



Full planning application
for proposed remodelling of
golf practice ground and
surrounding land, including
tees (incorporating
importation
of material)

Littlehampton Golf Club,
Rope Walk,
Littlehampton

September 2017

Design & Access Statement

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Introduction

This Design & Access Statement is in support of a full planning application for the proposed remodelling of a golf practice ground and surrounding land, including tees (incorporating the importation of material) on land at Littlehampton Golf Club, Rope Walk, Littlehampton.

The application should be read in conjunction with the plans and supporting statements that are detailed at paragraph 1.4 of the Planning Statement.

The requirements of what should be included in a Design & Access Statement are detailed at a national level in the online National Planning Policy Guidance (NPPG). This states that a Design & Access Statement must: (a) explain the design principles and concepts that have been applied to the proposed development; and (b) demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account. It notes that a development's context refers to the particular characteristics of the application site and its wider setting. It also notes that a Design & Access Statement must explain the applicant's approach to access and how relevant Local Plan policies have been taken into account. It requires applicants to explain how any specific issues which might affect access to the proposed development have been addressed.

Having regard to these obligations, and in the interests of avoiding repetition, this Design & Access Statement should be read, in particular, in conjunction with the Planning Statement that accompanies the application.

Site and Surroundings

Littlehampton Golf Club is located immediately to the west of Littlehampton. It is on the west side of the River Arun which runs in a broadly north-south direction, flowing into the sea a short way to the south of the application site.

The Golf Club site is accessed from the northwest, from the A259, initially via Ferry Road which runs broadly east, and then via Rope Walk which runs broadly south, parallel to the River Arun. This roadway defines the eastern boundary of the Golf Course and terminates a short way to the southeast, at a car park with cafe and toilets serving West Beach, which runs westerly from the car park toward Middleton-on-Sea.

On the east side of Rope Walk (and immediately west of the River Arun) are a series of water related land uses, including marina and boatyard.

The Golf Clubhouse and associated parking facilities are located toward the northern end of the Golf Course. South of this is the course's first tee. This is a 420 yard par 4 hole which runs due south. Immediately to the south of the first green are the tees for the second hole. This is a 366 yard par 4 which runs west, parallel to West Beach.

To the west of the first fairway, and north of the second fairway is a broadly rectangular area of flat grassland that is edged to the north, south and west by modestly rising land covered in scrub. (Photo 1) This comprises a golf practice ground. It is bordered to the west by the third hole, and to the north by the 17th green, and 18th tee.

The tee position for the practice range is located immediately to the east of the first fairway, and west of Rope Walk. This means golf balls are hit perpendicular to, and across, the first fairway. (Photo 2)

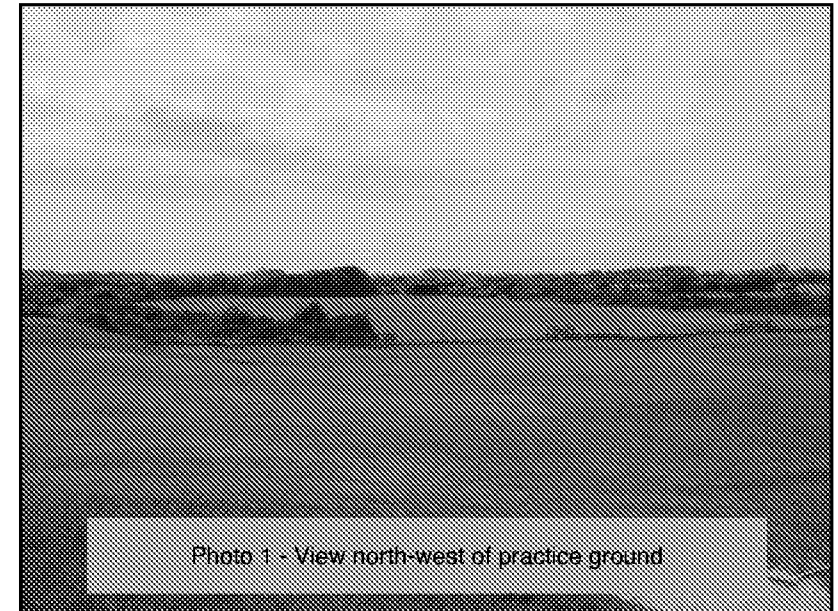


Photo 1 - View north-west of practice ground

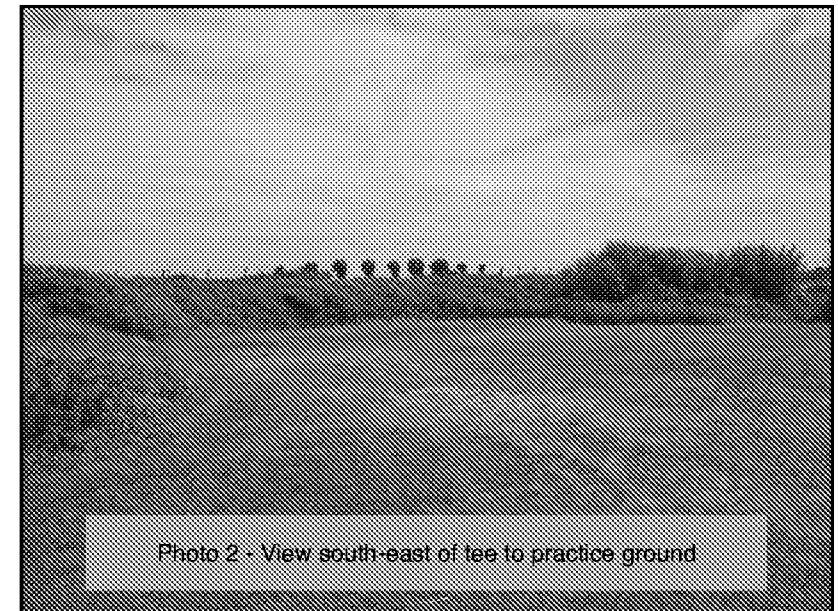


Photo 2 - View south-east of tee to practice ground



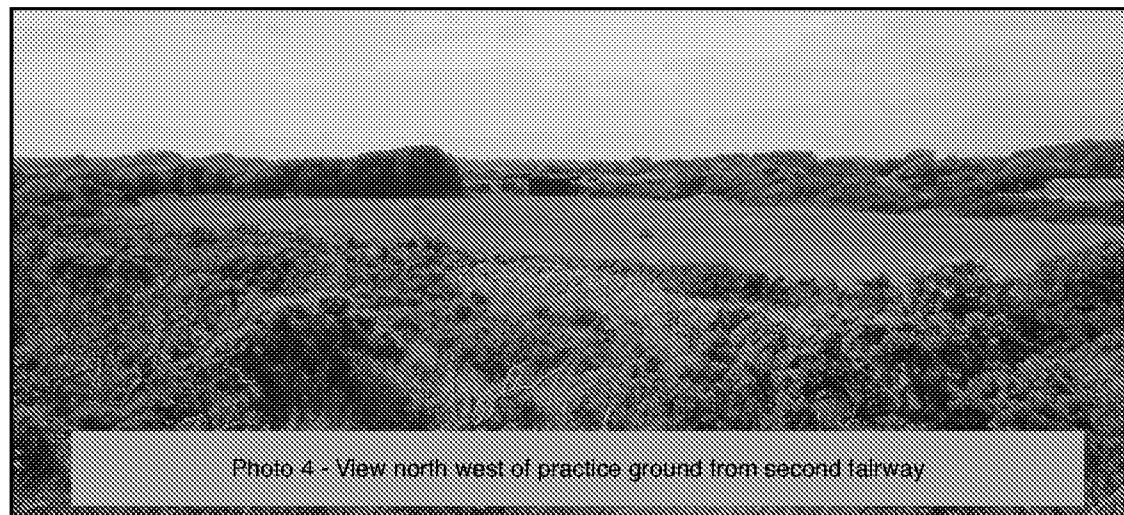
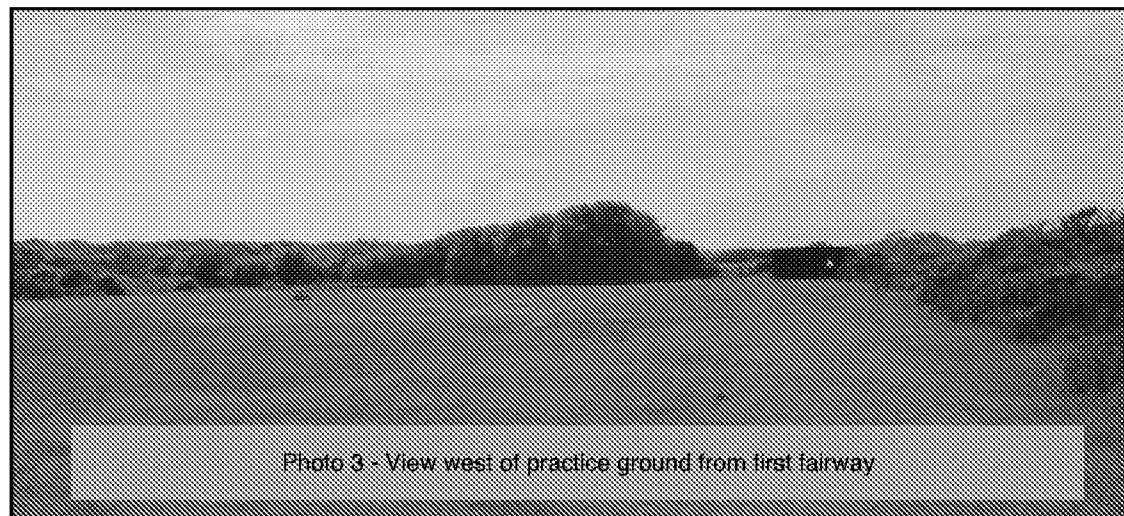
The practice range, is set at some 1.5m AOD. To the south, the second fairway is set at some 4.5m AOD, and beyond this, land rises on to the series of sand dunes at the back of West Beach; to the east, Rope Walk is set higher than the Golf Course at some 4.5m AOD; to the north, land rises to some 2.0 - 2.5m AOD; and to the west, land rises to some 3.0m AOD.

Immediately south of tees for the second hole are the remnant remains of a 19th century artillery fort known as Littlehampton Fort, which is currently undergoing restoration.

Proposed Development

The application site comprises the existing practice ground area of the Golf Course, surrounded by scrubland, and bordered to all sides by tees, greens and fairways (Photos 3 and 4). The area is low lying, in relation to land to the north, south and west, and has poor drainage at times of inclement weather. This, together with the surrounding scrub, renders the practice ground of limited use.

The application envisages the remodelling of the area. This would include the importation of material to create a re-profiled area that gently rises in a westerly direction to a minimum of 7.0-7.5m AOD. It would then fall more steeply to the rear (west) as well as to the north and south. The change in ground levels at any given point would be a maximum of some 5m. The practice ground would be convex in form.



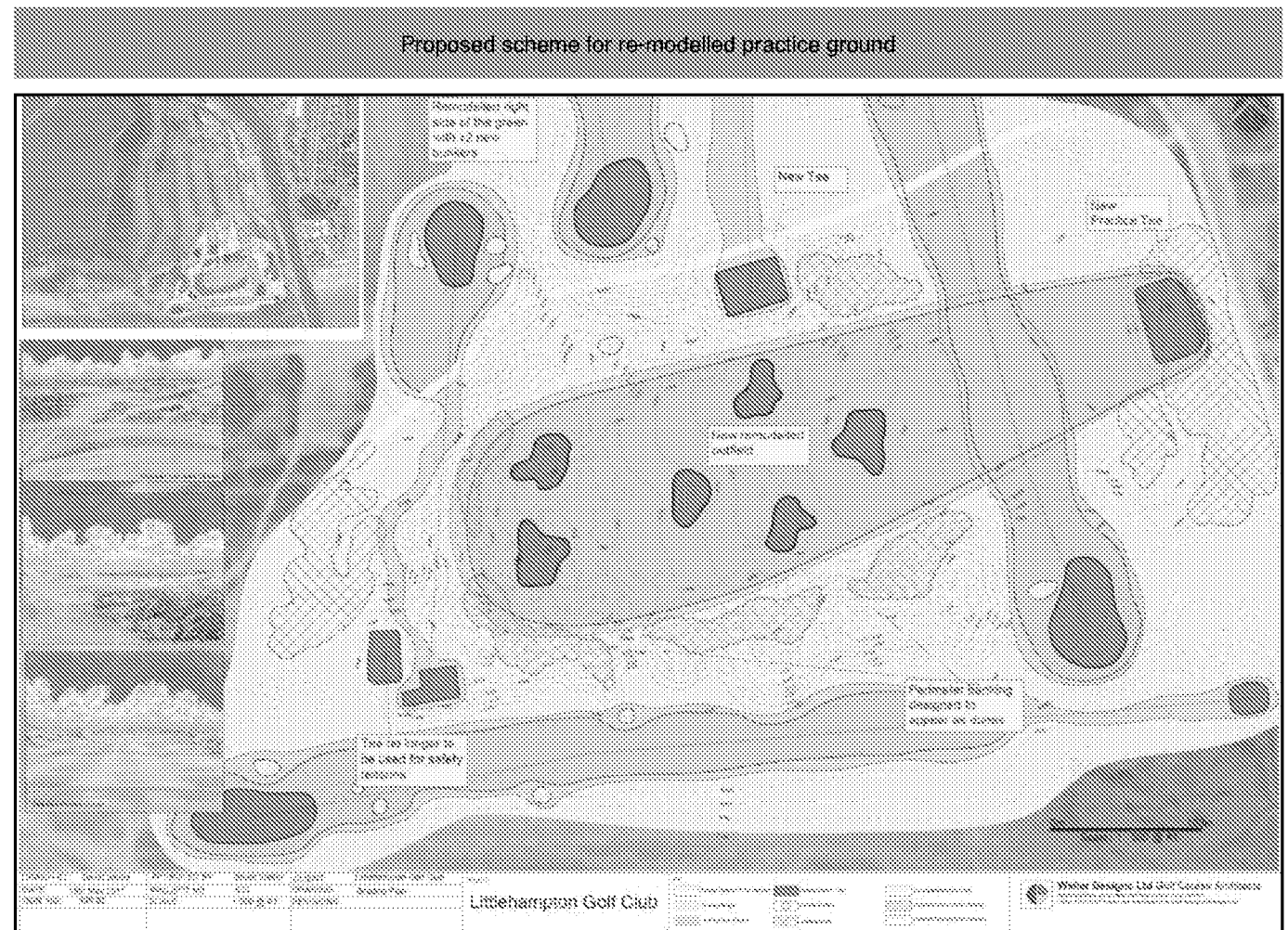
In conjunction with this work, it is also proposed to re-profile the third fairway (immediately to the west of the practice ground), with a modestly repositioned tee. Similarly, the tee position for the 18th fairway (which heads in a northerly direction) would be re-profiled and raised.

It is proposed that the area around the practice ground would be re-landscaped with a coastal area wildflower seed mix, together with native shrub specimen species, which would include hawthorn, blackthorn, pussy willow, common elder and gorse.

The proposed works would necessitate the importation of material from offsite. It is estimated that this would amount to some 45,000 cubic metres. This would be delivered in some 3,750 vehicle loads, based on a carrying capacity of each vehicle of some 12 cubic metres. It is estimated the works would take six months to be completed, equating to a maximum average of some 29 daily load deliveries. This would equate to some 3-4 movements per hour.

It is proposed the works would be implemented during the 'low' season, in terms of both usage

of the Golf Course and uses of the adjacent Rope Walk and West Beach. This would be between 1st October - 31st March. Delivery vehicles would travel along the A259, then Ferry Road, and then Rope Walk, before accessing the application site via the existing works entrance a short way to the northeast of the practice ground area. This would necessitate modest alterations to the existing access way, to enable delivery and deposition of material.



Design - Principles and Concepts

The application site comprises part of the 'links' Golf Course. It is characterised by its setting with a sand dune system to the south and the River Arun and its harbour to the east.

The existing practice area is low-lying and has poor drainage in inclement weather. It is also surrounded by rising land that is covered with scrub planting. These diminish the usability of the practice ground. The proposed resulting land-form would resolve these limitations, enabling a convex practice area with steeper slopes to the outer edges, and to the rear. It would also enable a modest remodelling of the third tee and fairway, and the 18th tee. These enhancements can be delivered via a land-form that is in keeping with and reflective of, an undulating sand dune system.

During the implementation of the works, it is proposed to seek agreement to temporarily suspend some of the parallel parking bays within Rope Walk, within the vicinity of the Golf Club. This will facilitate the introduction of a temporary passing bay to provide opportunities for the delivery vehicles and other roadway users to pass safely. It is expected the traffic along Rope Walk will be highest at the proposed passing bay, due to the traffic associated with the Golf Club and is therefore at the optimum location. Temporary suspension of the parking bays and implementation of the temporary passing bay will be undertaken in liaison with the District Council who are in control of parking along Rope Walk.

The Golf Course is part of the Strategic Gap between Littlehampton and Middleton-on-Sea. The scheme seeks to respect the objectives and fundamental integrity of the Gap area.

The site is a short way to the north-east of the remnant remains of Littlehampton Fort, a designated Scheduled Ancient Monument (Photo 5). This is currently undergoing restoration. The fort was built as a result of its position adjacent to the mouth of the river Arun. Whilst the application site is visible from, and therefore within the 'setting' of the fort, the proposed works will have a neutral impact on this 'heritage asset'.

The application is supported by a Preliminary Ecological Appraisal This provides the necessary technical assessment to confirm that the works will protect and provide net gains in biodiversity.

The application site falls within an area that is defined as being at risk of tidal flooding. As such, this application is supported by a Flood Risk Assessment (FRA) and an associated addendum. This has been prepared following initial discussions with the Environment Agency. As set out in the FRA, it is confirmed that the scheme will not materially reduce the coastal floodplain storage capacity, and no compensation storage capacity is required. The scheme will not materially increase the risk of flooding on or off-site.

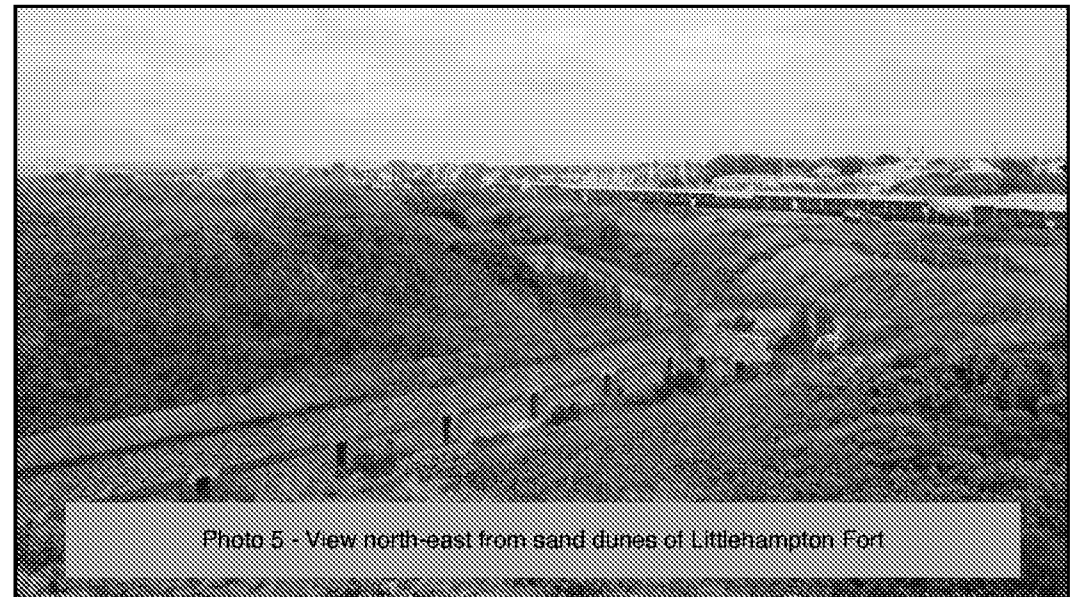


Photo 5 - View north-east from sand dunes of Littlehampton Fort

Access - Principles and Concepts

The application site is accessed from the A259, initially via Ferry Road, and then Rope Walk. This runs adjacent to the eastern boundary of the Golf Course (Photo 6) and terminates at the car park to the south of the course that serves West Beach. Rope Walk is narrow and is subject to a 15mph speed limit.

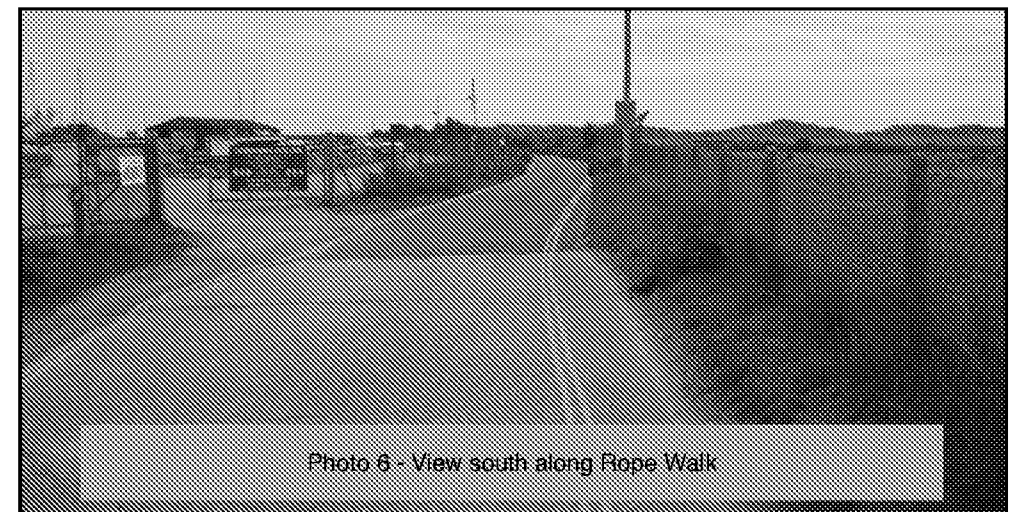
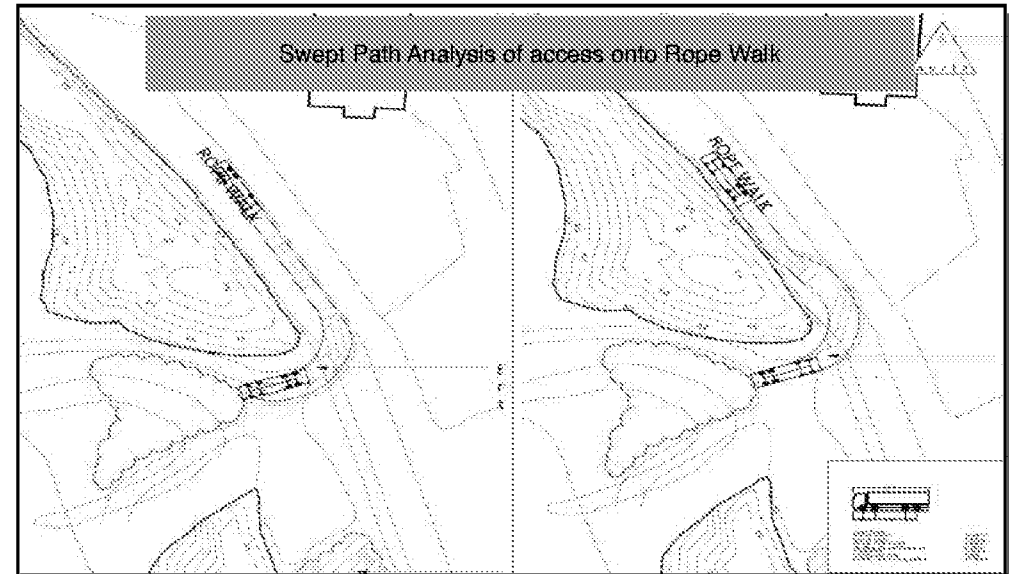
There is an existing works access from this roadway that serves the golf course a short way to the south of the existing bund.

The proposed works require the importation of material. It is estimated that this amounts to some 45,000 cubic metres of material. It would be transported to the site via tipper trucks carrying some 12 cubic metres of material per load. It would require a total of some 3759 vehicle trips. It is proposed the works would be implemented over a 6 month period equating to an average of some 29 loads per day.

Given the form and width of Rope Walk, a number of measures are proposed to mitigate the impact of the construction phase of the scheme. These are:

- undertake works October - March;
- temporarily suspend some parking bays to enable temporary provision of additional passing bay; and
- utilise a 'banksman' at site access.

It is proposed that the works would take place during the 'low' tourist season, when visitor numbers are low and therefore consequential traffic along Rope Walk is limited. This would limit the prospect of congestion caused by the delivery of material to the site.



In addition to this, it is proposed to seek agreement with the District Council to temporarily suspend a small number of parking bays, in order to provide an additional passing bay. It is proposed that this be located close to the main entrance to the Golf Club, where traffic along this section of Rope Walk is more than to the south (due to those accessing the Golf Club).

This additional passing bay, together with others that already exist will mitigate the prospect of traffic congestion arising from the implementation phase.

The material would access the site via the existing works entrance off Rope Walk (Photo 7). This would need to be modestly widened to facilitate access into the site.

The access proposals have been prepared cognisant of the bi-annual works to the shingle on west beach. This uses similar sized vehicles to access the full length of Rope Walk to the West Beach Car Park.

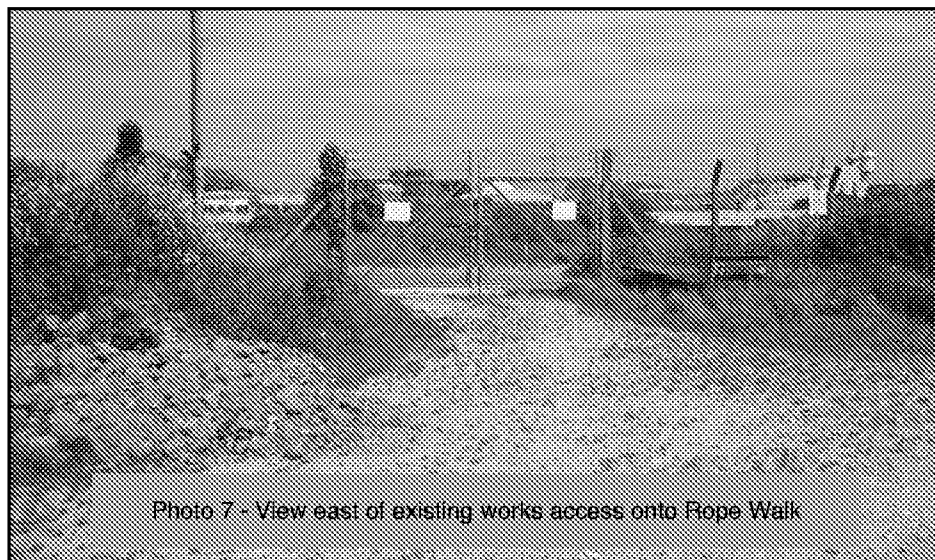


Photo 7 - View east of existing works access onto Rope Walk

