.7 The site is surrounded by a good network of Public Rights of Way (PROWs). There are several PROWs within the site boundaries, and the golf course acts as a connection point between the northern rural context and the southern settlements of Felpham and Bognor Regis.
- 3.8 With regard to existing vegetation within the site, the open lawns are largely defined by linear avenues of mature, native trees and shrubs. Much of the eastern and southern boundaries of the site feature rows of mature trees of mixed densities and species, whilst the western boundary contains more sporadically positioned tree specimens in smaller groups.
- 3.9 Much of the site falls within land designated within the Arun Local Plan 2011-2031 (July 2018) as 'Gaps Between Settlements' whilst the adjacent LEC Airfield is described as a 'Strategic Employment Site.'

## DESIGN RESPONSE

The development should retain and protect existing landscape features, respond sensitively to its context, and actively seek to integrate and transition development between the urban area to the east and south with the Lidsey Rife to the west and open countryside to the north.

Given that the existing gap between Felpham and Bognor Regis will inevitably be physically reduced, as a consequence of development, creating a high quality landscape and ecological gap along the Rife will be essential.



## KEY



Bognor Regis Application Site (39.6ha)

## LOCAL FACILITIES

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                      |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>3.10 Existing facilities within the local area are generally located towards the south, south east, and south west of the site within central Felpham and Bognor Regis. A range of services, from schools to supermarkets, Doctors to dentists fall within 2km of the centre of the site.</p>                                                                                                                                                             | <p>3.14 Bus routes encompass the site from most directions apart from the north east, providing easy commuter access to a wide network of public transport services, with local bus facilities connecting to Bognor Regis, Burndell, Littlehampton and Woodgate.</p> |
| <p>3.11 The majority of convenience stores and various other shops in Felpham are located along Felpham Way, which are located south of the site, and which leads directly into the centre of Bognor Regis. The street is home to Felpham Methodist Church in addition to several restaurants, a hotel and two dental surgeries.</p>                                                                                                                         | <p>3.15 A selection of existing sports and outdoor facilities are within walking distance of the application site, including Bognor Regis Archery Club, Arun Leisure Centre, King George V Recreational Grounds and several playgrounds.</p>                         |
| <p>3.12 There are a number of schools and pre-schools within and around Felpham:</p> <ul style="list-style-type: none"> <li>• Downview Primary School and Downview Nursery, within 100m south of the application site</li> <li>• Bishop Tufnell CE Primary School, approximately 1.2km east of the site</li> <li>• St. Mary's RC Primary School, around 1.7km south west of the site</li> <li>• Dizzy Ducklings Pre-School, 300m east of the site</li> </ul> | <p>3.16 Figure 6 shows that in respect of amenities for the elderly there are 7 choices of accommodation, located approximately 1.2 - 2km from the site. Services available at existing residential properties range from palliative, respite, and day care.</p>     |
| <p>3.13 College students go to Felpham Community College. Moreover, a number of buildings belonging to the University of Chichester are located towards the centre of Bognor Regis.</p>                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                      |

## DESIGN RESPONSE

The development should make provision for complimentary community facilities to those available within the surrounding area, whilst ensuring good access to existing facilities. Emphasis should also be placed upon promoting and enhancing connections to local facilities. Provision of additional social infrastructure including community space would help meet an identified deficit.





# LANDSCAPE AND VISUAL

3.17 Urban Wilderness were commissioned to produce a Landscape and Visual Impact Assessment for the development proposals. A summary of which follows:

## Landscape (Refer to Figure 07)

3.18 At a national level the site and its environs fall within National Character Area (NCA) 126: South Coastal Plain.

3.19 The South Coast Plain National Character Area (NCA) is a flat, coastal landscape with an intricately indented shoreline lying between the dip slope of the South Downs and South Hampshire Lowlands and the waters of the English Channel, Solent and part of Southampton Water. The coastline includes several major inlets which have particularly distinctive local landscapes and intertidal habitats of international environmental importance for wildfowl and waders. Chichester Harbour AONB Area of Outstanding Natural Beauty lies within the NCA and the foothills of the South Downs, along the northern boundary, fall within the South Downs National Park.

3.20 The key characteristics of this NCA as identified by Natural England, which are directly relevant to understanding the study area are as follows:

- The plain slopes gently southwards towards the coast.
- In places, streams and rivers flow south from the higher land of the Downs to the sea.

- Coastal inlets and 'harbours' contain a diverse landscape of narrow tidal creeks, mudflats, shingle beaches, dunes, grazing marshes and paddocks.

- There are stretches of farmed land between developed areas, often with large arable fields defined by low hedges or ditches.

- Sand dune grasses and intertidal marsh communities are characteristic of the coastline, while small areas of species-rich meadow remain inland.

- Along the exposed, open coastal plain and shoreline, tree cover is limited to isolated wind-sculpted woodlands and shelterbelts.

- The area has significant urban development, with settlements along the coastline dominated by the Portsmouth conurbation, suburban villages and seaside towns including Bognor Regis, Littlehampton and Worthing linked by major road and rail systems.

3.21 The landscape character assessment identifies 'Opportunities for improvements' for the South Coastal Plain Landscape Character Area. Those of relevance to the Site are:

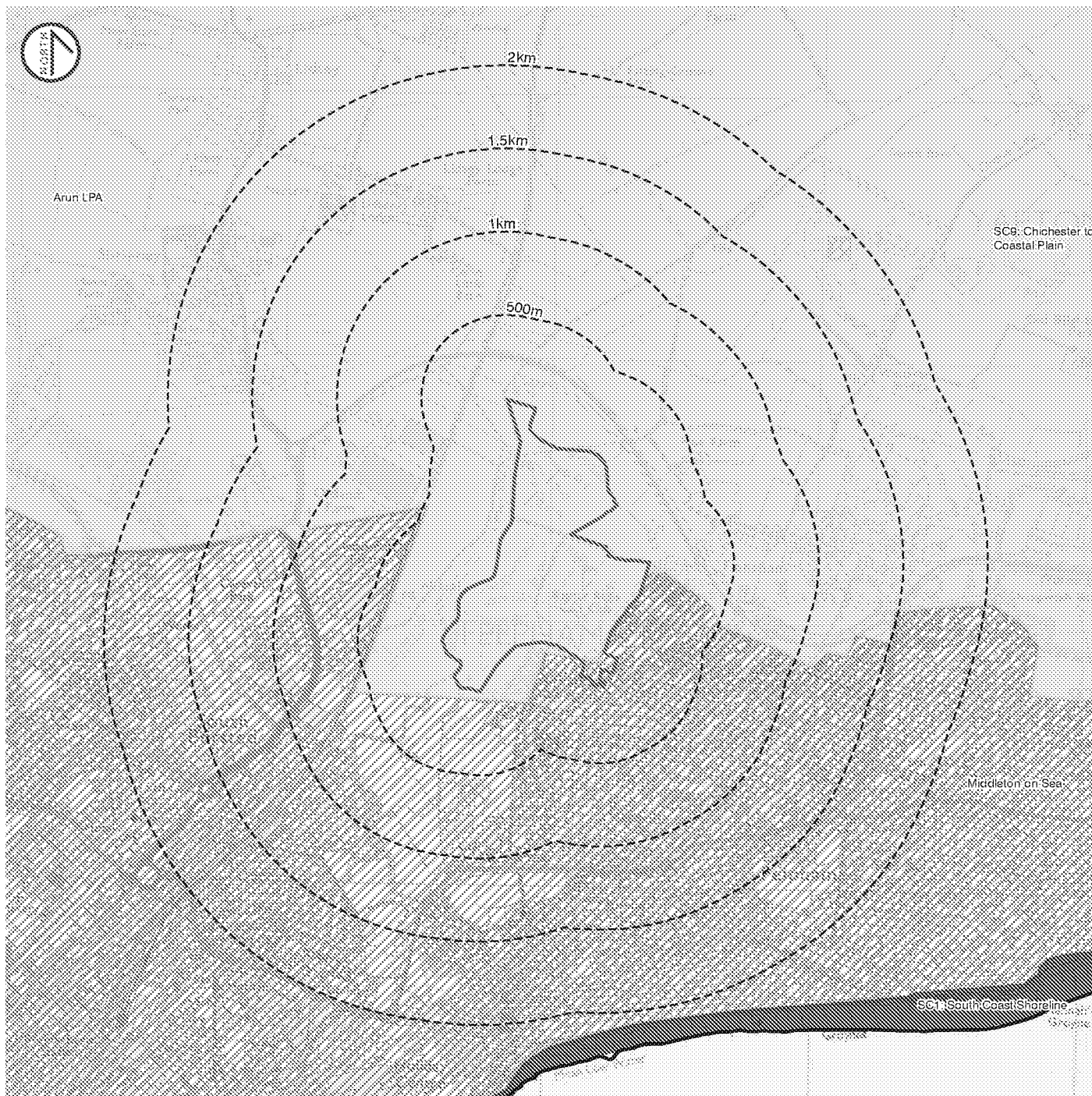
- SE03: Plan for the creation of a strong landscape framework within and around major settlements and identified growth areas, while managing and enhancing existing greenspace and access, and balancing the needs of agriculture, communities and the natural environment.

- SE04: Manage and significantly enhance the area's rivers and chalk streams and their wetland valley habitats to provide resilience against climate change and improve flood protection and water quality, particularly in the internationally designated sites such as Chichester and Pagham harbours, for the benefit of local communities and wildlife.

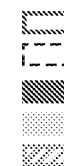
3.22 At a local level, an assessment of landscape character types and areas was undertaken in 2003 by West Sussex County Council. The application site falls within the Landscape Character Type SC9: Chichester to Yapton Coastal Plain.

3.23 Key Characteristics of the SC9 Landscape Character Area, of relevance to this study, are described as the following:

- Low lying flat open landscape.
- Meandering riles and straight drainage ditch systems, with associated unimproved grassland and edged by reed beds.
- A low density of hedgerows and hedgerow trees with occasional shelterbelts.
- Large-scale arable farming and market gardening. Extensive farms with both traditional and modern farm buildings and silos.
- Scattered, historically nucleated villages with mixed building materials of flint, brick, half timber and stone.



## KEY



Application site

Site Study Area

SC1: South Coast Shoreline

SC9: Chichester to Yapton Coastal Plain

Built-up areas

## LANDSCAPE AND VISUAL cont..

|      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|      | <ul style="list-style-type: none"> <li>• Large farmsteads along roads, and on dead-end tracks.</li> <li>• Long views to the Downs.</li> <li>• The relatively open character of much of the area allows long views so that village church towers are important landmarks in views.</li> <li>• Frequent urban fringe influences of horse paddocks, light industry and disused airfields, with busy minor and major roads.</li> <li>• The urban fringes associated with Bognor are particularly obvious, with sporadic urban development in suburban settlements.</li> </ul> |      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 3.24 | The assessment considers the condition of the character area to be 'low'. The site is ultimately considered to be representative of the NCA, though its relevant characteristics are not rare or unique.                                                                                                                                                                                                                                                                                                                                                                  |      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|      | <b>Visual</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 3.25 | A ZTV produced for the scheme has revealed that the visual envelope of the site is limited by the following factors: <ul style="list-style-type: none"> <li>• The north western residential boundary of Felpham; including Downview Road, Sutton Close, Golf Links Road, Mid Acre Close, Red Barn Crescent, Wellers Close and Bridger Close, which wrap in close proximity to the east and west of the site;</li> <li>• Structural vegetation defining the boundary of the site and the golf course within;</li> </ul>                                                    | 3.26 | <ul style="list-style-type: none"> <li>• Built form located within the boundary of the club;</li> <li>• The bridge associated with the Felpham Relief Road;</li> <li>• The complex of warehouses and commercial enterprise located to the west of the site;</li> <li>• The eastern residential edge of South Berstead;</li> <li>• Substantial vegetation, including woodland throughout the study area and particularly to the north east and north west; and</li> <li>• The gentle topography throughout the study area.</li> </ul> |
|      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |      | <b>Residential</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3.26 | The residents facing the site from the edge of Felpham include Downview Road, Sutton Close, Golf Links Road, Mid Acre Close, Red Barn Crescent, Wellers Close and Bridger Close, are physically close to the site and with close range views into the interior. These are considered to have a high value and high susceptibility to change, realising a high sensitivity to development.                                                                                                                                            |
|      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3.27 | Other residential viewpoints within the study area, are not thought likely to place more than a moderate value on the site within the scene and would have a low susceptibility to change, with a consequent low sensitivity to the nature of the development.                                                                                                                                                                                                                                                                       |
|      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3.28 | These are considered to be road users driving or cycling along Downview Road or Golf Links Road, immediately to the south of the site, and Felpham Relief Road (A259), within close proximity of the north and eastern boundaries.                                                                                                                                                                                                                                                                                                   |
|      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3.29 | Drivers along Downview Road or Golf Links Road would be journeying at up to 20mph when experiencing views of the site. Views would be partial and close range. The value and susceptibility of these receptors would be moderate, with a moderate sensitivity to change.                                                                                                                                                                                                                                                             |
|      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3.30 | Those using the Felpham Relief Road would be traveling at up to 40mph, with an oblique view towards the site. The value and susceptibility of the site would be low for these receptors, realising a low sensitivity to change.                                                                                                                                                                                                                                                                                                      |
|      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |      | <b>Public Rights of Way</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3.31 | Several PRow run through or within the immediate vicinity of the site. FEL/153/6, YAP/153/4 and YAP/153/3 run through the site and have high value and high susceptibility, with a high sensitivity to the development proposed.                                                                                                                                                                                                                                                                                                     |







VIEWPOINT 6 | VIEW SOUTH WEST FROM CHARLES PURLEY WAY



VIEWPOINT 9 | VIEW WEST FROM STANHORN GROVE / CHARLES PURLEY WAY

CHARLES PURLEY WAY



# DESIGN RESPONSE

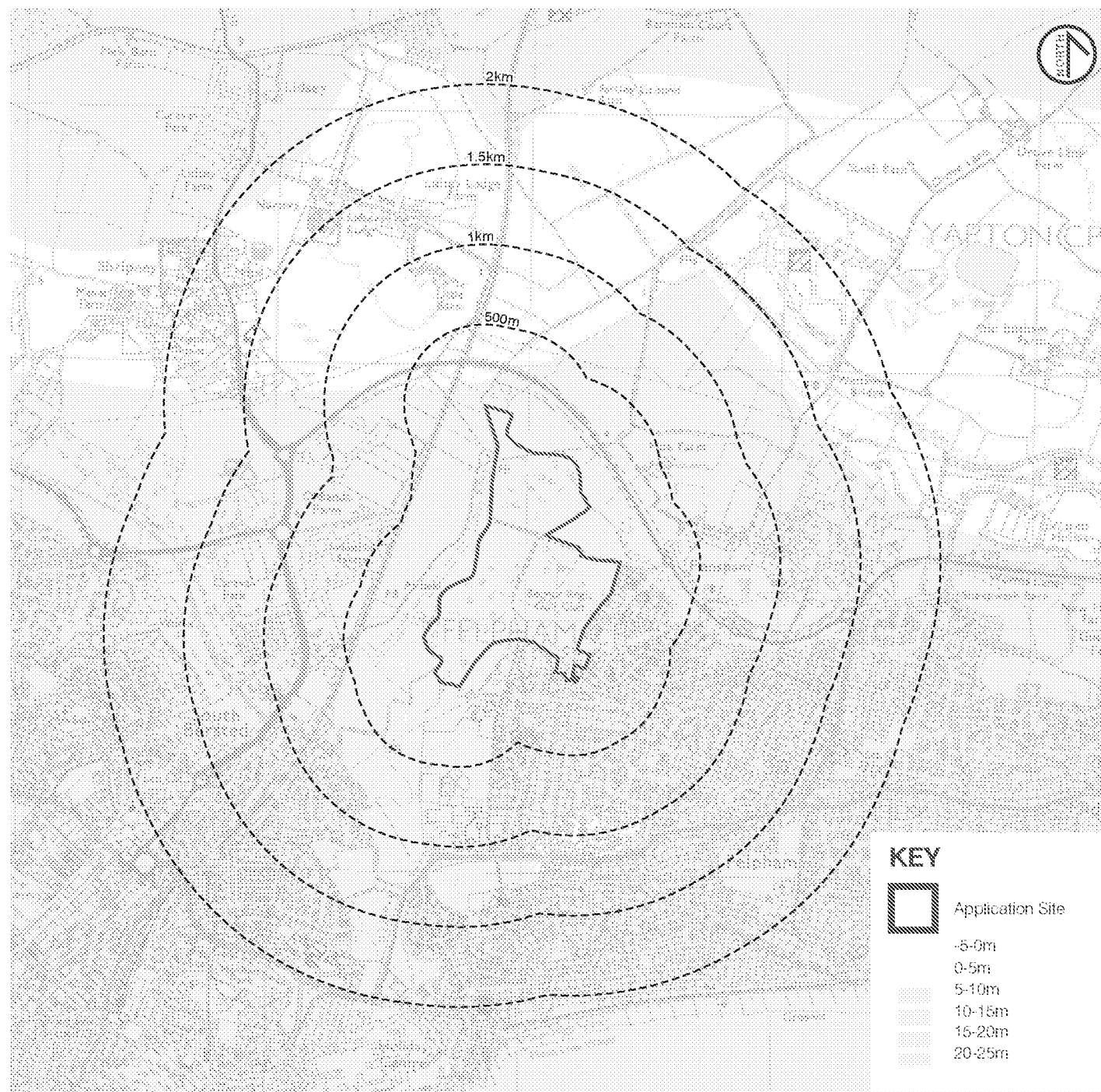
## Landscape and Visual Considerations

Based on the understanding of the site expressed above, the following should be considered within any design proposal:

- In general, the design approach should adopt measures to avoid, reduce or remediate adverse effects by considering the scale, location, extent, siting and massing of the built development, the routing of site infrastructure, the filtering of key views, the retention and enhancement of existing landscape resources and new planting for screening and softening.
- The scheme should retain and reinforce existing planting and waterways (ditches) wherever practicable and in particular around the site's boundaries.
- A range of planting types should be promoted throughout the site, to create effective habitat.
- Opportunities to promote woodland within the site should be taken; complementary to local character and views.
- Proposed houses should be built to reflect local materials and neighbouring building heights, to aid assimilation.
- Development should be buffered to a minimum depth of 50m from the A1 to the west of the site and screened with new planting to supplement existing tree lines.
- Built form should also be buffered from the existing club house and Golf Links Road to limit visual impacts from local residents and passing motorists.
- An area of parkland should be created to the north and west of the site in order to transition development towards the A1 and wider countryside to the north.
- Ensure existing public rights of way that pass through the site are set within attractive open space.
- Additional planting along boundaries should be introduced to reinforce the screening provided by existing vegetation. The design should aim to reduce the impact on amenity of local residents, particularly those situated along Downview Road, Sutton Close, Golf Links Road, Mid Acre Close, Red Barn Crescent, Wellers Close and Bridger Close.

# TOPOGRAPHY

- 3.33 The site is generally very low lying and relatively flat, with spot heights ranging between 0-3m Above Ordnance Datum (AOD). Land falls on a slight gradient from the eastern boundary to the internal site area, whilst the lowest points of the site are situated towards the northern half of the course.
- 3.34 Being situated within 1.5km from the southern coast, the site generally sits within a very low lying context. Much of the rural and urban land stretching as far as Bognor Regis, Littlehampton and Yapton experience minor changes in levels, approximately between 1-10m AOD. The land does however begin to rise to the north up to and including the South Downs National Park, with notable high points located at Rewell Wood (approximately 150m AOD). The prominent Arundel Castle is situated on land at around 35m AOD, overlooking the town of Arundel and the southern context beyond.



## DESIGN RESPONSE

Utilise the sites low lying character to create effective screen planting to the north and west. Direct surface water drainage to lower lying land to the west and south of the site.