

TOWNSCAPE CHARACTER & DENSITY

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|------|---|------|---|
| 3.35 | The site is situated on the fringes of Felpham, which itself forms part of the suburban setting of Bognor Regis to the east. Charles Purley Way (A259) forms a prominent boundary between the site and expansive agricultural land to the north, beyond which are situated the settlements of Yapton, Barnham, Flansham and Woodgate. | 3.40 | The road through the village had no importance before the 19th century, hence perhaps the village's 'sporadic' street pattern. A 'burnt mound' north-west of St Mary's Church has revealed Mesolithic and Bronze Age activity, and there may have been Roman settlement at the west end of Limmer Lane. |
| 3.36 | The immediate context of the site varies in character, appearance, density and street layout, reflecting the pattern of growth of Bognor Regis and Felpham (see Figure 10 overleaf). | 3.41 | Until the 20th century the village was separated from the sea by fields, so that houses on its southern edge had uninterrupted coastal views. |
| 3.37 | The historic street pattern of Felpham emanates from the establishment of Felpham Conservation Area, developed between 1892 and 1914. From this core, the settlement pattern expanded in all directions between 1940 and 1947, most notably eastwards, running parallel to the coast, and also northwards. The site is located on the northern suburban fringe of Felpham, where the most recent forms of development and settlement pattern lie. | 3.42 | Felpham's rural character, was uninterrupted until around 1917, when farms abutting the main street were gradually eroded over the next 40 years by successive periods of growth. |
| 3.38 | Buildings which fall within Felpham Conservation Area possess a character which is particularly distinguished from those within the main body of residential Felpham. The Conservation Area is characterised by a wide variety of architectural styles which are underpinned by a theme of flint and brick buildings dating from the 18th, 19th and early 20th century. | 3.43 | Building materials used in older buildings in the village, as elsewhere in the parish, include timber-framing, brick, flint, sometimes squared and sometimes as cobbles, 'Bognor rock' sandstone rubble, and thatch. |
| 3.39 | Settlement before the 18th century seems to have been chiefly nucleated. Felpham village occupies slightly rising ground in the extreme south-west corner of the parish close to the Aidingbourne rife. | 3.44 | Figure 11 illustrates a representative sample of different development densities from around Felpham with a range of between 25 to 42 dwellings per hectare (dph). |
| | | 3.45 | Higher densities tend to be focused around the village core and decrease in density to the periphery of the village, where large properties tend to occupy larger gardens. |

DESIGN RESPONSE

The development is to avoid a pastiche of what has gone before in terms of architectural style and layout. The use of local materials should be incorporated within the development in order that the development reflects its context. Moreover, the development should seek to respond to the density of existing development by ensuring higher densities are utilised within the centre around a community core and decreased as one moves west and north towards the rife and wider countryside.

Density

- 3.44 Figure 11 illustrates a representative sample of different development densities from around Felpham with a range of between 25 to 42 dwellings per hectare (dph).
- 3.45 Higher densities tend to be focused around the village core and decrease in density to the periphery of the village, where large properties tend to occupy larger gardens.





1. Argyle Way, Bognor Regis town centre
2. Queensway, Bognor Regis town centre
3. The Esplanade, Bognor Regis
4. Bognor Regis Train Station
5. Example of modern housing, taken from Bay Bridge Crescent, Felpham
6. Downview Primary School
7. Typical residential street of Felpham, taken from Downview Road
8. Arun Leisure Centre



KEY



Application Site



Modern Day



1955-1961



1940-1947



1892-1914

Bilsham

Shripney

Flansham

South Bersted

Felpham

ECOLOGY



- 3.46 The Ecological Appraisal has been prepared by FPCR. A summary of their findings can be found below.
- 3.47 The golf course is dominated by intensively managed amenity grassland, regularly mown to maintain fairways with a short sward height which was of low ecological value. Habitats of higher ecological value comprised small areas of semi-improved grassland which were present in peripheral areas away from the fairways, where management was reduced allowing a taller sward height and more diverse species to develop. Periphery habitats also contained broadleaved and mixed plantation woodland, which also lined between fairways.
- 3.48 A network of 13 hedgerows are present, six of which are classified as 'important' under the Wildlife and Landscape criteria of the Hedgerow Regulations 1997, all of which are to be retained. Three onsite ponds are also present with a series of wet and dry ditches; these were largely separated from the Lidsey Rife, a Biodiversity Opportunity Area, which abuts the western boundary.
- 3.49 The extent of low value habitats in large areas, limit the potential use by notable species.
- 3.50 Reptiles were associated with the less managed peripheral habitats where a low population of grass snake, common lizard and slow worm were recorded. Bat species recorded were largely in association with woodland and periphery habitats, where common and widespread species were regularly recorded, the exception was low numbers of Annex II barbastelle. A confirmed *Pipistrellus* summer day roost was identified in a bat box on a tree located in the north-eastern extent of the Site. This is to be retained within the Green Infrastructure and a sensitive lighting strategy is to be implemented to ensure there will be no impacts.
- 3.51 Common and widespread breeding birds were confirmed onsite, with a pair of probable breeding gadwall observed off-site, in the Lidsey Rife. The Lidsey Rife will be adequately buffered to ensure gadwall are not impacted by the development. Water voles are present in the Lidsey Rife, and subsequently water vole activity varied within the site. In 2021 burrows characteristic of water vole were recorded in ditch D1, which is connected to the Lidsey Rife. In addition, feeding evidence was recorded in ditch D3, located centrally within the Site.

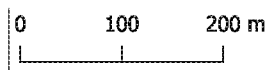
DESIGN RESPONSE

There will be a loss of large areas of poor value and highly managed grassland habitats, this will also include areas of trees and ditch networks to the east to facilitate residential development.

The enhancement of retained habitats to the west, nearer the Lidsey Rife and the inclusion of new hedgerows, woodland, waterbodies, a variety of grassland and ditches, will ensure opportunities for continued use by existing and new fauna. Existing and new hedgerows/woodlands will have native species that provide a foraging resource through species bearing fruits and nuts, which will benefit the local bird population and small mammals. Waterbodies will increase the area of standing water, and will be designed with biodiversity enhancements such as a variety of water permanence and bank profiles, which will allow for increased invertebrate assemblages, providing foraging opportunities for amphibians, reptiles, and mammals such as bats.

The measures incorporated within the design will ensure that the biodiversity enhancements are possible, whereby local and national policies can be fulfilled as well as biodiversity net gain requirements as stated within the newly passed Environmental Bill, which will see this development achieving over 10% net gain, in habitats and hedgerows.





KEY

- Site boundary
- Additional survey area boundary

Phase 1 Habitats

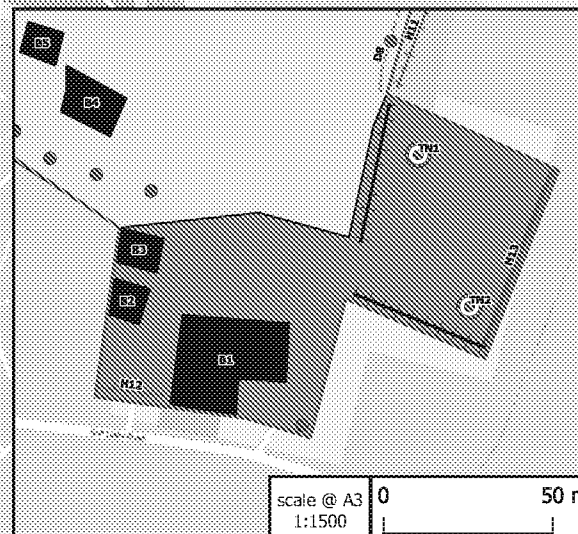
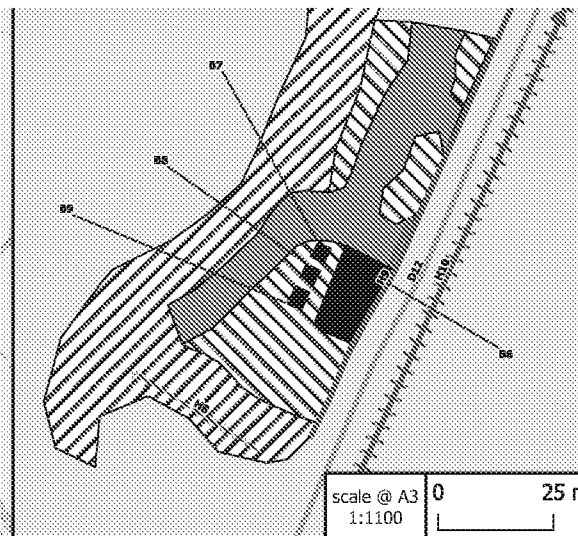
- Built environment: Buildings/hardstanding
- Buildings
- Broadleaved woodland - plantation
- Mixed woodland - plantation
- Standing water
- Scrub - dense/continuous
- Other tall herb and fern - ruderal
- Coniferous woodland - plantation
- Cultivated/disturbed land - amenity grassland
- Poor semi-improved grassland

Phase 1 Lines

- Standing water
- Running water - mesotrophic
- Wall
- Hedges: Introduced shrub
- Intact hedge - species-poor
- Hedge with trees - species-poor
- Hedge with trees - native species-rich
- Fence
- Dry ditch

Phase 1 Points

- Scrub - scattered
- Target note
- Broadleaved tree





3.52 An Arboricultural Assessment has been carried out by FPCR Environment and Design Ltd in accordance with guidance contained within British Standard 5837:2012 'Trees in Relation to Design, Demolition and Construction - Recommendations'.

3.53 The guidelines set out a structured assessment methodology to assist in determining which trees would be deemed either as being suitable or unsuitable for retention along with recommendations for considering the relationship between existing trees and how those trees may integrate into designs for development.

3.54 In summary, the report concludes:

- The site consists of a 39.6 ha golf course with tree stock typically managed for recreational use.
- Tree cover was predominately positioned along the boundaries of the site and fairways. Mature coniferous specimens formed important features and combined with broadleaf species to form linear tree groups.
- A mixture of species was found with English Oak, Corsican Pine, Monterey Pine and willow being dominant throughout the site.

3.55 Across the site a total of 145 individual trees and 84 groups of trees were surveyed as part of the Arboricultural Assessment of which 35 trees and 8 groups were considered to be high in quality and category A. 55 trees and 51 groups of trees were recorded as moderate quality and category B. 50 trees and 25 groups of trees low in quality and retention category C with 5 individual trees considered to be unsuitable for retention in the current setting.

3.56 To facilitate the proposed residential development some, form of tree loss will be unavoidable. The development has been constraint lead and will look to retain trees of high quality and retention category A.

3.57 Existing trees will need to be removed to facilitate the proposed access although the proportion of loss is considered to be low in comparison to the amount of high and moderate quality trees being retained across the site.

3.58 Where trees will be lost to facilitate the residential parcels, highway infrastructure and drainage the losses will be limited to moderate and low-quality trees.

3.59 Despite tree losses the proposed development will provide an opportunity, in terms of arboriculture, to improve and increase tree cover in the local area without the loss of any arboriculturally significant trees.

DESIGN RESPONSE

With one exception the development will retain all high quality (Category A trees).

Inevitable tree loss will be kept to a minimum, removing only those trees absolutely necessary to facilitate development, road or drainage infrastructure.

For every tree removed there will be a policy of at least a two for one replacement.





KEY

-  Category U Trees / Groups Unsuitable for Retention (BS 5837:2012)
-  Category A Trees / Groups of High Quality (BS 5837:2012)
-  Category B Trees / Groups of Moderate Quality (BS 5837:2012)
-  Category C Trees / Groups of Low Quality (BS 5837:2012)
-  Hedgerow (Colour indicates BS 5837:2012 Category)
-  Root Protection Area (The RPA has been altered where appropriate to reflect underground constraints)
-  Individual / Group Number and BS 5837:2012 Category
-  Indicative Shade Pattern (in accordance with BS 5837:2012 where appropriate)

ACCESS & MOVEMENT



3.60 The Transport Assessment has been prepared by RPS. A summary of their findings can be found below.

Site Access

3.61 The existing access to the Golf Course is Gareth Road which joins Golf Links Road as a simple priority junction arrangement. Golf Links Road is a local residential road which joins with Shirley Drive (a private road) to the east and Stalham Way to the southwest. Downview Road forms a simple priority junction arrangement with Golf Links Road/ Shirley Drive approximately 10m east of the Gareth Road junction.

Existing Road Network

3.62 Downview Road to the south of the site is also a local residential road that runs on a north-south alignment forming a signalised crossroad junction arrangement with Felpham Way (B2259) and Felpham Road. This road is subject to a speed limit of 20mph and is traffic calmed through the use of speed cushions. Downview Road also provides access to other residential roads including Wroxham Way which in turn provides access to Downview Primary School.

3.63 The B2259 is a main route through Bognor continuing from its junction with A259 (North Bersted Bypass) north west of the site to its junction with the A259 Flansham Lane to the east of the site.

3.64 The B2259 within close proximity to the Site serves local residential areas and local facilities and is subject to a speed limit of 40mph. This road joins the A259 via a roundabout junction arrangement.

3.65 To the north of the site is the Felpham Relief Road (A259) which is a single carriageway between the A29 junction to the west and the B2259 to the east and is elevated as it crosses the existing railway line. The road is subject to a speed limit of 50mph.

Footpaths and Cycleways

3.66 The site benefits from being accessible to a good network of footways along the local residential roads surrounding the site. On Downview Road, footways are provided on both sides from the junction with Golf Links Road to the crossroad junction with Felpham Way (B2259) and are mostly separated from the road by a verge.

3.67 Informal pedestrian crossings are available at various points along Downview Road and signalised pedestrian crossings are provided at the Downview Road /Felpham Way (B2259) junction and also on B2259 west of Downview Road.

3.68 On the south side of B2259, a segregated footway/cycleway is provided which forms part of the South Coast Cycle Route.

3.69 PProW route 153 passes through the site on a north-south alignment. This route passes south alongside Downview Primary School and Felpham Community College to B2259 Felpham Way where a controlled signalised crossing provides a safe route to link with the existing footway/cycleway along the south side of B2259 and to PProW 3047.

Public Transport

3.70 The nearest bus stop is approximately a 6min walk from the centre of the site located to the southwest of the site on the Wroxham Way and is served by bus route 67. This route operates Monday to Saturday with a frequency of one bus every 2hrs serving the local area including Bognor Regis High Street.

3.71 Additional bus routes are available from Felpham Way (B2259) named as the Downview Road bus stop which is approximately a 10-15min walk from the centre of the site. These stops provide access to bus routes 69, 600 and 700 providing a high frequency with one bus every 20-30mins and serves a wider area including Chichester, Portsmouth and Littlehampton.





KEY

- Application Site
- A-Roads
- Major Local Route
- Public Right of Way
- Bus Stop
- Pedestrian Access
- Bridge Crossing
- Rail Line

DESIGN RESPONSE

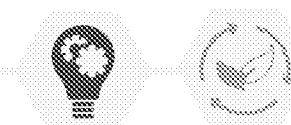
The development should aim to retain the existing PRTOW routes through the site connecting routes north to Yorton and south towards central Felpham and the coast.

Public permissive footpaths, and the internal vehicular network should look to provide succinct, legible connections to the wider residential areas of Felpham.

The site access from Golf Links Road should be utilised and enhanced as they provide a logical existing gateway serving local residents from the core of Felpham.

The development should consider opening up access to the Lidey Rife and its associated green corridor.

EXISTING UTILITIES



3.72 WSP have prepared undertaken a Utility Assessment to assist with the delivery of the Scheme.

3.73 The assessment reviews the existing utility networks to understand the extent of likely utility constraints and the ability of the existing electricity, gas, potable water, and telecommunications networks to support the anticipated utility loads.

Major Accident

3.74 The Health and Safety Executive advised that the proposed development site does not currently lie within the consultation distance of a major hazard site or major accident hazard pipeline, therefore at present HSE does not need to be consulted on any developments on this site.

Constraints

3.75 WSP has obtained the utility record information for statutory undertakers known to be routed within and in close proximity to the site taken from record information obtained during the study.

3.76 Electricity – A minor diversion to part of the current electricity infrastructure will be required, this is for £345,043.50 including VAT.

3.77 Gas – A minor diversion to part of the current electricity infrastructure will be required, this is to abandon 12 metres of 90mm low pressure gas main and replace with 16 metres of 90mm low pressure mains at a cost of £19,000 Plus VAT.

3.78 Telephone and Broadband – Currently awaiting Openreach C3 diversion estimate consultation is ongoing with Openreach to determine if any diversions are required.

New supplies

3.79 To demonstrate the feasibility of bringing new supplies to the site, WSP has undertaken an assessment of the load profile to predict the anticipated utility demands for the development and approached the incumbent utility providers with new supply enquiries to determine the points of connection. The utility load assessment will be updated as required as the scheme develops once planning consent is secured and to ensure that the currently available capacity remains.

3.80 The required on site infrastructure will be supplied from the existing networks surrounding the site, with the infrastructure and service connections distributed to and around the site below ground and arranged in accordance with Street Works UK (NJUG) guidelines.

3.81 Electricity – this will be supplied by Scottish and Southern Networks who envisage that a new low voltage (LV) distribution network will be required across the site, this will include, as a minimum, 3 x 1000kVA substations within the site, these would be connected to 500 x single phase services with a total load of 2,632kVA. This infrastructure will allow for the use of all electric heating (through the use of heat pumps) and electric vehicles.

3.82 Telephone and Broadband – this would be provided by Openreach who can deploy fibre to the premises free of charge into this development.

3.83 Potable Water – consultation remains ongoing with Portsmouth Water who are the statutory water company to determine appropriate capacity and a point of connection.

3.84 Foul Water – Once the Scheme has planning consent the sewerage undertaker has a requirement to provide sufficient capacity to accept foul water drainage, therefore no issues are foreseen.

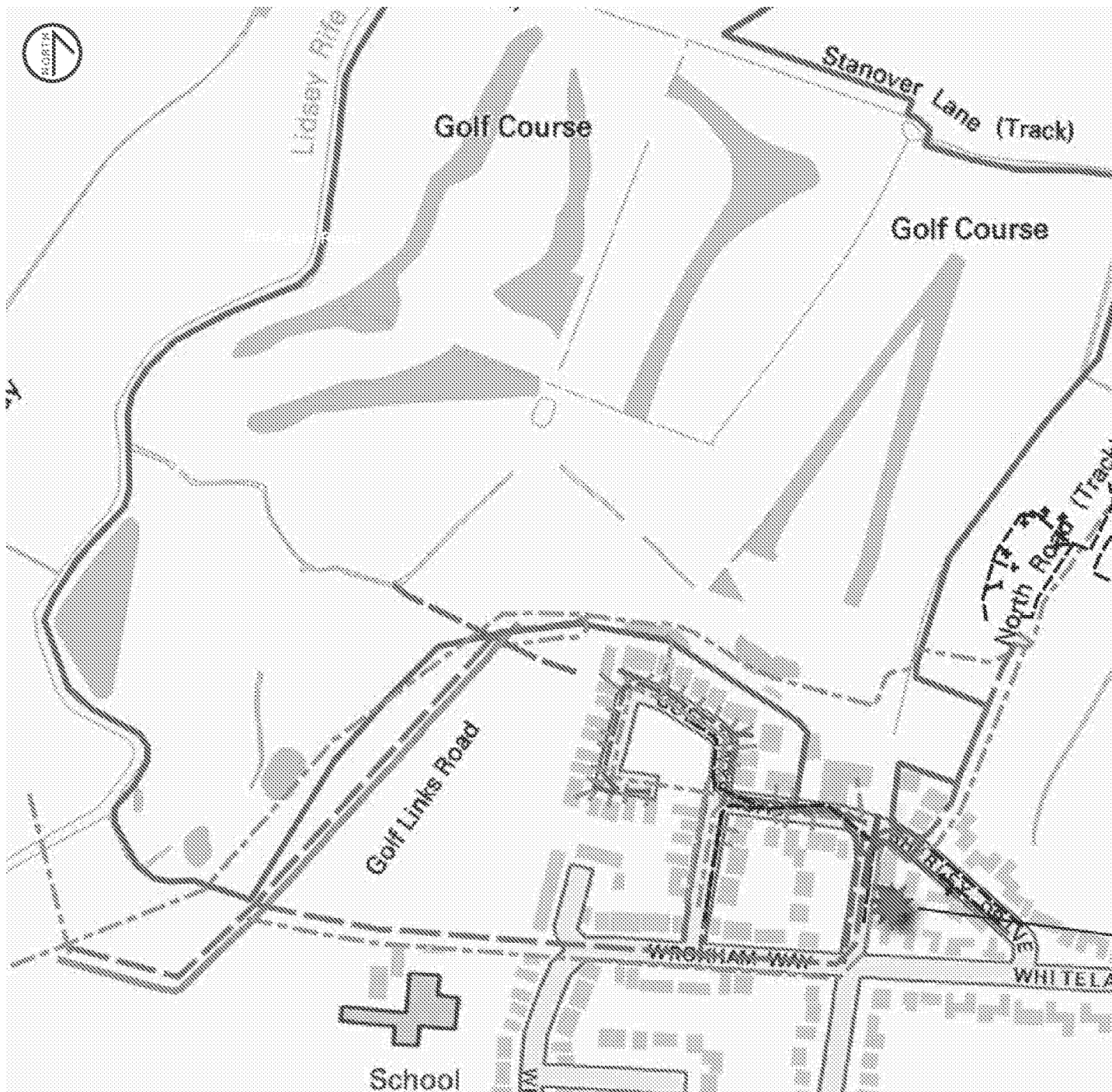
DESIGN RESPONSE

The majority of existing utilities fall outside of the site boundaries and the development will connect sensitively to these, around the Site access.

Where utilities pass through the Site, the development will facilitate local diversions as necessary.

There are no strategic utilities crossing the Site that would require the preservation of easements.

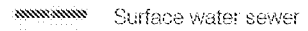
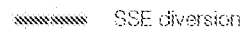
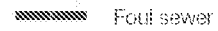
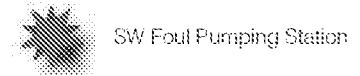




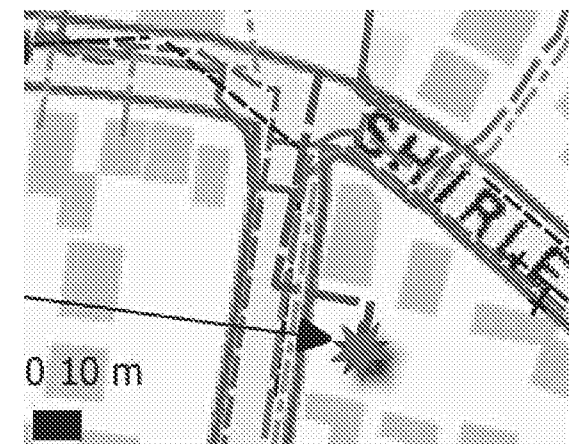
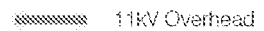
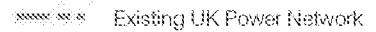
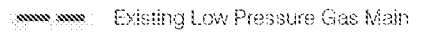
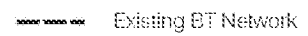
KEY



Water Utilities



Other Utilities



FLOOD RISK



3.85 WSP have prepared a Flood Risk Assessment (FRA) in accordance with the NPPF and NPPG to establish the likely significant effects of the Development in terms of flood risk. This has been informed by desk studies, site surveys, hydraulic models and consultation with statutory bodies including the Environment Agency.

3.86 The Lidsey Rife forms the western boundary of the site, this is a Main River, which means that the Environment Agency are responsible for ensuring sufficient maintenance to prevent flooding is undertaken. This flows into the Aldingbourne Rife which then flows into the sea at Longbrook Park.

3.87 In terms of tidal and fluvial flood risk the Environment Agency's Flood Map for Planning shows a large proportion of the site to be within Flood Zone 3 – areas with a high probability of flooding (1% Annual Exceedance Probability), with a small band beyond this in Flood Zone 2 – areas with a medium probability of flooding (between a 0.1% and 1% Annual Exceedance Probability), with the remainder in Flood Zone 1 – areas with a low probability of flooding (less than a 0.1% Annual Exceedance Probability).

3.88 In terms of surface water flood risk the Environment Agency's Long Term Risk of Surface Water Flooding map shows that the majority of the site is not at risk of flooding during the high or medium risk events and there are areas associated with the existing ditch network or low lying ground at risk in the low risk event (between a 0.1% and 1% annual exceedance probability).

3.89 The Environment Agency's tidal, fluvial and surface water flood maps are derived from the outputs of a combined direct rainfall hydraulic model that was developed to assess the flood risk at a strategic scale. As part of the FRA WSP have refined this model to ensure that it represents the local features at the site and is based upon the latest data.

3.90 The refined model demonstrates that the flood risk to the site is significantly less than that shown in the Environment Agency's strategic scale model, this is shown in Figure 14. These areas correlate well with the flooding recorded by the Environment Agency during the 2000 event.

3.91 There are tidal flood defences downstream from the site at Bognor, these defend the site against flooding during the 1 in 200 year event. The Environment Agency have stated that the tidal defences are expected to be maintained to keep pace with the impacts of climate change.

3.92 There are flap valves on the Aldingbourne Rife tidal outfall this prevents high tides from flowing back up the rife, to ensure that the rife continues to flow at these times water is pumped into the sea. These measures control the risk of flooding from tidal and fluvial sources at the site.

DESIGN RESPONSE

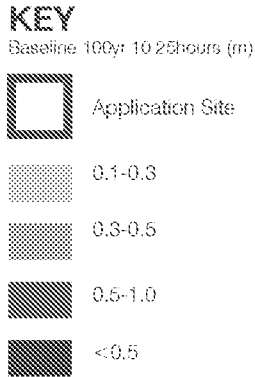
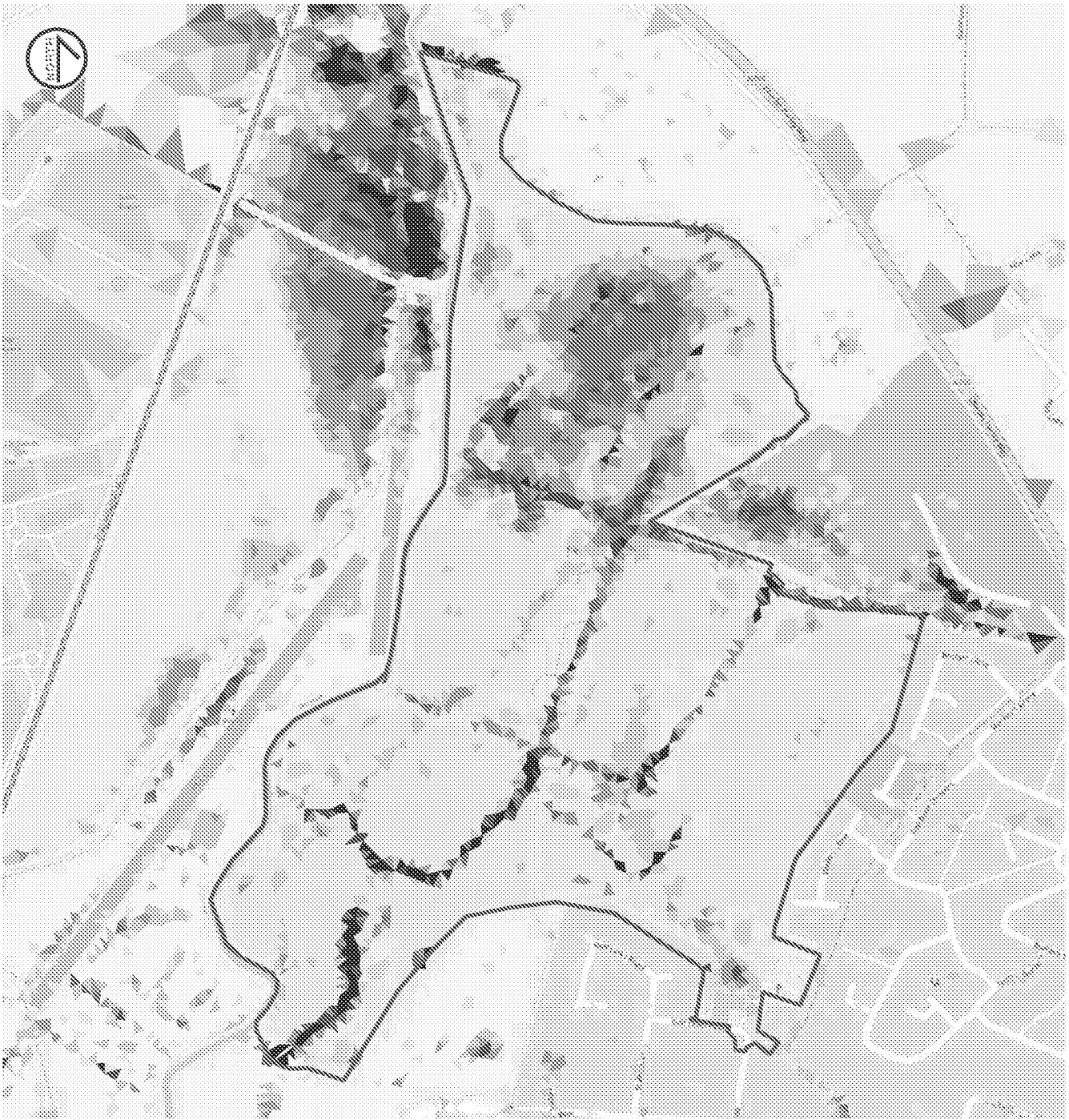
Respect the flood plain to the Lidsey Rife by restricting development at the north of the site.

The developments drainage network is to be developed to reduce the extents of localised flooding in the centre of the site and to mitigate for these areas within the site's wider Green Infrastructure.

Localised flooding around the site's access with Golf Links Road is to be conveyed through the site away from this area. Measures will ensure that no existing development to the south or east of the development will be subject to a greater level of risk from flooding and indeed may benefit from local improvements.

Surface water from the development will be attenuated, to greenfield rates, across a series of swales / ditches and attenuation ponds.





SITE CONSTRAINTS

3.93 The analysis of site characteristics and technical delivery has identified the following constraints to development of the type proposed (refer to Figure 17):

- The development should respect and buffer the Lidsey Rife to the west of the site and the existing network of ditches which extends through the site. Moreover, development should respect the defined flood extents extending to the north of the site and around the site's entrance. Flooding to the south should be conveyed through the site to the rife in order to alleviate these issues and reduce the risk of flooding in this locale. These works should not place any existing residents at a greater risk of flooding.
- The development should utilise existing features including its mature tree structure and the current buildings alongside the site's entrance. Existing mature trees integrated into the development can help develop a sense of place and help to ground new development within the landscape. The existing club house and ancillary buildings should be repurposed to offer new community facilities that are accessible to both existing and proposed residents alike.
- All existing vehicular and pedestrian access points into the site are to be maintained.

- Access into the site is to be designed such that as far as practicable it retains the character of Golf Links Road and Downview Road.
- The proposed development should be considered within the wider planning context in and around Felpham. Notably, proposals should take account of the strategic gap, biodiversity opportunity area and land within the LEC Airfield which has been identified as a Strategic Employment Site.
- The proposed development should be set back from the site's western boundary and incorporate a substantial landscape buffer, including new woodland planting, in order to ensure new built development is well related to the existing settlement, retains a functional gap, and is integrated effectively into the landscape.
- Views from the local PRow network should be considered. These should be set within high quality open spaces and / or screened unless specific views are to be retained and framed.
- Existing development to the south and east is to be screened through the retention and strengthening of existing boundary vegetation.
- Existing hedgerows, mature trees, watercourses and their associated vegetation

should be retained wherever practicable and enhanced for their ecological value.

- With one exception the development will retain all high quality (Category A trees). Inevitable tree loss will be kept to a minimum, removing only those trees absolutely necessary to facilitate development, road or drainage infrastructure.
- The development is to avoid a pastiche of what has gone before in terms of architectural style and layout. The use of local materials should be incorporated within the development in order that the development reflects its context. Moreover, the development should seek to respond to the density of existing development by ensuring higher densities are utilised within the centre around a community core and decreased as one moves west and north towards the rife and wider countryside.
- A minor diversion to part of the current electricity infrastructure will be required in addition to further minor diversions to part of the current electricity infrastructure will be required to abandon 12 metres of 90mm low pressure gas main and to replace with 16 metres of 90mm low pressure mains at a cost of £19,000 Plus VAT Telephone and Broadband --- Currently awaiting Openreach C3 diversion estimate consultation is ongoing with Openreach to determine if any diversions are required.