



KEY



POLICY



Gaps between settlements
Felpham and Bognor Regis (FBR)



Strategic Employment Land
Former LEC Airfield

DESIGNATIONS



Listed Buildings

FEATURES



Clubhouse (to be retained)



Main road infrastructure



Speed limits



Bognor Regis Branch Line railway



Existing Public Rights of Way (PROWs)



Watercourses



Existing vegetation



Category A trees



Existing hedgerow

VIEWS



Key views

ACCESS



Site access (to be retained and enhanced)

FLOODING



Flood zone 2



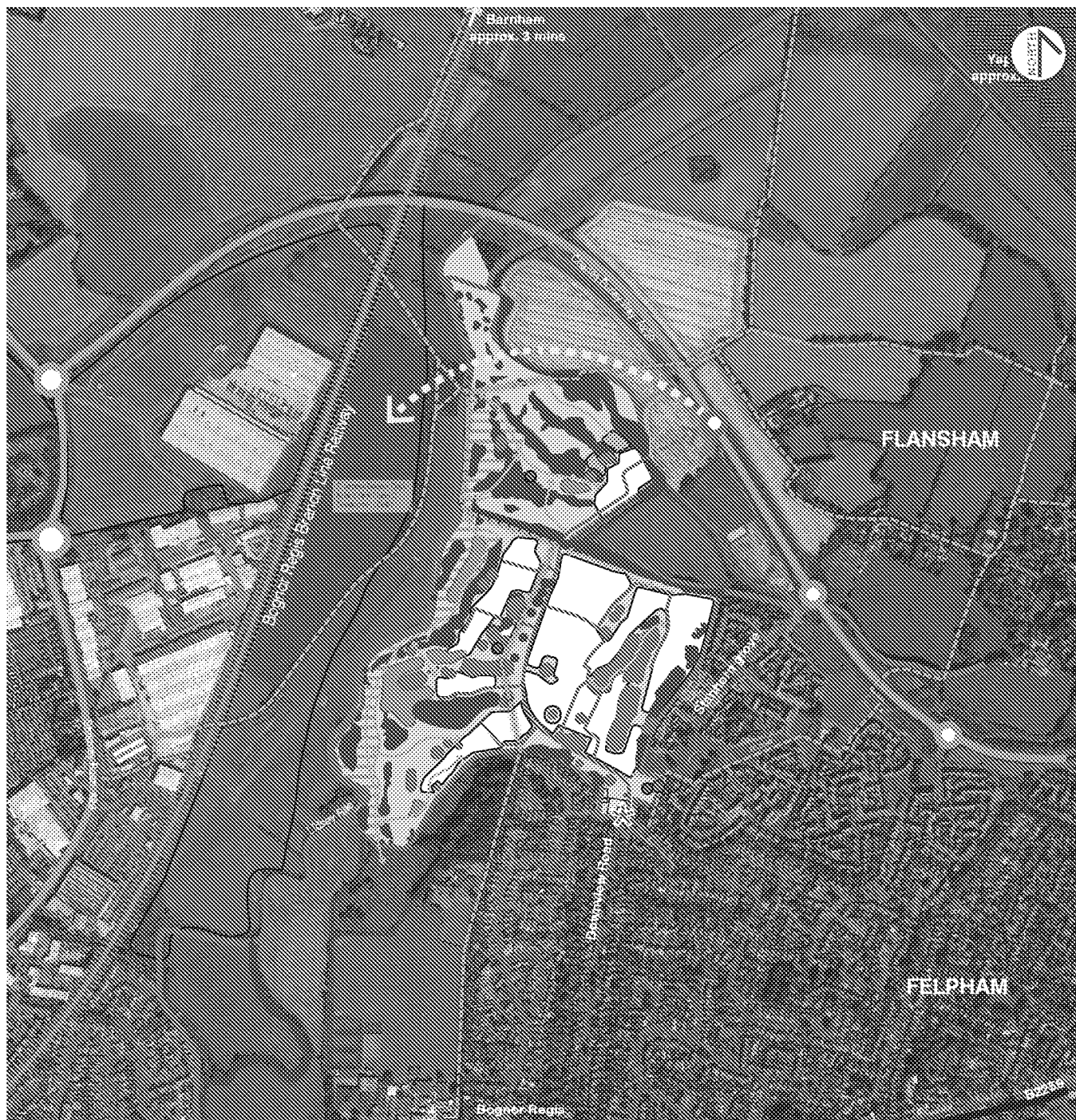
Flood zone 3

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

SITE OPPORTUNITIES

3.94 With reference to Figure 18, the following section explores some of the opportunities presented by development:

- The development will provide up to 480 high quality houses and will include affordable housing. Housing will be set within a mature treed landscape. Indeed opportunities to utilise existing trees to frame new buildings, form vistas and focal stops, demarcate key areas of incidental green space and to help turn corners should be explored.
- Community-orientated interventions will be realised throughout the scheme. These will be delivered through the establishment of communal growing areas within the wider green infrastructure of the site and the re-purposing of the existing club house building into a community hub which directly serves both the new community and those which presently surround.
- Several locations have been identified as holding potential for the development of play areas. These may vary in scale and quantity, with opportunities for the provision of both natural and more traditional styles of play catering for all age groups.
- The site is well-positioned to ensure that the existing network of permissive public footpaths can expand naturally and help connect people to usable open space.
- There are opportunities to enhance the existing primary access point into the site from the junction of Golf Links Road, Shirley Drive and Downview Road. Creating a gateway into the site which respects the existing architecture of the club house whilst establishing an inviting threshold.
- Maintaining a safeguarded strip of land towards the northern boundary of the site will ensure that potential connections to the allocated Strategic Employment Site on adjacent land are available. Similarly onward vehicular connections to the A259 are to be safeguarded by connecting road infrastructure to the site's boundary.
- Offsite improvements to the public right of way network south past Downview Primary School and Felpham College should be explored.
- The existing overflow car park for the golf course is to be transformed into a local green space extending existing parkland provision further to the east and creating an attractive footway and cycle access to the site.
- Through the strategic implementation of planting for mitigation purposes, the proposals will build on the existing landscape character of the site and minimise the visual and landscape impact of the scheme on the existing community of Felpham.
- The development offers the opportunity to create an extensive area of accessible open space to the north and west of the site.
- Enhancements to key habitats which exist on the site will be delivered. Specifically, the existing ditch network where water vole activity has been recorded will be expanded.
- Dark corridors where bat activity has been recorded will be retained and enhanced as a valuable aspect within the wider green infrastructure of the site.
- In addition to the retention of ecologically valuable elements, the overall palette of flora and fauna will be diversified. Indeed, the site's Green Infrastructure will see a number of habitats develop which were previously poorly represented or absent. A wider variety of habitats will attract a range of wildlife species which are currently absent and positively broaden the overall biodiversity of the site.



KEY

- Site boundary

POLICY

- Strategic Employment Site
- Former LEC Airfield and adjoining land

FEATURES

- Main Road Infrastructure
- Bognor Regis Branch Line railway
- Existing Public Rights of Way (PROWs)
- Watercourses
- Potential SuDs
- Existing Vegetation
- Category A Trees
- Potential play area

ACCESS

- Existing Site Access
- Potential pedestrian access point
- Safeguarded route for future development
- Potential pedestrian & cycle connections
- Potential vehicular connections
- Potential future junction

OPPORTUNITIES

- Habitat Rich Green Infrastructure
- Potential growing areas
- High Quality Housing benefiting from mature landscape
- Existing clubhouse - re-purposed as an alternative community facility

4 DESIGN

DESIGN

DESIGN DEVELOPMENT

4.1 The Masterplan process seeks to achieve an optimum solution that minimises potential adverse effects on the environment whilst delivering a responsive layout, which maximises environmental, social and community benefits.

4.2 Following technical evaluation by a multidisciplinary design team and feedback received from the general public through the consultation period, the proposals have undergone a series of iterations.

Original Concept Plan

4.3 Initially Urban Wilderness were appointed by Hallam Land Management (HLM) to undertake a high level evaluation of the site's capacity for development based on the site's landscape condition, sensitivity, character and visual envelope.

4.4 This exercise assumed development on the grounds of the existing Bognor Regis Golf Club. This exercise focused on the potential for Felpham to deliver housing to meet the needs of Arun District.

4.5 Figure 19 presents the initial concept plan in which development was focused to the east and extended in smaller neighbourhoods to the south west, west and north.

4.6 This original concept introduced a linear park extending along the rife culminating in a large area of parkland to the north of the site.

4.7 Access was taken from Golf Links Road albeit the original concept saw the demolition of the existing club house and the creation of green space to the south of the site.

4.8 This initial concept also explored options for specialist housing for the elderly within a dedicated community to the north of the site.

Design Evolution

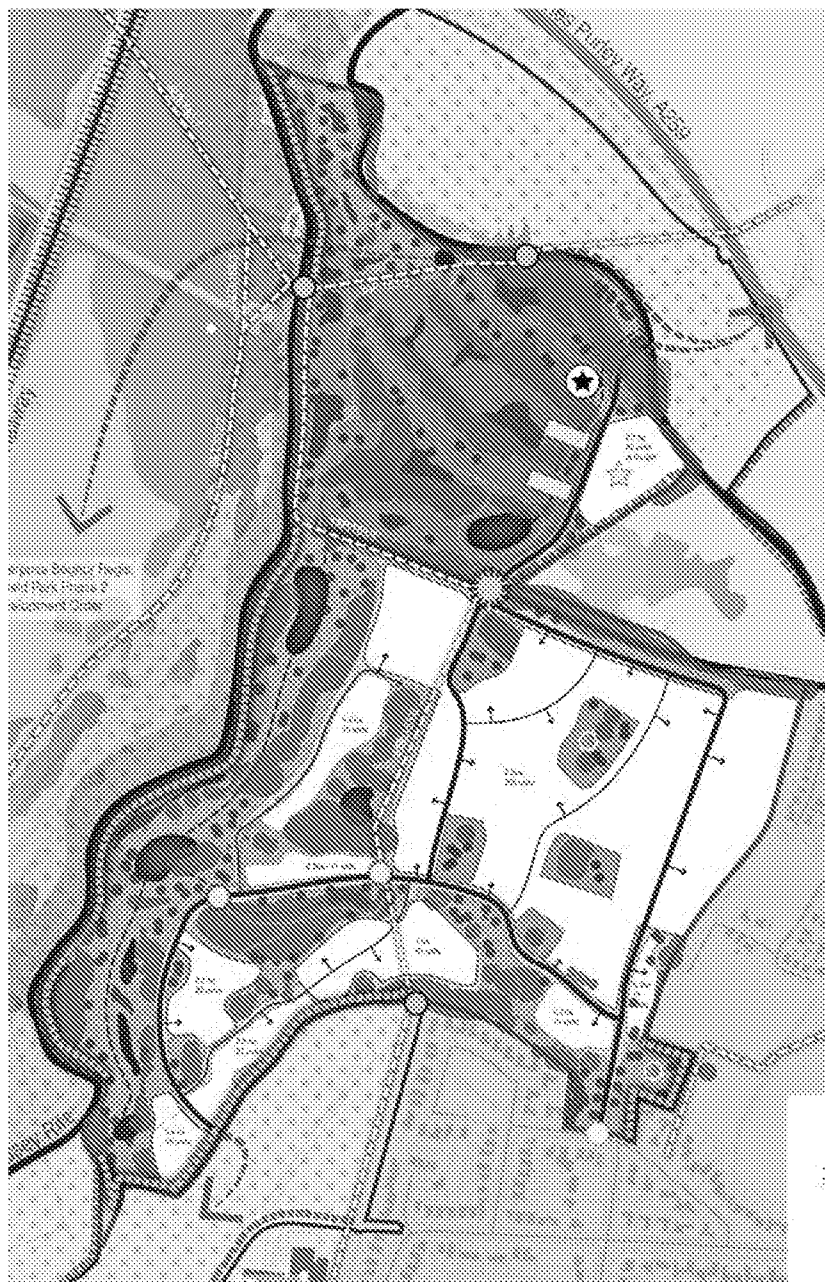
4.9 Subsequent iterations of the proposal saw the following key changes:

- The tree survey identified the extents of high quality tree cover. The design was modified to retain a greater number of trees within the body of the golf course and the creation of internal tree belts and greens.
- Development was pulled back from the west and south west and the developments blue infrastructure was extended and developed. These iterations sought to create both watervole habitat and responded to the findings of both the Landscape Assessment and Ecology Phase 1 evaluation.
- An iteration of the site access saw the retention of the existing Club house and ancillary buildings for community use. Car parking to the front and west of these buildings was retained and the access moved eastwards.

- Following further evaluation of local need the Elderly care provision planned to the north was removed and replaced with lower density housing.

- Further developments include modifications to create further surface water storage to the west of the site, additional woodland planting and further consideration of the developments character and urban form.





Key

- Application site boundary
- Third party land boundaries

Circulation & Infrastructure

- Existing highways
- ==== Existing Bognor Regis Branch Line railway
- Existing Public Rights of Way (PROWs)
- Proposed primary vehicular & pedestrian circulation
- Potential links to future contextual developments
- Proposed pedestrian routes
- Existing pedestrian access points
- Existing drainage culvert
- Proposed culverted access
- Proposed vehicular access points
- Proposed pedestrian access points

Drainage & Hydrology

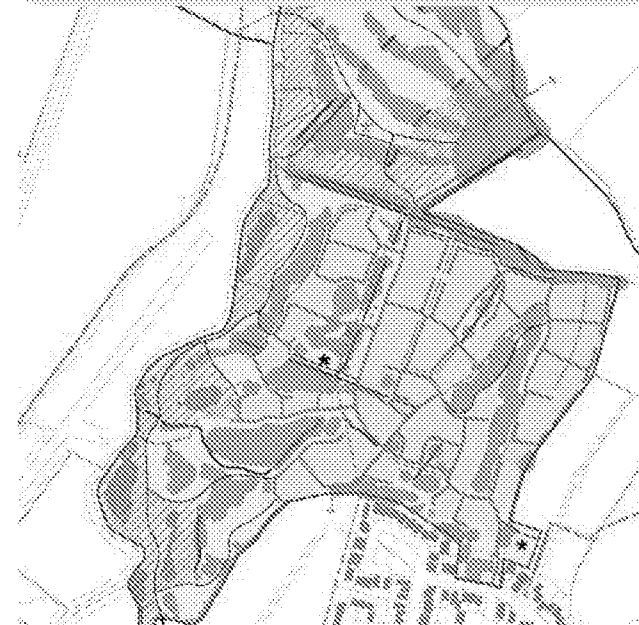
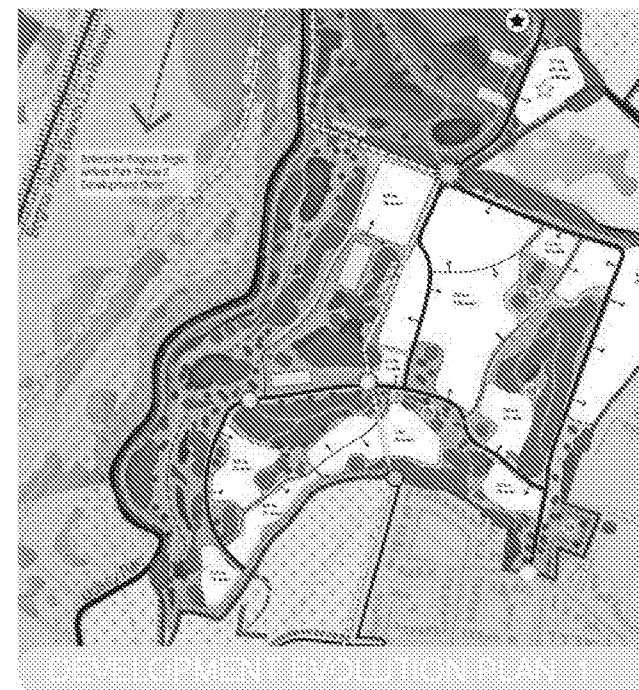
- Existing watercourses
- 100 year defendable flooding extents
- Proposed SUDs

Green Infrastructure

- Settlement Gap
- Existing trees to be retained
- Existing hedgerows
- Existing recreational green space
- Existing bat roost location
- Open rural land
- Proposed open green space
- Proposed trees
- Proposed hedgerows & boundary planting
- Proposed allotments

Land Use & Development

- Existing residential areas
- Existing dwellings
- Existing commercial warehouses
- Existing community buildings & facilities
- Enterprise Bognor Regis: Airfield Park Phase 2 Development Order
- Proposed back-to-back development blocks
- Proposed singular frontage development blocks
- ★ Proposed extra care development at 60 dph
- Potential play area location



A NEW DEVELOPMENT FRAMEWORK

Parameter Plans & Illustrative Masterplan

4.10 The development proposals are illustrated by the Development Framework (Figure 20), and the Parameter Plans (Figure 21) on the following pages. These plans identify the amount of built development, the distribution of land uses, Green Infrastructure, average development density and indicative building heights.

4.11 In accordance with DCLG publication *"Guidance on Local Information Requirements and Validation"* (2010) an Illustrative Masterplan (Figure 20), has also been prepared, the purpose of which is to demonstrate the general design principles that could be adopted for the new residential development, and how the development could be laid out within the parameters illustrated.

4.12 The Illustrative Masterplan indicates the principles of urban structure and urban grain, i.e. the framework and the layout of streets and routes, the location, arrangement and design of the development blocks, plot arrangement, and Green Infrastructure. The plan provides an approximate location of buildings across the site, and how the built form could relate to the streets/public realm.

Quantum of Development and Mix of Uses

4.13 In summary 480 dwellings are proposed on the site, including a mix of dwelling types from 1 and 2 bed maisonettes to 2-5 bedroom houses.

4.14 There is a commitment to the delivery of affordable housing that would see 30% of the total quantum delivered as rental and shared ownership accommodation.

4.15 Alongside new housing, the proposed development includes the re-purposing of the existing golf club house as a new community hub.

4.16 As a working assumption to assist the preparation of the Illustrative Masterplan and Parameters Plan, the housing mix tabulated in the table to the right has been considered with reference to the local Arun District housing policy requirements.

4.17 The development will comprise of a variety of dwelling types from detached and semi-detached housing to small groups of terraced accommodation, mews courts and a number of contemporary maisonettes. The main objective is for the development to offer a range of accommodation with a choice of houses to provide for single occupancy and family accommodation.

4.18 Housing will offer opportunities for home working and will cater for conversion to elderly accommodation. In line with the Government's National Design Guide, it is anticipated that the proposed variety and quality of buildings will provide flexible, adaptable housing, which can both respond to demographic change and to the needs of individuals throughout the course of their lives.

4.19 The benefits of this will be to create long-term interest in the community, foster a sense of stewardship or ownership, promote social diversity and ultimately support a strong sense of community.

4.20 Housing will be designed to maintain good permeability ensuring that all residents have easy access to open space, internal Estate Roads, footpath and cycle routes and to the proposed community hub and existing local primary school.

4.21 The proposed Market and Affordable Housing Mix is as follows:

Number of bed-rooms	Market Housing	Affordable housing	Combined
1 bed		24%	7%
2 bed	30%	47%	35%
3 bed	40%	22%	35%
4 bed	30%	7%	23%
Total	100%	100%	100%



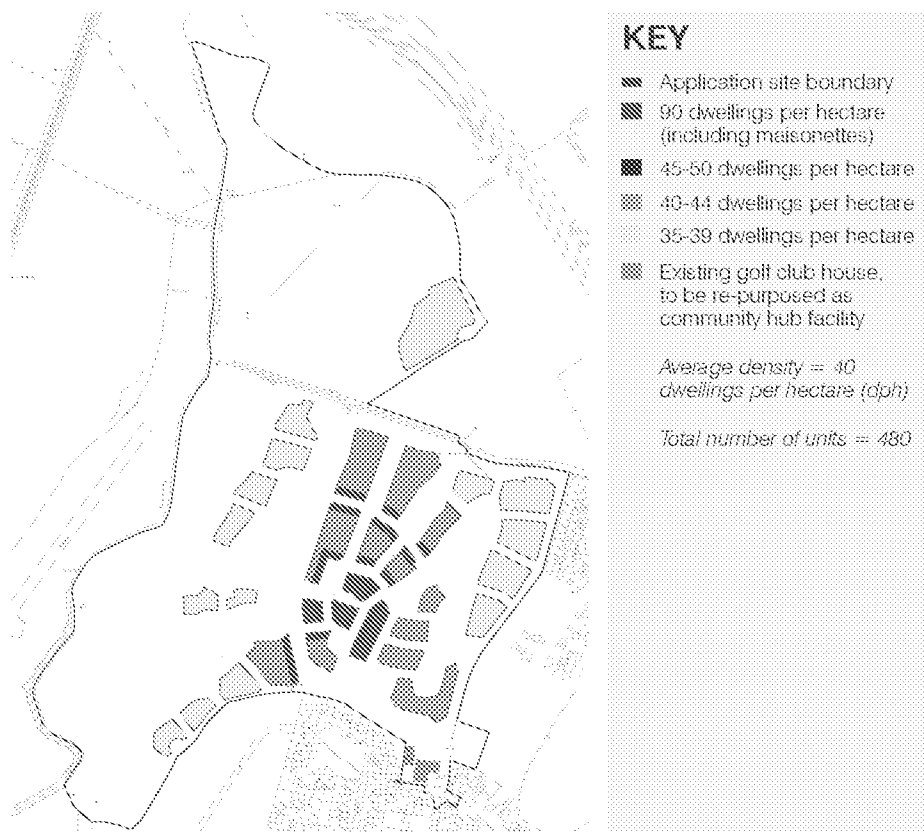


KEY

- Application site boundary - 40 ha
- ▨ Proposed areas of residential development
- ▩ Community facility and services
- ▤ Retained and proposed open space within wider green infrastructure
- Existing trees to be retained
- Areas of proposed tree planting
- Proposed singular tree planting
- ▨ Key areas of ecological value and enhancement
- ✕ Proposed growing areas
- Existing ditch/drainage network
- Proposed ditches and swales
- ▨ Proposed SuDS
- Existing Public Rights Of Way (PROWs) to be retained
- Proposed permissive public footpaths
- Proposed road network
- Proposed emergency access
- ◆ Safeguarded route for future Felpham - A259 link road
- ↗ Potential future vehicular link to the surrounding area
- ← Potential future pedestrian/cycle link to the surrounding area
- ▨ Proposed car parks

PARAMETER PLANS

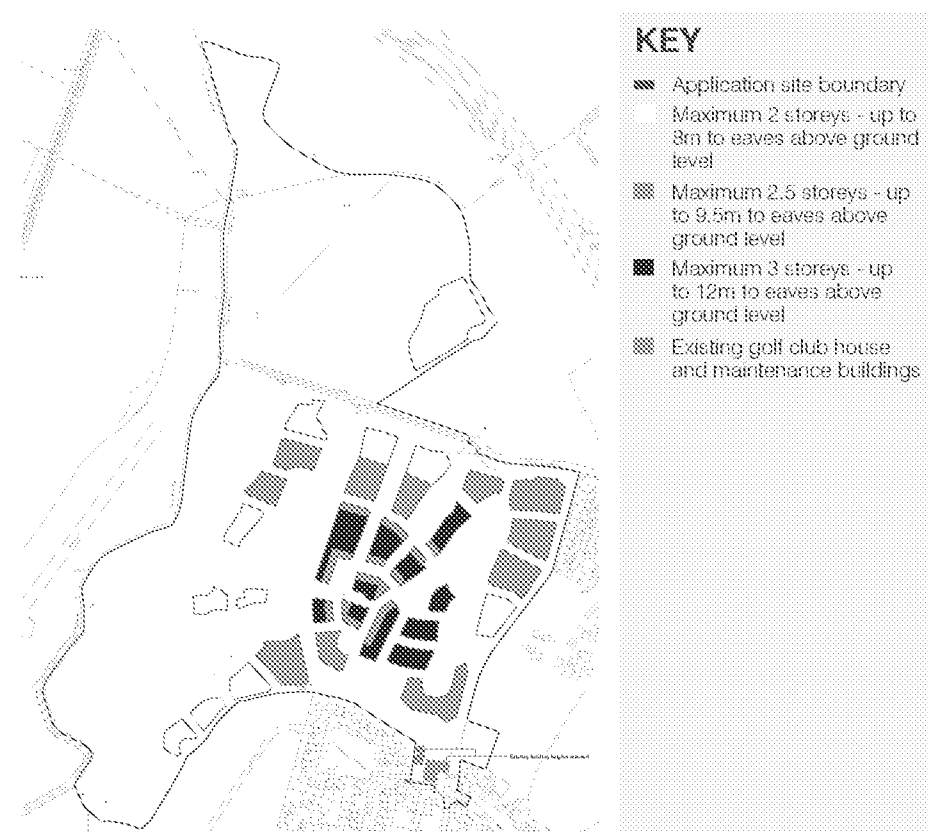
4.22 The following parameter plans form the basis of the evaluation presented in the Environmental Statement accompanying the application.



Development Density Plan

The approach taken towards housing density would see the creation of a central 'heart' to the development decreasing in density towards the developments periphery. This decrease in density reflects the developments context to the east and a transition towards open space to the north, to the west and to the south.

Contemporary maisonettes are proposed at circa 90 dwellings per hectare (dph) along key routes within the main body of the site.

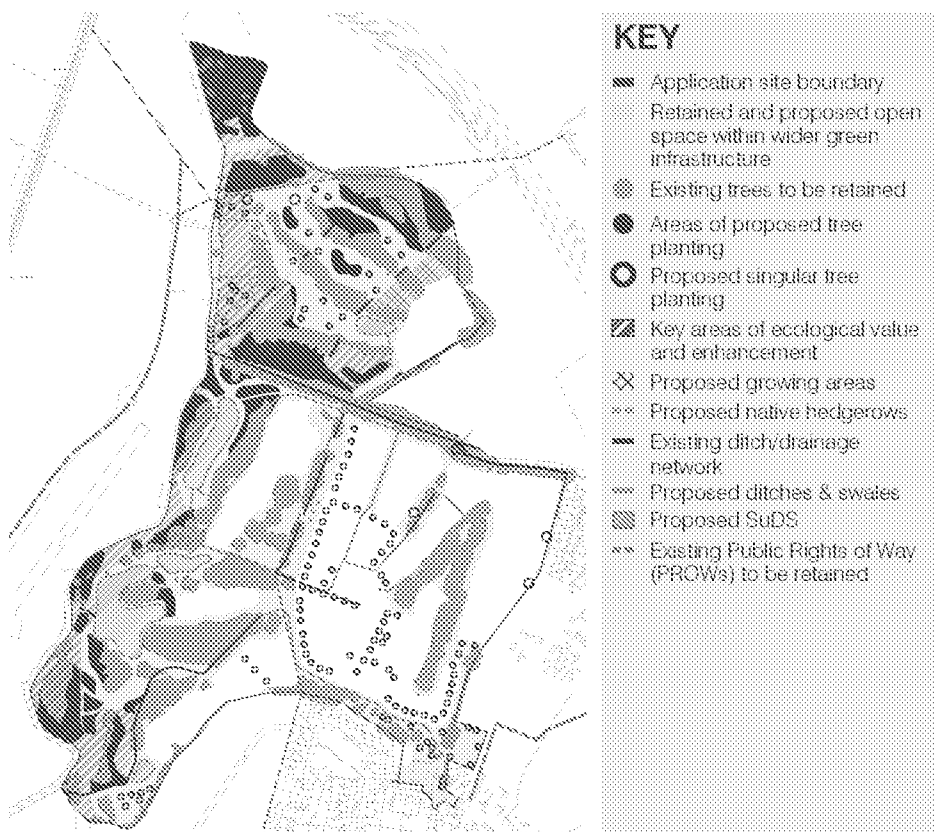


Building Heights

Building heights across the development reflect development density. Taller properties are aggregated around the developments heart (up to 3 storeys), punctuated by high density but lower (2 - 2.5 storey) maisonettes.

Radiating from the development heart development reduces from up to 3 storeys down to 2.5 storeys and then 2 storeys to the south, to the west and to the north.

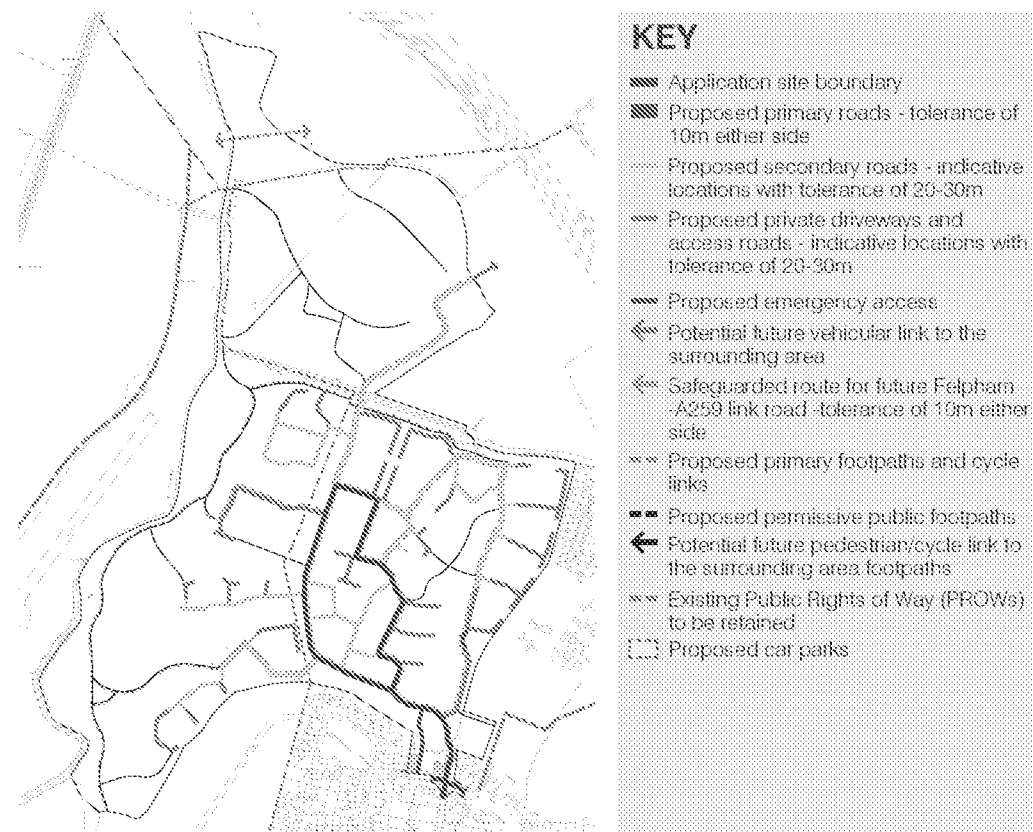




Green and Blue Infrastructure

The developments green and blue infrastructure looks to retain and reinforce the site's many mature trees, sub-canopy vegetation and the extensive ditch network which runs throughout the Site. This network links to a substantial belt of open green space along the western site boundary and a large area of parkland to the north of the site. To the west a minimum gap of 50m between Lidsey Rife and built development will be observed.

Open spaces create both local amenity space for resident and visitor recreation and play alongside new woodlands, meadows and wetlands for habitat enhancement.



Movement and Connectivity

Vehicle access is to be taken from Golf Links Road. This access is connected to a primary loop road running around the developments heart, and which is commensurate with development of the highest density and height. Secondary and tertiary routes extend to the remaining areas of residential development which in turn form discrete sub neighbourhoods to the north, east and to the west.

Pedestrian and cycle routes link through the development connecting east to west and north to south. These include the retention and enhancement of the existing PROW.

ILLUSTRATIVE MASTERPLAN

- 4.23 The masterplanning proposals are based upon a thorough and sensitive design response to the site's landscape and townscape context, in particular its relationship between the existing suburban edge of Felpham and Bognor Regis and the more open countryside to the north and rife to the west.
- 4.24 The proposals will not seek to recreate, or generate a pastiche of what has gone before, but instead look towards contemporary sustainable design solutions which effectively integrate into the existing fabric of Felpham and Bognor Regis by way of referencing common building materials, layout and street hierarchy.
- 4.25 The scheme will be developed to embrace the twelve Building for Life 12 criteria originally developed by CABI and the Home Builders Federation. These criteria embody the vision of what new housing developments should be: attractive, functional and sustainable.
- 4.26 The development features within the landscape gap between lower Felpham and Bognor Regis Retail Park to the west. Whilst the physical extents of the gap will be reduced the development proposes firstly to ensure that development is set back from the rife and wider landscape, secondly that new parkland is of a high quality and positively enriches the remaining gap in perpetuity and lastly that access to the gap is opened up to the public for informal recreation.

- 4.27 With the exception of the existing PROW the golf course is for members only and is off limits to the wider public.

Climate Resilience and Biodiversity Enhancement

- 4.28 The development will be embedded within a generous Green Infrastructure network. Creating an interlinked sequence of attractive, stimulating, ecologically rich and well-connected spaces.
- 4.29 The development will deliver a biodiversity net gain through the creation of a variety of new habitats, including new woodland, copses, areas of meadow and grassland and ponds, as well as the strategic expansion of the existing ditch network.
- 4.30 Greenways will thread through the development thereby creating an opportunity for safe and active non-car travel routes between homes, play areas and the wider context of the Site.

A 20-Minute Neighbourhood

- 4.31 The concept of '20-Minute Neighbourhoods' is to build places in which most of people's daily needs can be met within a short walk or cycle. The development will deliver a new community hub, and all dwellings within the scheme will sit within a 20 minute round walking distance from key facilities.

Lighting Strategy

- 4.32 Lighting columns will be considered along primary routes, however for all secondary routes the design currently favours a restricted use of lighting, whether on a timer switch or motion activated in order to maintain dark skies and commuting corridors for bats and to reduce the developments impact on the wider countryside.





NOTES

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

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KEY

Site Boundary: BS&M

Residential Areas
c. 450 units

Community Hub
Use: to be determined through consultation

Proposed road

Proposed footpaths / cycleways

Proposed equipped play space

Proposed informal natural play space

GREEN INFRASTRUCTURE

Retained trees

Proposed specimen tree planting

Proposed community growing space

Proposed sustainable drainage features (SuDS) and habitat creation

Proposed drainage/ditch network

Proposed parkland area with biodiversity enhancements

Western ecological buffer with integrated SuDS

Greenways featuring existing mature Category A trees

Community Car Park

ACCESS

Proposed vehicular & pedestrian access points

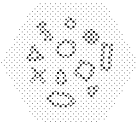
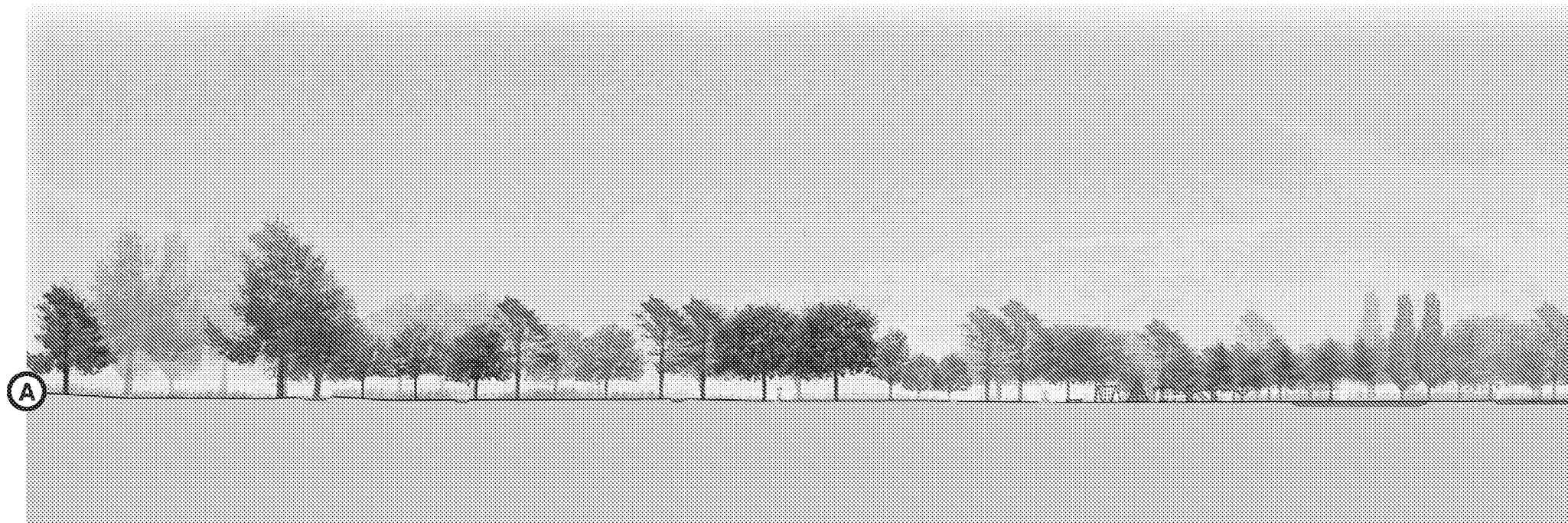
Potential future pedestrian/cycle links to surrounding areas

Public right of way

Safeguarded route

Existing telecommunications apparatus

DESIGN SECTIONS



Key area of ecological value and enhancement

An extensive ecological buffer running the length of the site, adjoining Lidsey Rife. The proposed ditch network will tie into the existing blue infrastructure, benefiting the ecology of the Site, notably encouraging the growth of the local water vole population that is present along the Rife.

Proposed natural play & integrated SuDS

An adventure play area, comprising of natural play features such as boulders, landform, space to build dens etc is proposed within parkland to the north of the site. Different play opportunities catering for a variety of ages and abilities aims to create a development which is both vibrant and inclusive.

An attenuation basin, naturalistic in character, is proposed to alleviate the risk of flooding in this northern parkland area.





Growing areas

The provision of communal growing areas in order to encourage sustainable living and community cohesion. In this location these spaces transition into wider parkland whilst being well overlooked by adjoining housing. With such spaces on the doorstep for new residents, a diverse and engaging environment will be formed.

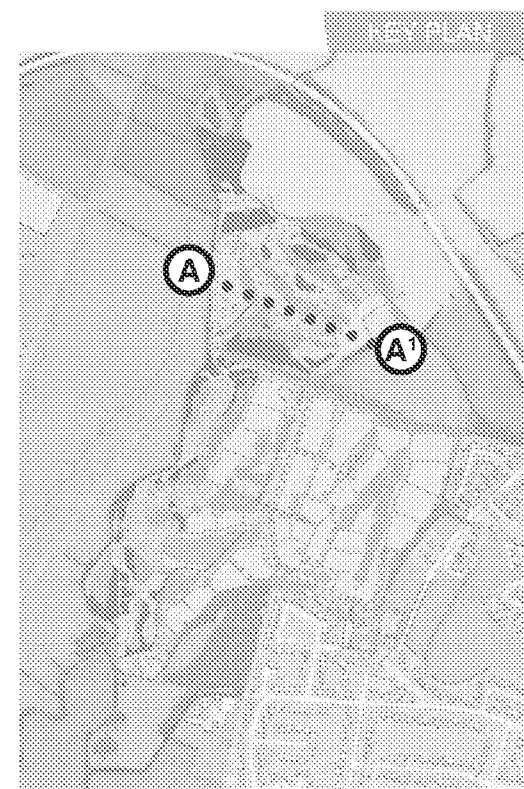


Lower density high quality housing

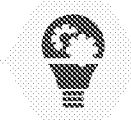
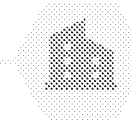
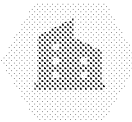
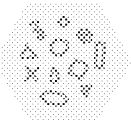
The development will be divided into smaller sub neighbourhoods towards the sites periphery. Each will have its own character and identity.

At 2 storeys high (8m max) these housing units will be embedded within the landscape, in a private and intimate environment.

A road link will be constructed to the site's boundary in order to safeguard the opportunity to connect the site to the A259 in the future.



DESIGN SECTIONS



Sustainable Drainage

Land to the west of the site will feature a new Sustainable drainage network including three large surface water attenuation basins. These basins will vary in size, form and appearance, each being of natural form, avoiding engineered profiles so as to integrate into the landscape sympathetically.

To the north the first basin will include permanent wetland and open water. In the centre the second basin will feature wetland that periodically dries in the height of summer and to the south the third basin will be predominantly dry, featuring damp meadow.

Mixed density housing with incidental green space

Housing densities will vary across the site from lower density, low rise housing to the west, rising to higher density taller properties within the heart of the development. Development character will equally change across the development aiding orientation. Existing belts of tree planting running through the built area will provide a maturity to the development and will screen the majority of buildings within the core from the wider area. These features are in turn further reinforced by areas of incidental green space will be nestled within the built area.

Contemporary maisonettes

Within the heart of the development the street scene features contemporary maisonette-style housing. These units will feature 2 bed ground floor units with 1 bed units on the first floor. All units will have a front door to the street and private garden space, ground floor units to the rear and first floor units via a private roof terrace space.

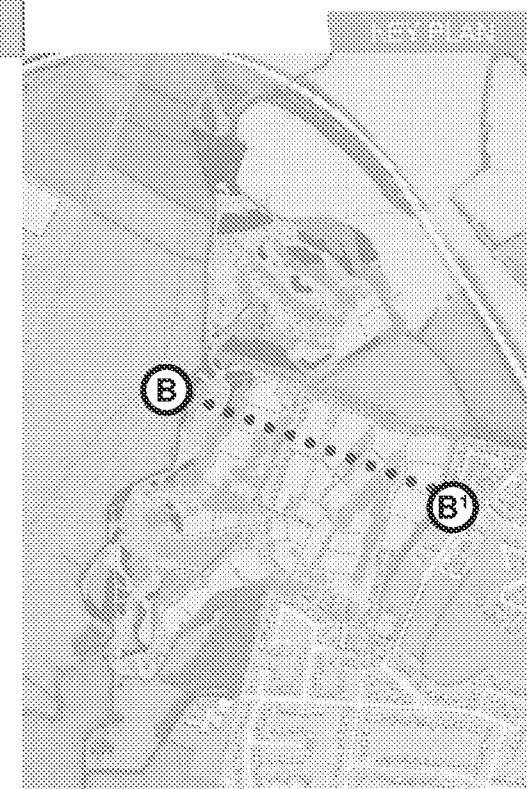




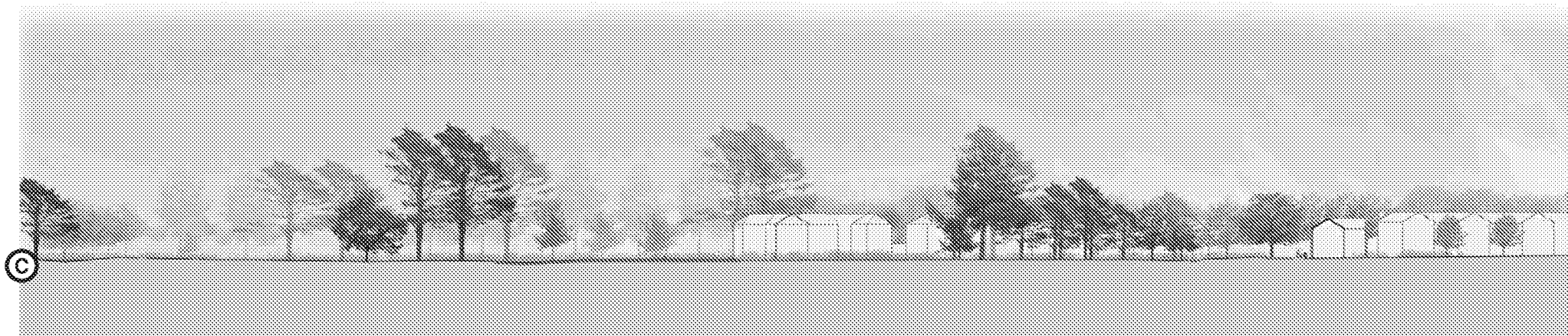
Utilising the existing landscape features of high value

One key element which has driven the masterplan is the retention of as many landscape features of value as possible.

Notably, the presence of Category A trees on the existing Site has dictated the strategic positioning of many of the development blocks and internal roadways within the scheme. Indeed, with the exception of a single tree all of the Category A trees within the site are to be retained. These trees define development blocks, penetrate into and through development blocks and feature as specimen trees within small greens.



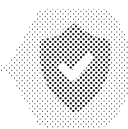
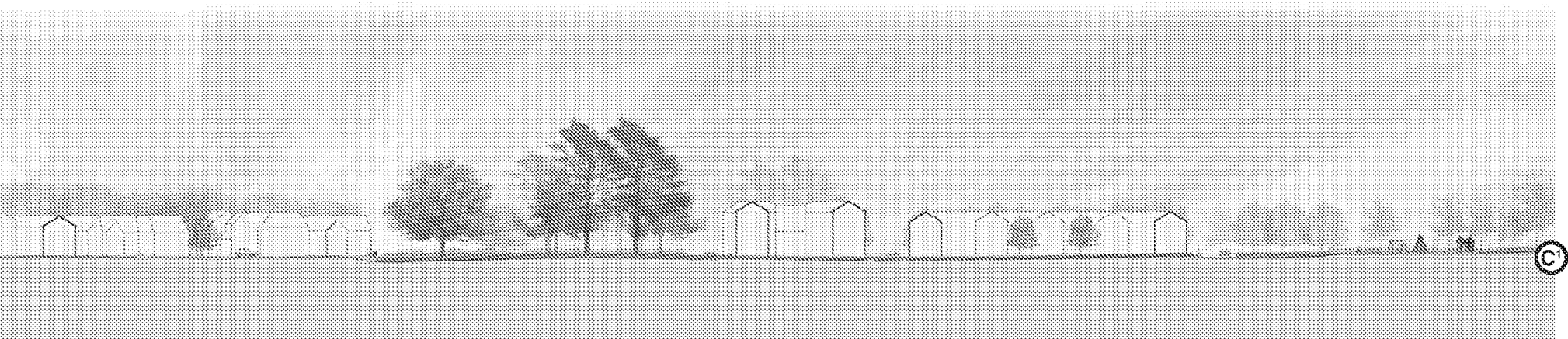
DESIGN SECTIONS



Flood Alleviation

The development features a number of localised berms (raised landforms) to prevent flood water from penetrating into the development proposals. To the south of the site these features channel flood water from the area around the site's access away from this area, instead conveying this westwards towards the river.



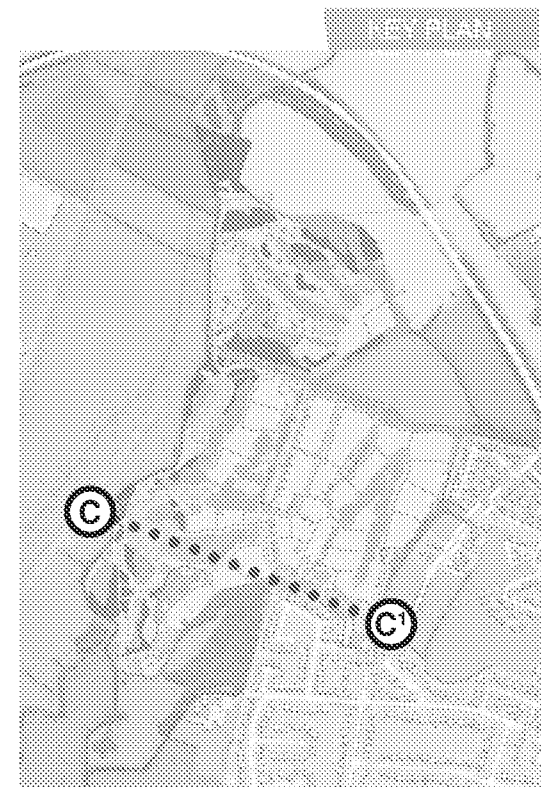


A welcoming gateway

The appearance and arrangement of spaces upon entry into the site have been a key consideration throughout the design process.

The first visible residential blocks upon entry into the site comprise densities of between 40-42dph. Opposite these blocks, on the site of the current overspill car park, a small green and play space is proposed. In this location open space and play space serve both members of the new community and those which live to the south and east of the site. Pedestrian and cycle connectivity between this space and existing open space to the east is to be explored.

Additionally the existing club house and ancillary buildings are to be retained and refurbished as a new community hub. The exact details of this space are to be determined following further public consultation and as part of the Reserved Matters process. This space has scope to provide local healthcare provision, a children's day nursery and meeting rooms or similar.



A LANDSCAPE LED APPROACH



4.33 Development on the edge of, and between existing settlements, can be a sensitive issue. By taking a landscape-led approach the design has sought to ensure that the proposed development accommodates the need for housing within an arrangement that is sensitive to the site's existing character. The scheme seeks to offer appropriate separation between existing settlements, whilst providing a sensitive transition from urban to rural areas.

4.34 Besides parkland the development will be broken up with linear green routes. These routes will vary in width and will be designed to allow wildlife to move freely and for people to be able to move safely through the development without the need to drive.

4.35 These linked spaces also provide attractive and comprehensive routes for walking and cycling through and around the site and opportunities for integrated sustainable drainage systems. The benefits of living within such a setting, with exposure to a natural and sociable environment is widely appreciated to have numerous health and well-being benefits

4.36 The Landscape Strategy (Section 6) sets out the principles for the landscape design; illustrating the arrangement, the intended function and character of spaces and the key features within. The strategy demonstrates how the development can be sensitively incorporated within the site's context.

4.37 The proposals are designed to optimise existing natural assets, such as trees and hedgerows for example, and to achieve a multi-functional, legible and attractive setting for the residential development.

4.38 All proposed new housing will lie within 100m or less than 2 minute walk of usable open space.

4.39 Key to the site's design is the creation of a new 'woodland' park to the north, and the setting back of development and new habitat creation to the west along Lidsey Rife. Further details are provided in the Landscape Strategy at Section 6.

Residential Areas

4.40 In line with the NPPF street planting will be robust and appropriate to the space available between carriageway and adjacent buildings. Planting will soften views of built form, define defensible space and provide an attractive setting to new dwellings and streets. Trees and specimen plants will be located strategically to frame and conclude views throughout the development. Within back gardens, small-medium sized trees will be proposed to promote a strong green network for wildlife habitats and boost nesting and foraging opportunities for birds and bats.

Play Areas

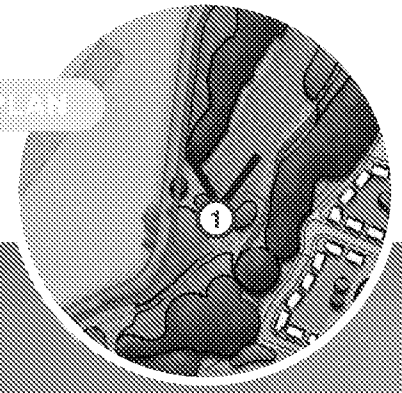
4.41 Play spaces will include interpretative and natural play opportunities for children across a range of ages. Benches, picnic areas and shelters will be featured to encourage parents and families to stay and meet whilst supervising their children at play. Planting will include fruiting and sensory-rich species.

Open Space

4.42 Open spaces will comprise a mosaic of grass species, meadow areas, scrub and woodland. They will feature a path network in order to provide connections between open space areas as well as adjacent neighbourhoods.

4.43 A variety of seating will be located at regular intervals, providing opportunities to rest or a destination to reach. There are opportunities to introduce incidental play and fitness features in amenity areas, as well as bird hides, orchards and wetland in areas of habitat creation.







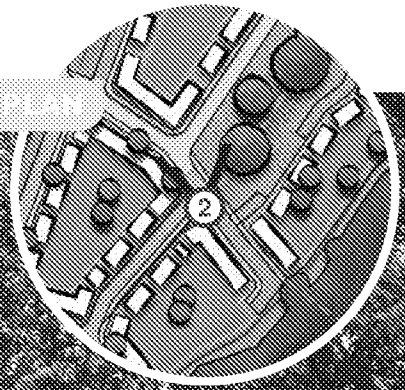
4.44 Variation in development density, building height, building typology, scale, plan form, boundary treatments and soft landscaping all contribute to changes in character, which in turn help develop a distinctive, identifiable sense of place. In addition, it is important that areas of differing character work together as a whole. A common palette of building materials and styles will be essential, as will compliance with current best practice urban design guidance with regard to place making and the creation of garden suburbs. The following place making techniques will be employed:

- **Building Interface:** How buildings change direction is an essential part of place making. Where appropriate, development will ensure that a continuous frontage wraps around corners in order to define the street and avoid weak edges.
- **Building Frontages:** Best practice advocates that a mix of narrow and wide plan forms should be used to give different character areas variety and vibrancy. Wide frontage buildings allow for a greater opportunity for variation along a street, whilst narrow frontages will establish a run of linked dwellings and continuous frontages.
- **Building Line:** The detailed design will include subtle changes to the building line with regard to scale, height and the setback of buildings from the footway. These variations will ensure that the development avoids bland, uniform streets but instead promotes the use of incidental green spaces and ensures that space is available for street tree planting.

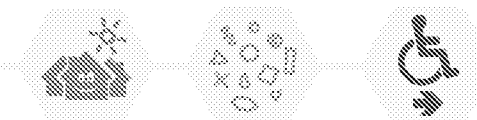
- **Landmarks and Vistas:** The use of landmarks such as a rendered building in a run of brick buildings or an existing mature tree etc, will be used to provide focus, identity and legibility across the development. As noted in the Urban Design Compendium, *"A clear network of routes or paths allows an easily usable series of connections between places, creating a favorable image in the memory. Views and vistas aligned with key buildings are particularly useful to the visitor."* (para 3.6.2) The detailed block and street layout will be arranged so that it comprises of a series of attractive views and vistas.
- **Safe and Secure:** A desirable place to live, work and play, which is safe and secure, is fundamental. This will be achieved by the way the development is laid out and by the street, block and plot design. As noted in the Urban Design Compendium, *"...the perception of safety or danger does not always relate directly to actual incidence of crime. We feel comfortable and confident using areas where there is good visibility and effective lighting, where we feel we can be seen and heard by other people. Thoughtful design is an important instrument in enhancing everyone's sense of well-being and making places more user friendly, easy to understand and secure."* (para 5.6)
- **Well Designed Public Realm:** A key part of the development is its public realm, whether this comprises the streets people live on, the green spaces that punctuate and penetrate the development, or the new community core. Fundamentally these spaces will be interconnected, attractive, and designed to be open, inclusive and usable.

- **Active Public Frontages and Natural Surveillance:** Buildings will be located to actively face streets and public areas across the development, in order to promote natural surveillance, and thereby discourage anti-social behavior. Public areas such as streets and play areas etc, will be designed so that they are easily accessible and attractive to use whilst avoiding barriers, blank walls and dead ends. Street trees will be sited as to not obscure views and spaces will be well lit using fittings appropriate to their use.
- **Pedestrian Focused:** Public spaces around the development will promote pedestrian priority. Pavements will avoid clutter or barriers. On-street car parking will be planned so that it includes safe crossing points. Junctions and crossings over roads will be well signed and defined by a change of surface. All designated road crossings will be at grade to ensure that those with impaired mobility may cross easily.
- **Multi-Use:** Wherever possible, public spaces will be designed so that they may be used by different user groups. *"People from different cultural or age groups, including children, the disabled and the elderly, will use spaces in different ways. Rather than segregating activity types and thus user groups, it is beneficial to look at ways of designing versatile spaces that enable different people to enjoy different activities, in the same space as far as possible."* (Urban Design Compendium para 5.5.1)
- **Distinctive:** The development will not seek to replicate what has gone before but will instead positively plan to create a new neighbourhood with its own character and sense of place.



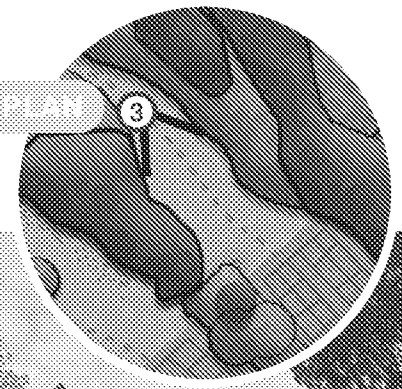


Community Core



- 4.45 Integral to the development is an interconnected network of community assets, from parkland for informal recreation to the north and west, to play spaces, communal growing spaces, incidental green spaces for gathering and meeting, to a new community hub in the south.
- 4.46 Key to the developments success is the legibility and accessibility of these assets. The PROW that passes through the centre of the site provides a spine or focus of sorts along which these assets can readily be accessed by proposed residents and existing residents alike.
- 4.47 The new community hub comprises the re-purposed club house and its ancillary buildings. This community facility with associated communal green space, parking and play area helps to bridge existing and proposed communities and acts as a landmark on arrival to the site.
- 4.48 Play spaces will comprise a combination of equipped play space and adventure or natural play opportunities designed to cater for a variety of ages and abilities.
- 4.49 Communal growing spaces to the north of the site will provide opportunities for people to come together to meet and grow fruit, veg and flowers. These spaces provide important social space bringing together people of all ages.
- 4.50 Incidental green spaces throughout the development offer smaller more intimate opportunities for food growing, play, meeting and recreation.





5 ACCESS

ACCESS



Site Access

- 5.1 Access to the site will be provided approximately 5m east of the existing access serving the Golf Club (Gareth Road). The access proposes to change the priority of Downview Road so that it continues straight into the site. Consequently Golf Links Road and Shirley Drive are changed to priority junctions with Downview Road as shown on the inset.
- 5.2 The access road will be 6m wide narrowing to 5.5m within the development area. The proposed access arrangement will include a continuation of the existing footway network into the site and also provides a shared footway/cycleway into the site alongside the eastern side of the access road.
- 5.3 As part of the access arrangement, the proposal is to provide a raised tabletop junction arrangement with Golf Links Road and Shirley Drive, this will act as a traffic calming feature ensuring that vehicles approaching the junction are traveling at low speeds maintaining the existing 20mph speed limit.
- 5.4 A separate access for emergency vehicles will be provided to the west of the main access off Golf Links Drive. This access will be in the same location as the existing access that currently serves a small area of parking behind the Golf Club.

- 5.5 The emergency access route into the site will be a minimum of 3.5m wide or 3.7m wide between kerbs and will be accessible by pedestrians and cyclists with a removable bollard or similar to restrict unauthorised vehicles.
- 5.6 To provide a range of access options for pedestrians and cyclists to the site the opportunity exists to upgrade the existing PRow (route No.153) that continues on a north-south alignment from the site to join with Drygrounds Lane / Felpham Way to the south and links to the A259 to the north.
- 5.7 WSCC are currently proposing to upgrade the section of PRow 153 between Downview Primary School and Drygrounds Lane to a Bridleway to allow access for cyclists.
- 5.8 The development proposal will include as part of a S106 agreement, a contribution towards the upgrading of PRow 153 to provide a surfaced footway/cycleway link between the site and Downlands Primary school as well as to the north between the site and the A259.
- 5.9 This route would in turn link with the existing footway/cycleway along Felpham Way and via the existing pedestrian crossing that joins to Drygrounds Lane will provide access to the PRow 3047 which continues south of the B2259 into Felpham Village.

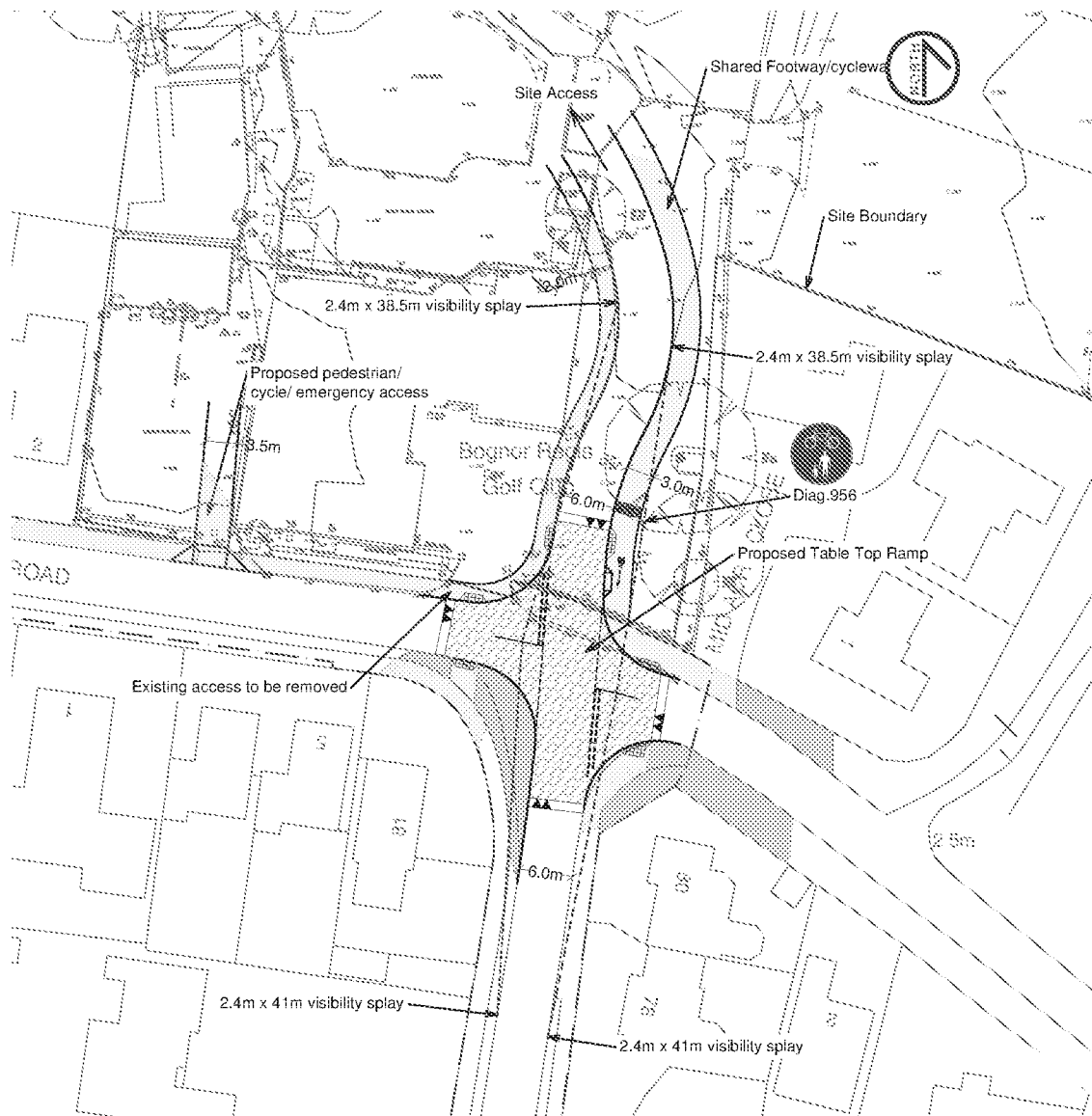
Public Transport

- 5.10 To encourage bus use, the bus stop on Wroxham Way near to the junction with Stalham Way will be improved to include a raised kerb to make it easier for disabled, elderly and people with pushchairs to access the bus. There is insufficient room at this location to provide a bus shelter.
- 5.11 The bus stops on B2259 east of the junction with Downview Road will also be upgraded. The bus stop on the northern side has an existing cantilever bus shelter this shelter will be upgraded to include real time information and the existing kerb raised to make access easier for disabled, elderly and people with pushchairs. The bus stop on the southern side is a simple bus flag arrangement, although there appears to be sufficient room to provide a cantilever bus shelter which would also include real-time information and raised kerbs.

Safeguarded Links

- 5.12 With reference to Figure 30 (point 1) a strip of land is to be safeguarded free of drainage, tree or other such constraints in order to enable a connection to the LEC airfield employment allocation to pass through the north of the site at a date as yet to be determined. This route will be the subject of a separate application by others.
- 5.13 Point 2 on Figure 30 indicates the potential for a future link to the A259.







A Walkable Neighbourhood

5.14 To encourage bus use, the bus stop on Wroxham Way near to the junction

5.15 The design of the new scheme seeks to promote alternative and sustainable transport methods through the delivery of convenient, attractive and enjoyable pedestrian/cycle routes.

5.16 Walking and cycling: Wherever possible pedestrian routes should consider the following:

- **Convenience** – follow desire lines without any undue deviation from route

- **Connectivity** – link multiple origin and destinations
- **Conviviality** – be pleasant to use
- **Coherence** – be made legible through paving and/or signage
- **Conspicuousness** – promote security and safety allowing pedestrians to see and be seen by others

5.17 The plan opposite (Figure 33) demonstrates how the development will enable a network of safe routes through the connecting open space to the north and west with community facilities and existing residential areas to the south and east.

5.18 A green spine focused in part on the existing PROW 153 provides a key footway and cycleway link through the centre of the site. This route links the proposed community hub with the parkland to the north, the play spaces and the communal growing space.

5.19 Linking to and from this route a network of proposed new routes link the development west with open space along the Rife and east into the body of the development.





KEY

-  Vehicular access
-  Emergency vehicle access
-  Primary road
-  Secondary road
-  Tertiary road
-  Existing road network
-  ① Land to be safeguarded for a potential link between the A259 and the LEC Arifield - employment allocation
-  ② Primary Road built to the site boundary for potential future connection to the A259



A Walkable Neighbourhood Continued

- 5.20 A number of the proposed links are routed via shared surface roads, the design of which will ensure pedestrians and cyclists have priority. This will include localised tree planting to slow through flow of cars, signage, and a change of surface etc.
- 5.21 Alongside formal routes informal mown grass routes weave through the areas of open space to the west and north of the site, passing through open meadow, mown amenity lawn and woodland glades, providing a varied recreational trails.
- 5.22 Internal roads will all feature 2m wide footways and tabled junctions for ease of pedestrian movement and to slow traffic. Footways will be provided on each side that has development frontage. For single sided roads a footway will only typically be available on the side with active frontage.

Car Parking, Cycle Parking and Electric Car Charging

- 5.23 The development will provide parking in line with current standards.
- 5.24 The parking provision on the site has been based on Arun District Council's parking standards SPD 2020 which in turn has been calculated based on an evidence-led approach ensuring that the number of parking spaces provided is appropriate to the location and characteristics of the development. In addition to the standard parking provision, the proposal includes for 20% of visitor parking provision to ensure that sufficient off road parking is provided and the through movement is kept clear.
- 5.25 To ensure that the site is future proofed, all properties that have a garage or a driveway will have a charging point for Electric Vehicles. In addition for the non-residential uses on the site 50% of the spaces will include Active EV charging points.





KEY

- Community spine footway & cycleway
- Links from community spine to surroundings
- Combined footway and cycle routes
- Surfaced footpath routes
- Pedestrian routes via shared surface streets
- Mown paths
- Existing PROW
- Emergency vehicular route
- Existing bus stops
- Existing bus routes
- Existing road network

6 GREEN AND BLUE INFRASTRUCTURE STRATEGY



GREEN AND BLUE INFRASTRUCTURE



5.26 High quality Green and Blue Infrastructure is an essential component of the proposals for Lidsey Green. The rationale is to establish an attractive, safe and enduring landscape that will provide a rich and diverse setting for new development, maximising biodiversity and public amenity whilst protecting the inherent qualities of the gap between Felpham and Bognor Regis.

5.27 The existing landscape of hedgerows and trees will be supported by a network of proposed new Green Infrastructure which includes new broadleaved woodland, trees, hedgerows, community growing space, areas of parkland, conservation grassland and wetland habitats. In the long term this will significantly enhance the site's landscape and biodiversity by providing increased habitat creation and connectivity.

5.28 Interconnected open spaces will be accessible within 100m of all new residents, thereby ensuring that residents have access to space for informal recreation, and well-being.

5.29 The development includes a significant amount of green infrastructure which serves both the development and the wider community.

5.30 Given the site's low lying topography and the proximity of the Lidsey Rife and areas of floodplain the developments blue infrastructure will be crucial.

5.31 Existing ditches across the site will, where practicable, be retained and extended to form an interconnected network of swales, ditches and rain gardens. This network will be designed to maximise its biodiversity and visual appeal whilst ensuring it functions effectively for water management across the site.

Open Space Standards

5.32 Circa 480 houses will generate a population of around 1200 people (assuming a multiplier of 2.5 persons per household). Arun District Councils Open Space Standards lists the type and quantum of open space required by developments over 10 units. This development is required to deliver the following:

- **Parks and Gardens** – 0.8Ha per 1000 population. As such the development requires 0.96Ha
- **Amenity Green Space**– 0.6Ha per 1000 population. As such the development requires 0.72Ha
- **Natural and Semi Natural Green Space** – 1.8Ha per 1000 population. As such the development requires 2.16Ha
- **Equipped Designated Play Areas** – 0.25Ha per 1000 population. As such the development requires 0.30Ha
- **Other Outdoor Provision** – 0.30Ha per 1000 population. As such the development requires 0.36Ha

• **TOTAL REQUIREMENT = 4.5HA**

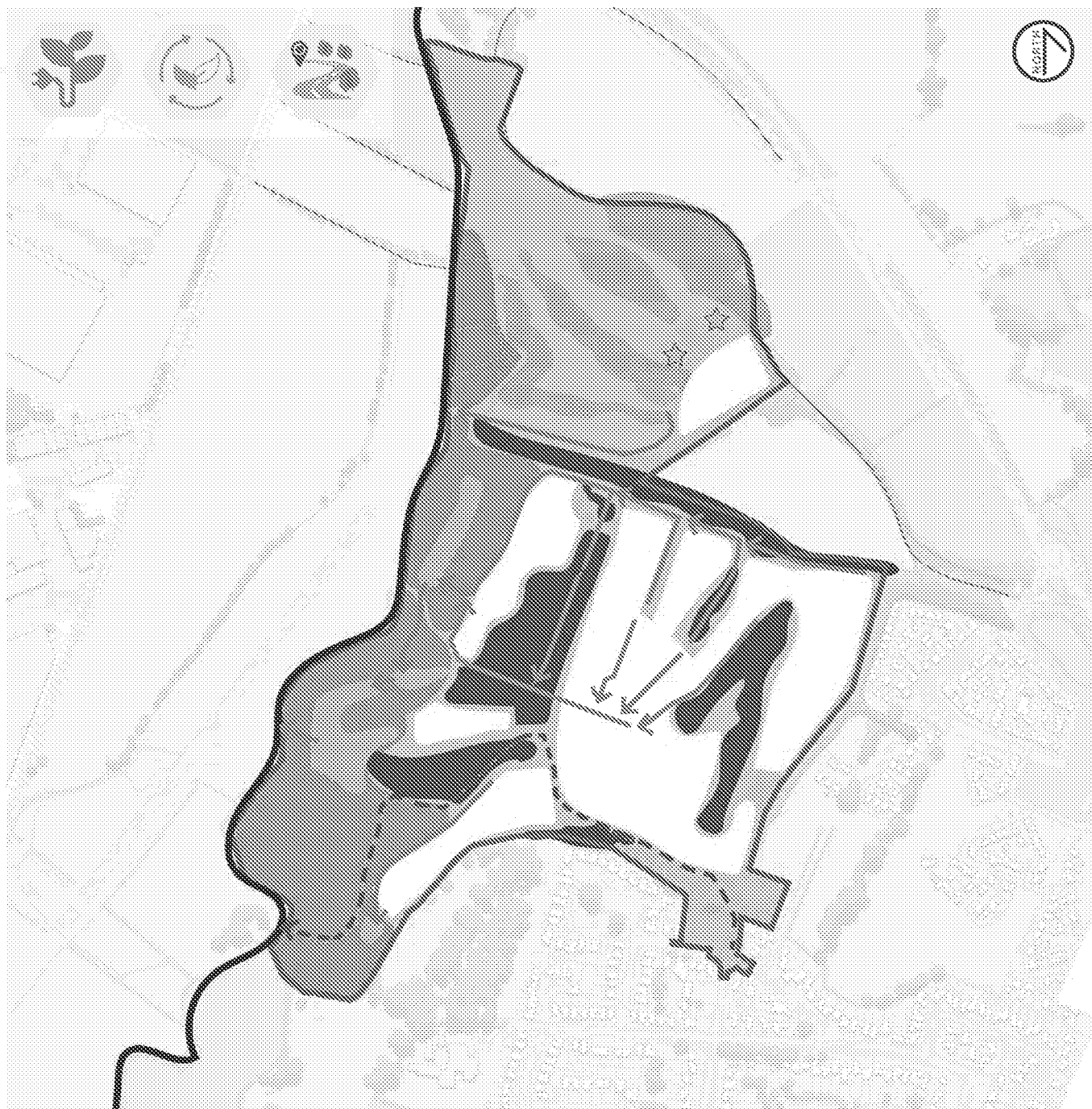
5.33 The development will ensure policy compliance and deliver each of the open space typologies listed above. Given the site's wider landscape character and sensitivity to the west and to the north, broad areas of open space are proposed. This will result in an over provision of natural and semi natural green space for wider public benefit.

5.34 In total the development proposes to deliver 27.7Ha of open space. This equates to circa 70% of the total site area.

5.35 The plan at Figure 34 illustrates 5 proposed landscape strategies that in combination will ensure that the development integrates into its context, delivers a biodiversity net gain and creates an attractive, environment in which to live, work and play.

- **Strategy 1: Northern Parkland** - To the north of the site a mosaic of woodland, scrub, and meadow is proposed. This area will include both formal and informal footpath routes, places for picnicking, adventure play and community growing space. This area will balance public amenity with habitat creation.
- **Strategy 2: The Lidsey Rife** - To the west of the site a linear 'habitat park' is proposed. This area will see the creation of a wetland, woodland carr, reed beds, woodland copse and meadow. Footpath routes will be routed around and through this area.
- **Strategy 3: The Tree Belts** - Existing tree retained tree belts will be supplemented with new tree and understorey planting.





KEY

Green Infrastructure

- Strategy Area 1: Northern Parkland
- Strategy Area 2: The Lidsey Rife - habitat
- Strategy Area 3: The Tree Belts
- ★ Communal Growing Space

Blue Infrastructure

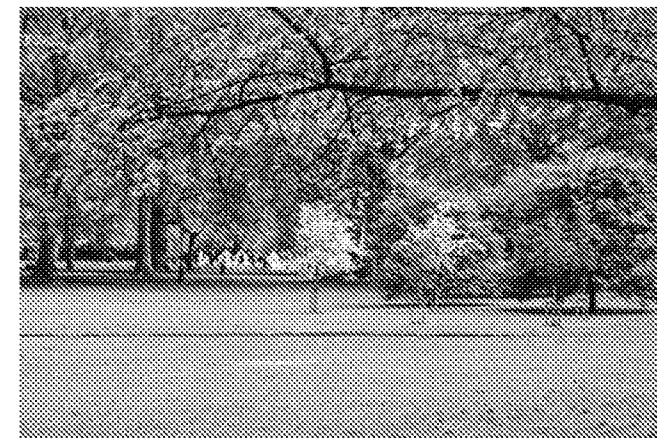
- ➔ Strategy Area 4: The Blue Network
- The Lidsey Rife
- ➔ Designated flood corridor to convey localised flooding from around Golf Links Road through the development to the Rife.

- **Strategy 4: The Blue Network** - An interconnected network of swales, ditches, rain gardens, attenuation basins and wetland laid out for both surface water attenuation and biodiversity enhancement.
- **Strategy 5: Biodiversity Enhancement** - The development will maximise the site's biodiversity potential.

STRATEGIES 1-3: GREEN INFRASTRUCTURE

6.1 In line with the Arun Green Infrastructure Study the proposed development proposes the following:

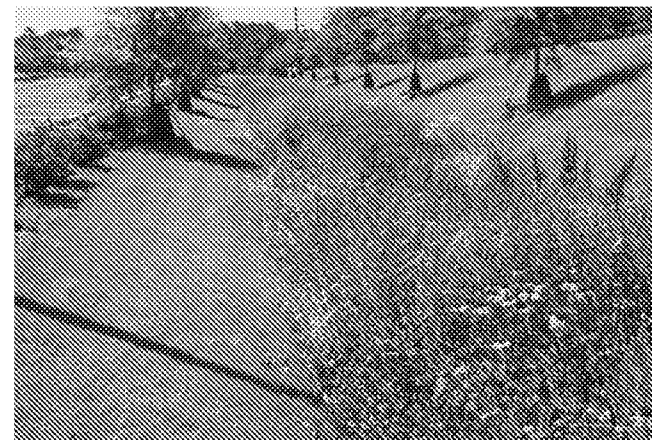
- **Urban Greening:** Extensive areas of new parkland, tree planting and habitat creation will create an attractive environment within which to live and play.
- **New community resources:** The development will provide play space, community growing space, orchard planting and accessible open space.
- **Strategic Green Infrastructure Corridor:** Despite localised tree loss, that will be inevitable as a result of development, tree coverage across the site will be increased and the species and age structure of existing tree stock will be diversified.
- **Improved rights of way network:** Existing rights of way will be retained and enhanced. Routes will also be extended to create an accessible network of routes from north to south and east to west.
- **Local food production:** Local food growing opportunities will be available within communal growing spaces as well as orchard tree planting.
- **Protect existing Green Infrastructure assets:** Where practicable existing landscape features will be retained and new high quality parkland will be provided to help alleviate visitor pressure on Pagham Harbour and to provide a range of recreational activities.



STRATEGY 4: BLUE INFRASTRUCTURE

6.2 In line with the Arun Green Infrastructure Study the proposed development proposes the following:

- **SUDS schemes:** The development will create an integrated network of swales, ditches, rain gardens and attenuation basins in order to effectively control surface water run off from the site to a greenfield runoff rate.
- These features will penetrate into and through the development, helping to define the streetscene, delineate key routes and provide destination spaces within parkland to the west of the site.



STRATEGY 5: BIODIVERSITY

- 6.3 The site's Green and Blue Infrastructure will create a number of habitats which were previously poorly represented or absent. The development will promote the conservation of the wider landscape for biodiversity by significantly increasing habitat cover and diversity by implementing a diverse mosaic of habitat typologies alongside buffering the Rife and connecting existing hedgerows and mature tree groups. The scheme endeavors to create a major Green and Blue Infrastructure resource of linked habitats and biodiversity, providing opportunities for health, recreation, learning, movement and wildlife.



Planting Strategy

- 6.4 Figure 32 illustrates the range of landscape types and habitat spaces that are proposed. In combination these spaces will deliver excellent health and well being benefits alongside a significant biodiversity net gain.
- 6.5 Key features of the strategy include new woodland planting, swathes of tall and mid sward tussocky / wildflower grassland transitioning to more ornamental amenity spaces within the centre of the site.
- 6.6 Planting will be designed to soften the development, maximise biodiversity, create intimacy, frame views and provide seasonal and sensory interest. All spaces will be structured by trees and hedges. Planting will be selected on the basis that it is hardy, suited to ground conditions, attractive and will contribute to the ecological value of the site and character of the wider area. Native planting will be used where possible, however ornamental plants that provide a fruit or nectar source will be considered in appropriate places.

7 CONCLUSION



CONCLUSION

- 7.1 Bognor Regis Golf Club and Hallam Land Management are committed to the delivery of a sustainable development which is socially inclusive, environmentally diverse and adds to the economic prosperity of Arun.
- 7.2 The objectives set out on pages 6 and 7 of this document aim to provide a framework within which design decisions have been made.
- 7.3 This Design and Access Statement has set out a clear explanation of the design process, and consultation process undertaken with key stakeholders. The design process has also included a comprehensive and thorough assessment of the site and its immediate context, and the development of a robust set of principles to guide the design of the site.
- 7.4 The plans and design approach together with the supporting illustrative strategies demonstrate how the vision for the site can be delivered.
- 7.5 Development will accord with the principles of high-quality design and best practice set out within both National Design Guidance and the Arun Design Guide, in order to create a townscape that is both varied, and yet sympathetic to its environment. The aim is to achieve a development with a strong identity and distinct sense of place, whilst at the same time integrating with the existing community.
- 7.6 Following the 13 design criteria set out in the Arun Design Guide development at Lidsey Rife will deliver:



1 A distinctive new neighbourhood for Felpham and Bognor Regis

The development will not deliver a pastiche of what has gone before but will instead deliver a contemporary new neighbourhood. A new neighbourhood that draws from the best qualities of the site such as its existing trees and waterways to create a development with a sense of maturity and a recognisable sense of place.

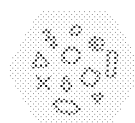


2 Cohesive & Vibrant Neighbourhoods

The health and well-being of both existing and proposed new residents is an important part of the developments design. All housing will fall within 100m of accessible open space. Moreover, a new community hub, play spaces and communal growing spaces are proposed within easy access to all.

Incidental green spaces will provide meeting spaces within the urban area and roads will prioritise walking and cycling.

Market and affordable housing will be indistinguishable.



3 Diversity

The development will provide a wide range of housing types and tenures including 1 and 2 bed contemporary maisonettes.



4 Ease of Movement

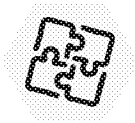
An extensive network of footway and cycle routes are proposed linking existing and proposed housing with community assets, parkland and the wider public rights of way network.





5 Accessibility & Inclusion

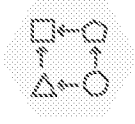
Lidsey Green will be designed to be safe, secure and welcoming for people of all ages and abilities. The development will be accessible for all.



6 Legibility & Integration

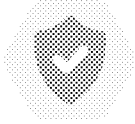
The development will include a clear road hierarchy, buildings that actively front open spaces and boundary treatments that effectively define both public and private spaces.

The development will nestle within the site's existing tree belts and transition from a higher density core to lower density sub neighbourhoods towards the north, west and south.



7 Adaptability & Future Needs

The development will adhere to Lifetime Homes Standards and the Future Homes Standard, supporting the drive for future proofed low carbon heating and energy efficiency;



8 Safety, Security & Crime Prevention

Lidsey Green has been designed in accordance with Secure by Design. The development will avoid blank gabies, dead ends, blind corners, rear parking courts, equipped play spaces that poorly overlooked etc



9 Efficient Use of Natural Resources

Wherever practicable the design has sought to retain existing assets such as trees, ditches etc and to supplement these with additional planting that will in time help provide shading and urban cooling. Additionally the development proposes to maximise site wide biodiversity. Existing buildings will be repurposed for community use.



10 Innovation

The Golf Club and Hallam Land Management remain committed to exploring sustainable construction techniques, design and technologies, which enhance and add to the existing character of the area, and the performance, quality and aesthetics of the development.



11 Climate Change & Sustainability

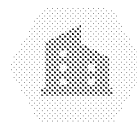
The development will producing 10% of the total predicted energy requirements of the site, from renewable or low carbon energy sources.

The development will make provision for electric vehicle charging and cycle storage, and will take into account the effects of climate change in the design of site drainage strategy, planting for climate resilience and buildings designed to Future Homes Standards.



12 Good Streets & Spaces

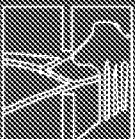
The development will provide a clear and permeable hierarchy of streets, routes and spaces to ensure safe and convenient movement for all users. It will also establish a high quality public realm with well managed and maintained public areas, including the proposed Community Hub.



13 Well Designed Buildings

The Golf Club and Hallam Land Management are committed to setting out a Design Code that will ensure all new buildings on site will be constructed sustainably.

On Behalf Of:



**Hallam Land
Management**

By:



**URBAN
WILDERNESS**

Rev	Issue	Reviewed	Approved	Date
-	1	NJE	NJE	14 Dec 2021
A	2	NJE	NJE	15 Dec 2021