



BOGNOR REGIS GOLF CLUB

DESIGN & ACCESS STATEMENT

February 2022





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1 INTRODUCTION



INTRODUCTION

1.1 This Design and Access Statement supports a full planning application made by Hallam Land Management (HLM) for a new golf course on land to the south of Grevatt's Lane, which Bognor Regis Golf Club would relocate to.

Our Vision

1.2 Our vision for the site is to create a development that delivers a sporting, recreational and cultural asset for the region, with a sustainable, enduring future, recognising the heritage of Bognor Regis Golf Club while providing a facility fit for purpose for this century.

1.3 HLM and Bognor Regis Golf Club are committed to delivering a sustainable development that responds to current conditions, and anticipates future conditions, with the overall aim of providing a high quality environment for sporting, recreational and cultural use.

1.4 The master plan has been landscape led in order to sensitively integrate the development within the environment in which it will sit. The Green Infrastructure will retain as much of the existing features of the site as possible, while still allowing a logical and operationally sound facility.

1.5 Given the arable nature of the land, there is little existing vegetation internal to the site with the exception of that associated with the Ryebank Rife. While limited disturbance to the vegetation is necessary to allow a cohesive routing of the proposed golf course, this disturbance will be mitigated through additional planting and enhancement of that existing. In addition,

the resulting golf course under an agreed Management Plan will significantly enhance biodiversity, habitat creation and the overall landscape quality of the land.

1.6 The development, also referred to as 'the site' or 'the golf course', will reflect the highest quality of design, construction and maintenance found in the area, while responding to the necessity to create a sustainable course for the 21st century, whether sustainability is measured as a factor of environment, resource (including water) usage, carbon reduction, and economic performance.

Design Principles and Sustainability Measures

- Support local economic growth and employment, both during construction and operation;
- Create a landscape and sporting facility in which healthy, active lifestyles can be pursued;
- Identify ways and means to improve resilience and adaptability to long term climate changes;
- Maximise biodiversity value;
- Integrate the scheme into its surroundings ensuring that the character of the development is appropriate to the wider context of the setting;

1.7 The project team includes GEO Foundation for Sustainable Golf (GEO), an international not-for-profit organisation, founded to inspire, support, and reward credible sustainability action and to strengthen and promote golf's social and environmental value.

1.8 The organisation remains the only one in the world entirely dedicated to this mission, working collaboratively with groups and people in and around golf to provide strategy, programmes and credible recognition.

1.9 Designed, constructed and maintained correctly, new golf courses can provide multiple positive benefits to local environments and wider communities. Those benefits can be complex and often interconnected but provide the opportunity to enhance quality of life and enrich landscapes and ecosystems. All over the world, ethical and environmental issues are directly influencing consumer choices. Golf businesses that proactively engage with these issues are better placed for success and to embrace the challenge.

1.10 Sustainability was part of golf in the beginning, and it must be part of golf in the future, creating golf courses that respect their surroundings and honour the natural environment.

1.11 The proposal's sustainability vision is focused on a benchmark golf facility that can contribute to the environmental restoration of the agricultural land while also provide a nationally revered contemporary golf facility close to the original location of Bognor Regis Golf Club. The proposals should make significant biodiversity contributions and help the proposed golf course become a demonstrator for sustainable golf design and, in time, long-term conservation land management practices.





**Climate resilient and
adaptive to change**



**Landscape led and
biodiverse**



**Create cohesive & vibrant
neighbourhoods**



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



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



**Achievable and
deliverable**

1.12

Some of the key sustainability measures that are being pursued with GEO in the planning and design of the proposed development include:

- Aiming to increase the overall net habitat / biodiversity levels by more than 10% across the site from 2020 levels.
- Significantly increase the number of open water areas, ditches and marginal wetland habitats on the site.
- Proposing a proactive woodland management plan that aims to enhance and increase woodland areas and remove diseased trees and certain problem species.
- Proposals for a nature led solution to the site's drainage proposals such as open water ditches, swales, raingardens, open water retention and detention areas, wetland and marginal habitats.
- 100% of construction materials needed for the golf course construction could be sourced from local suppliers within 150KM of site wherever possible.
- Minimise the area of intensively managed turfgrass surfaces to be restricted across the golf holes.
- Explore the procurement of electric or hybrid powered maintenance machinery and golf cart fleet to provide more than 10% of the fleet to

be powered in these ways.

- Proposing the improved connection of the PROW to the A259 and providing a safe crossing, which would provide easier access for users to and from the site.
- Exploring the enhancement of the pathway along the western border of the site to include interpretation signage describing local species, the golf course and any cultural items of interest.
- Plan for proactive recruitment of locally based staff and establishment of a staff progression scheme within the golf maintenance team to promote intern and apprenticeship placements.

NATIONAL DESIGN GUIDANCE

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

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

Context

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

Identity

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

Built Form

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

Movement

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



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

Nature

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

Public Spaces

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

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

Uses

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

Homes and Buildings

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

Resources

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

Lifespan

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

ARUN DESIGN GUIDE

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

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

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

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

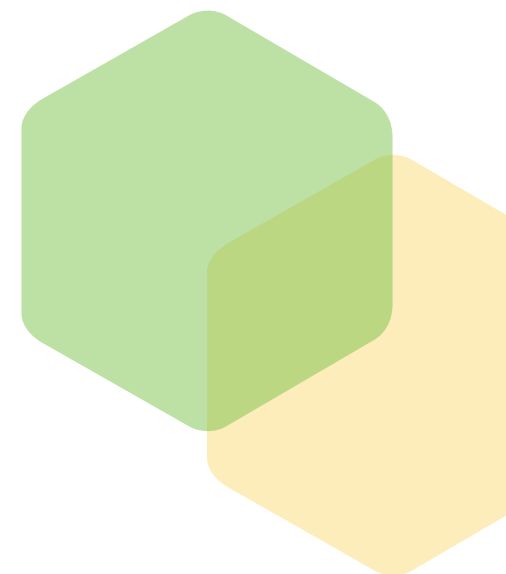
1.30 The Arun District Design Guide provides detailed guidance that aims to raise design standards across the District, ensuring that only the highest quality development is delivered. The Guide aims to:

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

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



Purpose of the guide



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

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

1.33 The design Guide sets out that

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

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

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

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

ARUN DESIGN GUIDE: KEY DESIGN OBJECTIVES

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



1 Local Distinctiveness, Character & Identity

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



2 Cohesive & Vibrant Neighbourhoods

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



3 Diversity

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



4 Ease of Movement

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



5 Accessibility & Inclusion

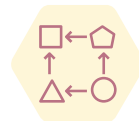
Ensure that places are safe, secure and welcoming for people of all ages and abilities,

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



6 Legibility & Integration

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



7 Adaptability & Future Needs

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





8 Safety, Security & Crime Prevention

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



9 Efficient Use of Natural Resources

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



10 Innovation

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



11 Climate Change & Sustainability

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



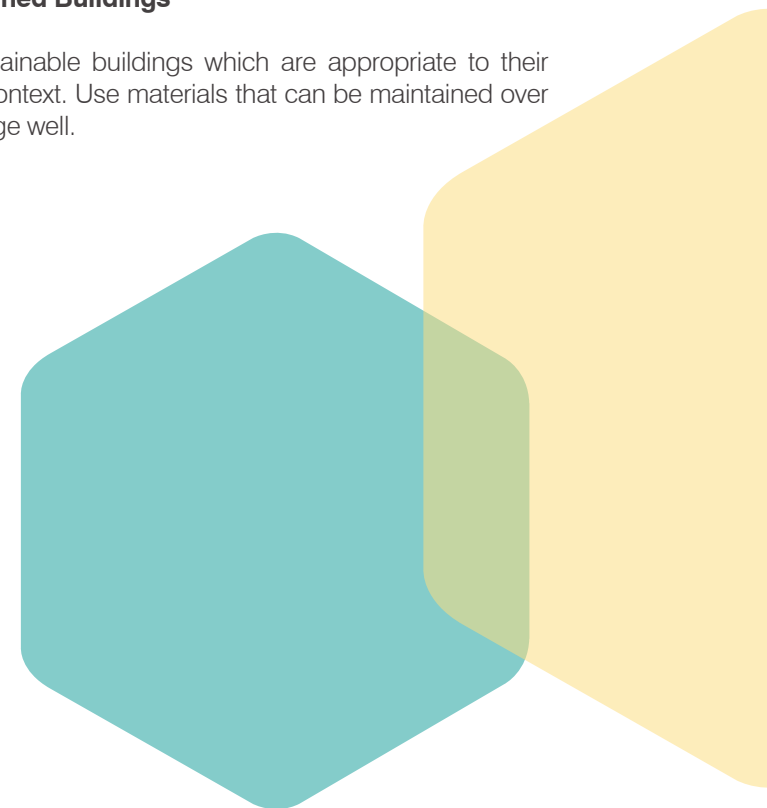
12 Good Streets & Spaces

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



13 Well Designed Buildings

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



PURPOSE & METHODOLOGY

Purpose

- 1.35 This Design and Access Statement accompanies the full planning application made by Hallam Land Management Ltd (HLM) for a new golf course on land to the south of Grevatt's Lane, which Bognor Regis Golf Club would relocate to. The development forms part of a wider proposal that will see the existing course redeveloped for 480 new homes and new parkland at 'Lidsey Green', which in turn will facilitate the relocation of the Club to their new home. The Lidsey Green development is the subject of a separate outline planning application. Both developments are termed 'Bognor Golf Course Reimagined' for the purposes of public consultation and environmental impact assessment details of which will accompany both applications.
- 1.36 This document provides a summary of the new course's physical and policy context, where these elements have influenced and / or guided the design of the development, and explains the design rationale that has been employed to deliver a high quality new development that is sensitive to its setting and which meets local needs.

Introduction

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

documents, which have been embraced as part of the design strategy.

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

Methodology

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

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

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

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

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

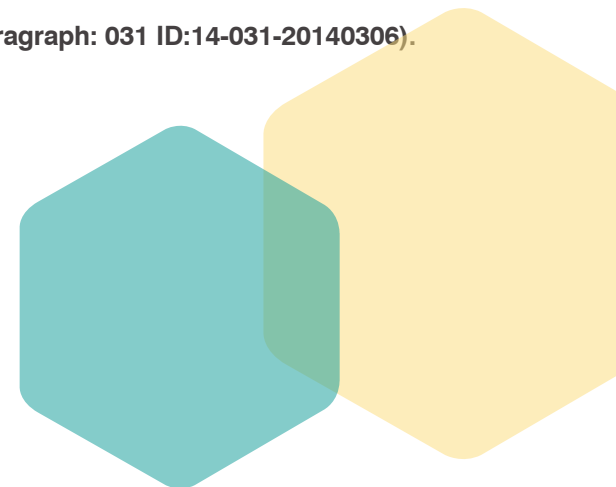
- 1.40 A Design and Access Statement must:

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

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

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

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





KEY



Application Site red line boundary

Application Site Area Coverage: 73.7ha

ILLUSTRATIVE MASTERPLAN

1.41 The project description is as follows:

An 18 hole 72 par golf course, a 9 hole golf course, practice greens and a driving range, including a buggy store; the formation of a new access onto the A259; the construction of a club house with associated golf club facilities; the construction of a maintenance building and external area of hardstanding; the laying of parking, new roads and paths; new landscape planting, surface water drainage basins and water storage reservoirs, and other earthworks and infrastructure.





2 PLANNING CONTEXT

PLANNING & CONSULTATION

The Development Plan

- 2.1 Section 70(2) of the Town and Country Planning Act 1990 states that in the determination of applications 'The Authority shall have regard to the provisions of a development plan, so far as material to the application, and to any other material consideration'.
- 2.2 Similarly, Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications must be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 2.3 The statutory development plan for Arun District comprises the Arun Local Plan 2011-2031, Clymping Neighbourhood Plan and Yapton Neighbourhood Plan. The weight that can be placed on policies within those Plans will be determined by the degree to which they are in conformity with the NPPF, along with their adoption status.
- 2.4 A summary of policies relevant to this application is set out below.
- Arun Local Plan 2011 – 2031**
- 2.5 **Policy SD SP1** States that when considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work pro-actively with applicants to jointly find solutions which mean that proposals can

be approved wherever possible and to secure development that will contribute to the social, economic and environmental conditions.

- 2.6 **Policy CSP1** aims to consider enhancements to the landscape, biodiversity, woodland management, recreation provision and access routes early, for better management of the rural-urban fringe in areas where significant development is proposed.
- 2.7 **Policy GI SP1** outlines that major development must be designed to protect and enhance existing Green Infrastructure assets, and the connections between them, in order to ensure a joined up Green Infrastructure Network.
- 2.8 **Policy SD SP3** reflects that development will only be permitted within the gaps if it will not undermine the physical and/or visual separation of settlements; it would not compromise the integrity of the gap, either individually or cumulatively with other existing or proposed development; It cannot be located elsewhere; and It maintains the character of the undeveloped coast; or, if a subsequent DPD or Neighbourhood Plan deems it appropriate through an allocation.
- 2.9 **Policy LAN DM1** points out that development within the setting of the South Downs National Park must have special regard to the conservation of that setting, including views into and out of the Park, and will not be permitted where there would be harmful effects on these considerations.
- 2.10 **Policy D SP1** States that development proposals should seek to make efficient use of land but reflect the characteristics of the site and local

area in their layout, landscaping, density, mix, scale, massing, character, materials, finish and architectural details.

- 2.11 **Policy ECC SP1** considers climate change as a key factor to inform design proposals for new developments. It is stated that the Council will support development which is located and appropriately designed to adapt to impacts arising from climate change such as the increased probability of tidal and fluvial flooding; water stress; health impacts as a result of extreme temperatures and a decline in the quality of habitats and richness of biodiversity.
- 2.12 **Policy HWB SP1** regards the promotion and provision of health and well being opportunities as an ambition for developments in the Arun District. It is the Council's intention to provide developments which are designed to maximise the impact they can have on promoting healthy communities and reducing health inequalities.
- 2.13 **Policy OSR DM1** focuses on the need to protect existing areas of open space, sport and recreation, and to incorporate them where possible into new developments.
- 2.14 **Policy T SP1** concerns transport and development. New development should inter alia provide safe access to the highway network.
- 2.15 **Policy T DM1** relates to sustainable travel and Public Rights of Way. New development must ensure ease of movement, prioritising safe pedestrian and cycle access to the green infrastructure network and access to public



	transport and community transport services where a need has been identified. Access to alternative modes of transport services, the public right of way and cycle networks, must be available and accessible to all members of the community.				
2.16	Policy WM DM1 concerns Waste Management and indicates the Council will consult West Sussex County Council as the Waste Planning Authority, regarding development that is in proximity to a waste site.	2.22	<u>Design</u> Policy CPN 11: Quality of design – new development is required to be of a high quality design and protect and enhance local character.	2.28	<u>Yapton Neighbourhood Plan</u> The Yapton Neighbourhood Plan represents one part of the development plan for Yapton parish over the period 2014 to 2029, the other part being the 2003 Arun Local Plan.
2.17	Policy QE DM2 concerns lighting and seeks to ensure that outdoor lighting does not have an adverse impact on neighbouring uses or the wider landscape.	2.23	<u>Landscape</u> Policy CPN 7: Protection of Open Views - requires development to protect the open landscape character of the countryside and beach.	2.29	The Yapton Neighbourhood Plan Group has prepared the plan to establish a vision for the future of the parish and to set out how that vision will be realised through planning and controlling land use and development change over the plan period 2014 to 2029.
2.18	Policy QE DM3 requires an assessment of the likely impacts of new development on Air Quality.	2.24	<u>Environment</u> Policy CPN 8: Protection of Trees and Hedgerows – development will not be supported if it damages or results in the loss of trees or hedgerows of arboricultural and amenity value unless the benefits outweigh the amenity value.	2.30	<u>Environment</u> Policy E3: Protection of natural habitats - Any development which results in an unacceptable level of harm to the existing habitat of any flora or fauna will be strongly resisted. If avoidance of the habitat is not possible, then any proposed mitigation measures must be demonstrated to represent an effective solution that ensures the habitat in question continues to thrive.
	The Neighbourhood Plans	2.25	Policy CPN 9: Protection of Natural Habitats – development will not be supported if it harms existing national or locally protected habitats, in some circumstances development may be acceptable is accompanied by an assessment of the overall net environmental impact and acceptable proposals to mitigate harm.	2.31	Any proposals for relocation of existing habitats must be to an appropriate area within 500m of the existing habitat.
2.19	The Site falls within the boundaries of two local parishes, Clymping and Yapton. Neighbourhood Plans have been produced for both of the parishes as follows:			2.32	Policy E4: Minimising the environmental impact of development - Development will be expected to retain well-established features of the landscape, including mature trees, species-rich hedgerows and ponds.
	Clymping Neighbourhood Plan	2.26	Policy CPN 14: Traffic and the Environment - requires consideration towards development proposals and highway safety as well as the living conditions of residents.		
2.20	The Clymping Neighbourhood Plan was adopted in January 2016 and sets out the policies for this Parish.		<u>Flooding</u>		
2.21	Policy CPN 5 relates to the support and promotion of recreation and tourism across the Parish. This supports small scale recreation facilities that inter alia has regard to local character, design, traffic impact and the open character of the gap between settlements.	2.27	Policy CPN 12: Reducing the risk of flooding – requires all development in flood sensitive areas to be designed and constructed to reduce the level of flood risk.		

2.33	If there is significant loss of trees and shrubs as part of development, then new provision will be expected elsewhere on the site.	2.39	No development will be permitted which reduce the ability of flood attenuation areas to alleviate flooding.	favour of sustainable development' at paragraph 11.
2.34	Policy E5: Retention and enhancement of biodiversity - In order to retain and encourage biodiversity, flood attenuation ponds should, where possible, be included in the design of development proposals and these should incorporate links and corridors for wildlife. If this is not possible, then other forms of Sustainable Urban Drainage Systems (SUDS) should be provided.	2.40	There must be adequate receiving surface water drainage from any new development, i.e. drains, culverts and definable water courses, under Environment Agency and Local Authority control.	2.46 Paragraph 8 provides context regarding achieving sustainable development, encompassing three elements including: • An economic objective; • A social objective; and • An environmental objective.
2.35	Policy E6: Green infrastructure and development - Proposals that seek to improve the connectivity between wildlife areas and green spaces will be encouraged in order to enhance the green infrastructure of the parish.	2.41	<u>West Sussex County Council Parking Standards</u> In October 2018, West Sussex County Council consulted upon the 'West Sussex County Council Guidance on Parking at New Developments May 2019'. The purpose of this document was to provide guidance across the County on parking standards and to update the standards that were adopted in 2010.	2.47 Paragraph 11 states that for decision-taking this means approving development proposals that accord with an up-to-date development plan without delay.
2.36	Policy E10: Minimising the impact of flooding from development - All developments will be designed and constructed to minimise the overall level of flood risk, both to the users of the site and elsewhere, when compared to current flood events. This relates to both major and localised flooding events both to the users of the site and elsewhere, when compared to current flood events. This relates to both major and localised flooding events.	2.42	The guidance published does not cover developments such as golf courses. However, the level of parking provided for this facility has reflected the existing parking provision and the growth of the golf club.	2.48 Section 8 of the Framework relates to promoting health and safe communities. Paragraph 92 requires decisions to aim to achieve healthy, inclusive, and safe places which promote social interaction, within safe spaces and enables and supports healthy lifestyles.
2.37	Development should not result in the loss of open watercourse and existing culverts should be opened up where possible to improve drainage and flood flows.	2.43	This amount to 224 spaces, including 6 disabled. Of these spaces there will be 20% with electric vehicle charging, with all spaces having the potential to have charging infrastructure in the future.	2.49 Paragraph 98 states that access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities and can deliver wider benefits for nature and support efforts to address climate change.
2.38	Proposals involving the creation of new culverts (unless essential to the provision of access to the water system) will not normally be permitted.	2.44	<u>National Planning Policy Framework</u> The National Planning Policy Framework was first published in 2012 and then revised most recently in 2021. This sets out the Government's planning policies for England and how these should be applied.	
		2.45	At the heart of the Framework is the 'presumption in	





PLANNING & CONSULTATION CONT.

Public Consultation

- 2.50 A website and leaflet have been produced for the public consultation period, which was active from the Monday 29th November until Monday 6th December 2021.
- 2.51 The website provided an in-depth overview of the scheme, explaining the fundamental reasons for the intended relocation of the existing golf course through to the residential proposals at Lidsey Green.

Frequently Asked Questions

- 2.52 A selection of Frequently Asked Questions (FAQs) have been identified, which highlight the main themes of interest or concern held by local members of the public:
- Comments in favour of the new golf course at Site B.
 - Query over impact on woodland, trees and carbon dioxide sink.
 - Comments on local investment.
 - Query over level of environment studies being undertaken and request for environmentally friendly management.
 - Query of drainage measures being included within the scheme.
- 2.53 Further information is contained within the Statement of Community Involvement which accompanies the planning application.





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

PARTNERSHIP

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

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

HLM is part of the Henry Boot Group of Companies specialising in the promotion of strategic and award winning complex and diverse planning and development challenges. HLM has over 30 years' experience facilitating new development by planning, designing, and delivering the blueprint for places where people want to live, work and play across the UK from 3 regional offices.

A NEW COURSE FOR BOGNOR REGIS

Working with the Club, HLM has undertaken an extensive site search for a suitable new home for the Golf Club taking account of criteria such as distance from the existing location and ability to accommodate the features that the Club is seeking at the new venue.

The new venue is proposed to be located on 180 acres of land south of Greyth's Lake and, at its closest point, is about 1.7 miles east of the existing clubhouse.

The proposals, which have been informed by extensive technical work and engagement with statutory and non-statutory bodies, would provide an improved outdoor sports/golf course facility as an asset for the wider Bognor area. A summary of the site's constraints is illustrated below.



DEVELOPMENT OF THE PROPOSED GOLF COURSE

The following features will be included in the new course:

- Longer 18-hole (par 72) golf course - 6720 yards long
- New 9-hole (par 42) golf course - 1500 yards long
- Greens complying with the current Bognor Regis Golf Association specifications for greens
- Larger and more well-lit parking (green and short green practice area)
- Covered 10 bay driving range
- Modern clubhouse with improved hospitality offers and improved shop
- Car parking, including for electric vehicles
- Modern greenkeeper's facility
- Clubhouse & clubhouse

3 SITE CONTEXT



THE SITE

- 3.1 With the exception of highway land required to form the site access, the Application Site comprises of land located to the south of Grevatt's Lane at the eastern edge of the Bognor Regis urban area. The site is primarily used for agricultural (arable) purposes and is generally flat. The site comprises three field parcels and the boundaries comprise a variety of woodland, hedgerows and trees. Ryebank Rife separates the northern and southern fields.
- 3.2 The proposed masterplan (See Figure 02) has undergone an iterative design process combining robust technical assessment with best practice design guidance in order to create a distinctive development that relates well to both its urban and rural contexts.
- 3.3 The site consists of three land parcels referred to within this document as the west, north and south parcels. The landuse is currently predominantly arable agricultural. The west and north parcels are divided by a Public Right of Way (PROW); the north and south are divided by a hedgerow on either side of the Ryebank rife which runs west to east.
- 3.4 The total area of the site is 73.7Ha (184.6 acres).
- 3.5 The site is bounded to the north by the A259; to the west and east by agricultural land and to the south by the eastern edge of the village of Elmer. Boundaries are delineated and protected by mature stands of vegetation of mixed densities and species. Baird's business park is located to the east of the site.

- 3.6 There are no PROWs that pass through the main bodies of the north and south parcels and, as noted above, only one which separates the west and north parcels.
- 3.7 As all three parcels are farmed, there is little existing vegetation within the bodies of the parcels with the exception of that associated with the Ryebank rife.



1. View looking north from western boundary



2. View looking south across Ryebank Rife



3. View looking south from western boundary



4. View towards industrial areas off Grevatt's Lane



5. View looking north towards Ryebank Rife





KEY

 Bognor Regis Application Site (73.7)

LANDSCAPE AND VISUAL

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

Landscape (Refer to Figure 07)

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

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

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

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

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

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

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

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

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

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

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

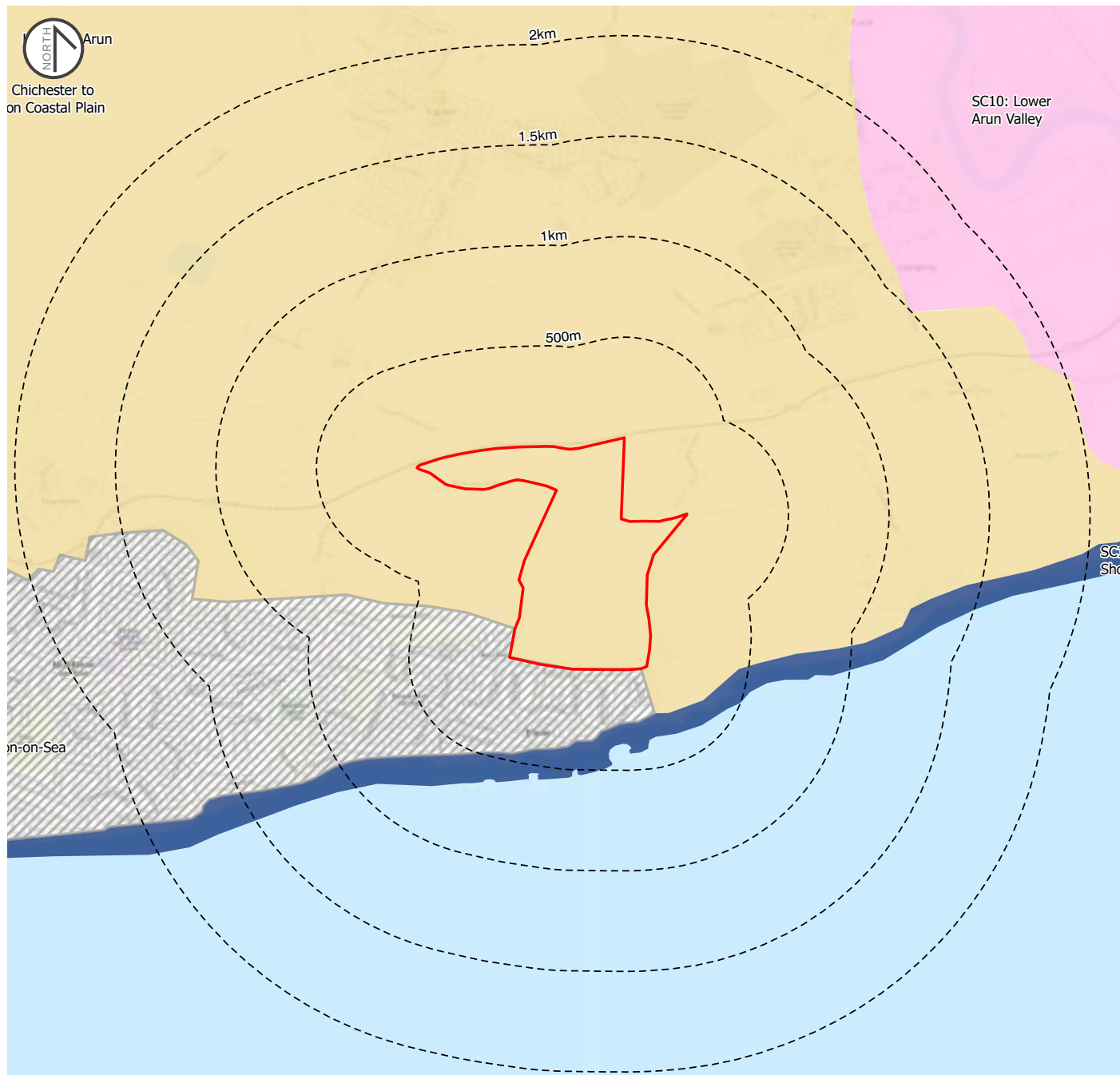
- SE04: Manage and significantly enhance the area's rivers and chalk streams and their wetland valley habitats to provide resilience against climate change and improve flood protection and water quality, particularly in the internationally designated sites such as Chichester and Pagham harbours, for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

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

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

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





KEY

- Application site
- Site Study Area
- SC1: South Coast Shoreline
- SC9: Chichester to Ypton Coastal Plain
- SC10: Lower Arun Valley
- Built-up areas

LANDSCAPE AND VISUAL cont..

- Large farmsteads along roads, and on dead-end tracks.
- Long views to the Downs.
- The relatively open character of much of the area allows long views so that village church towers are important landmarks in views.
- Frequent urban fringe influences of horse paddocks, light industry and disused airfields, with busy minor and major roads.
- The urban fringes associated with Bognor are particularly obvious, with sporadic urban development in suburban settlements.

3.16 The assessment considers the condition of the character area to be 'low'. The site is ultimately considered to be representative of the NCA, though its relevant characteristics are not rare or unique.

Visual

3.17 A ZTV produced for the scheme has revealed that the visual envelope of the site is limited by the following factors:

- Structural vegetation defining the boundaries of the Site to the south, east and west;
- The complex of warehouses to the north east of the Site;
- Substantial vegetation, including woodland throughout the study area;
- The gentle topography throughout the study area.

Residential

3.18 These receptors consist of existing residents within the urban edge of Elmer, where it aligns the south of the site, or in close proximity to it. A small number of houses may also glimpse the boundary of the site from Yapton Road to the north, seen across farmland and through boundary vegetation. It is not anticipated that any other resident has the potential to see the site, owing to the composition of built form and vegetation within the study area.

3.19 The sensitivity of receptors changes across the study area and is dependent on their proximity and experienced visibility of the site. Therefore, residents are considered to range in value and susceptibility.

3.20 Housing backing onto the site, or with views across a road include Sunnymede Close and Acton Way. These are considered to have a high value and high susceptibility to change, realising a high sensitivity to development.

3.21 A number of houses upon Yapton Road may gain distant and partial views of the northern vegetated boundary of the site, from the front of properties, seen across arable fields. These properties would have moderate value, low susceptibility and low sensitivity to change.

Road users

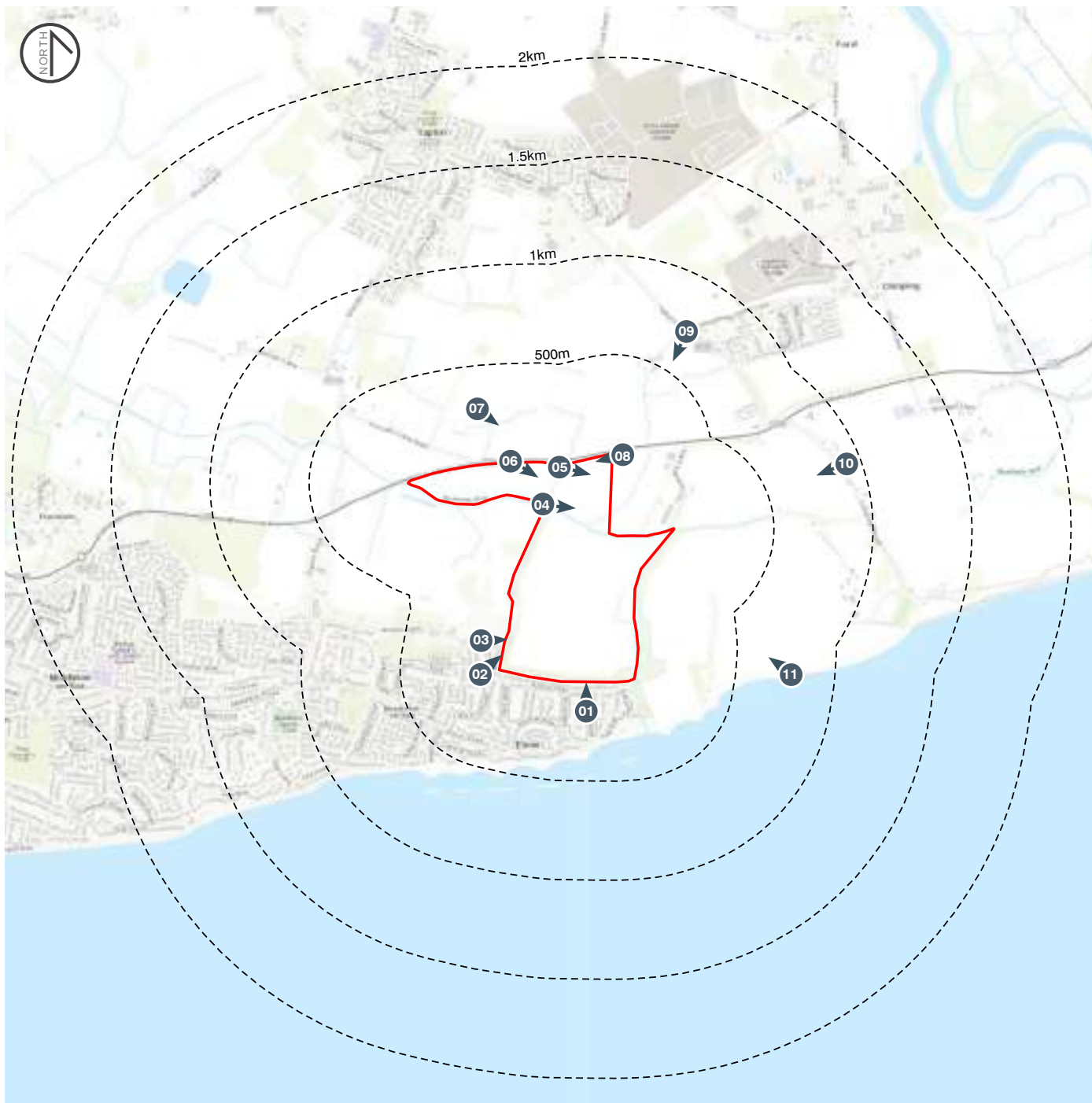
3.22 These are considered to be road users driving, cycling or walking along Grevatt's Lane (A259), Sunnymede Close, Ancton Way, The Layne,

Arundel Way, Elm Drive, Alleyne Way and The Hard, all running within close proximity to the site, Yapton Road further north and Climping Street, as it heads towards Atherington.

3.23 Drivers upon residential roads close to the site would travel at speeds of up to 30mph along the routes and would typically receive an oblique view of the site boundary. The value, susceptibility and sensitivity of these receptors would be moderate.

3.24 Drivers upon the Grevatt's Lane would travel at speeds of up to 60mph and would receive an oblique view of the northern boundary at speed. The value, susceptibility and sensitivity of this receptor would be low. Similarly, users of Yapton Road and Climping Street would received a glimpsed and distant view of the site boundaries at best and are therefore judged to be low sensitivity to change.





KEY



Application Site



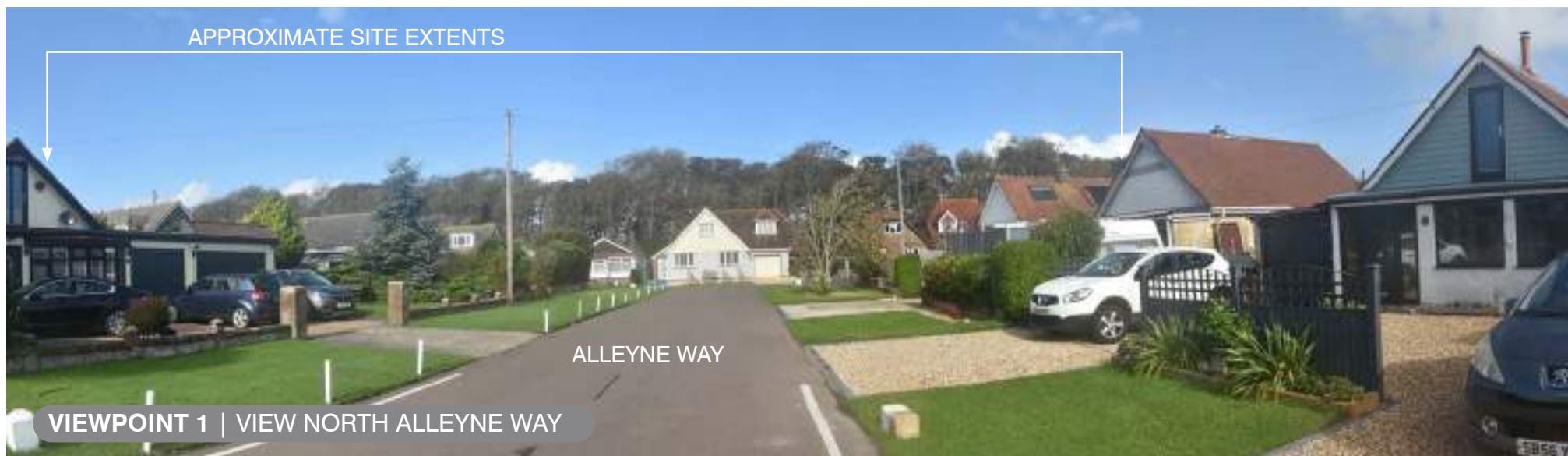
Site study area



Viewpoint locations

Public Rights of Way

- 3.25 A PROW runs within the western edge of the Site, connecting the residential area to the south with Grevatt's Lane and a network of footpaths. This footpath is of high value, moderate susceptibility, and high sensitivity to change.
- 3.26 Users of the PROW network who obtain views of the site over a greater distance are considered to have a moderate sensitivity to the proposed development. This includes PROW YAP/166/5 and CLI/166/4, running from Grevatt's Lane north. It is not anticipated that any other routes would receive views towards the site.

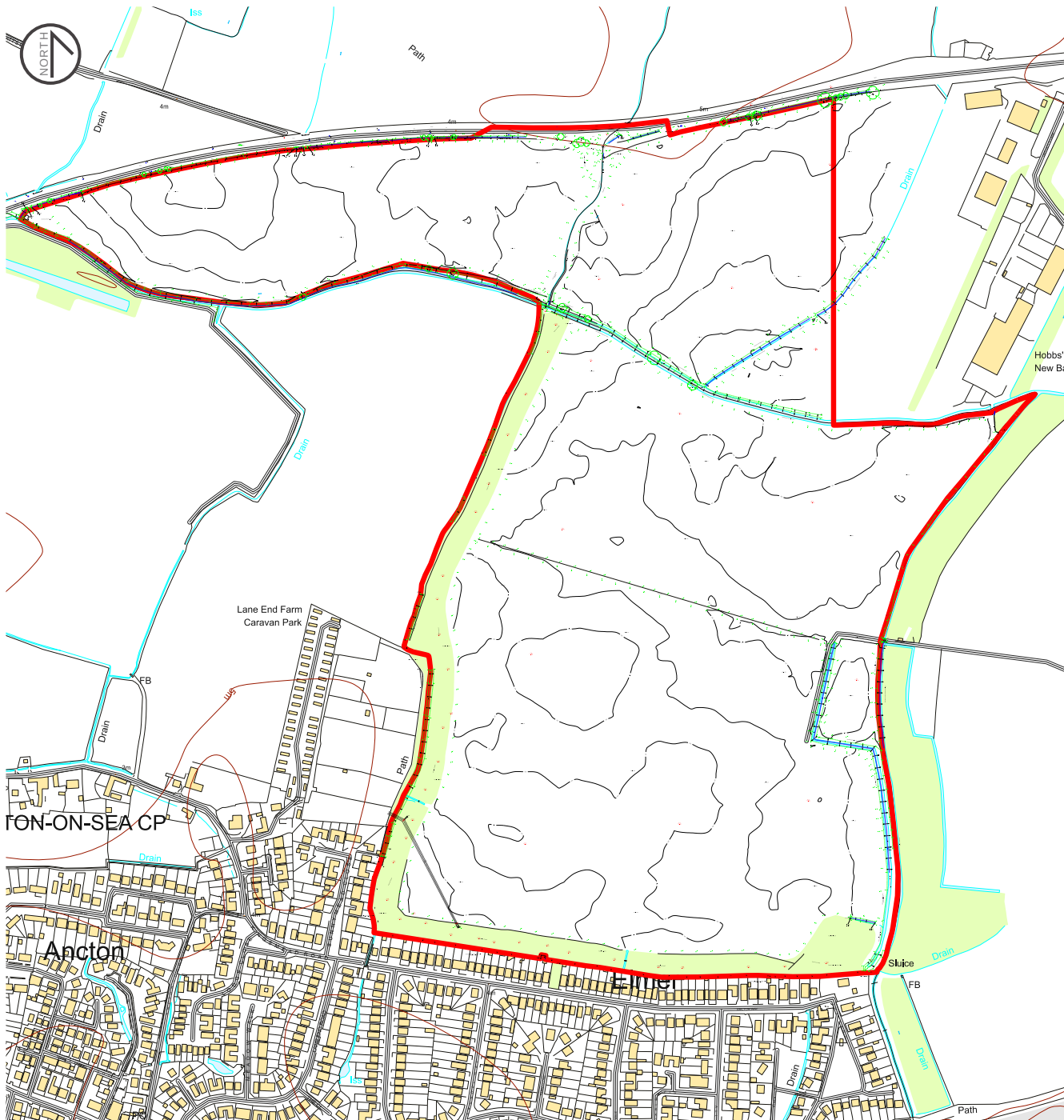






- 3.27 Analysis of historic maps highlight that for the past 100 years, the site has predominantly been used for agricultural purposes, with the expansion residential areas developed along the coast to the South of the site.
- 3.28 Bognor Regis Golf club was first formed in 1892 and relocated to its current site on Downview Road in 1906.





KEY



Application Site

TOPOGRAPHY

- 3.29 The site is generally very low lying and relatively flat, with spot heights ranging between 0-3m Above Ordnance Datum (AOD). Land falls on a slight gradient from the eastern boundary to the internal site area, whilst the lowest points of the site are situated towards the northern half of the course.
- 3.30 There are several drainage ditches within the site. The majority are straight and follow a north-east to south-west orientation. At the south-western end of the site, three curvilinear ditches are present.
- 3.31 Much of the rural and urban land stretching as far as Bognor Regis, Littlehampton and Yapton experience minor changes in levels, approximately between 1-10m AOD. The land does however begin to rise at the borderline of the South Downs National Park, with notable high points located at Rewell Wood (approximately 150m AOD). The prominent Arundel Castle is situated on land at around 35m AOD, overlooking the town of Arundel and the southern context beyond.



3.32 The site is dominated by arable habitats which are of low ecological value. The site is bordered by habitats of higher ecological value including deciduous woodland, arable margins (of varying quality, including species rich) and hedgerows, all of which classify as habitats of principal importance (NERC, 2006). The Ryebank Rife runs through the site and links to onsite and offsite ditch networks.

3.33 Four hedgerows are present, one of which (H4) is classified as 'important' under Hedgerow Regulations (REGS, 1997). Hedgerow H2 which runs through the centre of the site will be completely lost, with small sections removed for access on two hedgerows, including small parts of the REGs hedgerow. To compensate for these losses, hedgerow and substantial tree and shrub planting will occur across the site to increase diversity and connectivity, and hedgerows will have native species added with appropriate management to increase value/structure.

3.34 Owing to the dominance of arable habitat, the importance to notable or protected species is limited, however the site does support habitats that can be utilised by some more transient species. The following have been recorded:

- Low populations of common lizard and slow worm recorded in peripheral habitats.

- 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.
- Common and widespread wintering birds were confirmed onsite, with assemblages typical of the habitats present.
- The site offers foraging and nesting habitat for breeding birds due to the woodland, scrub and hedgerow.
- No dormice or riparian mammals have been recorded to date.

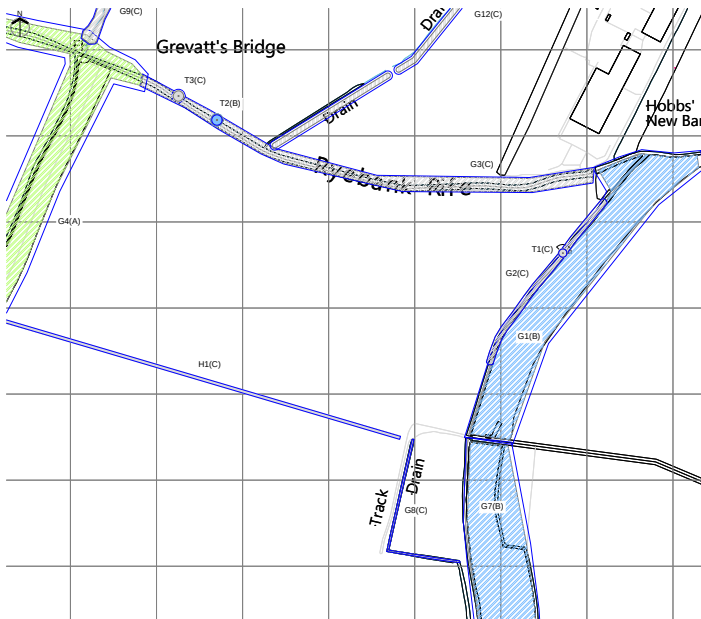
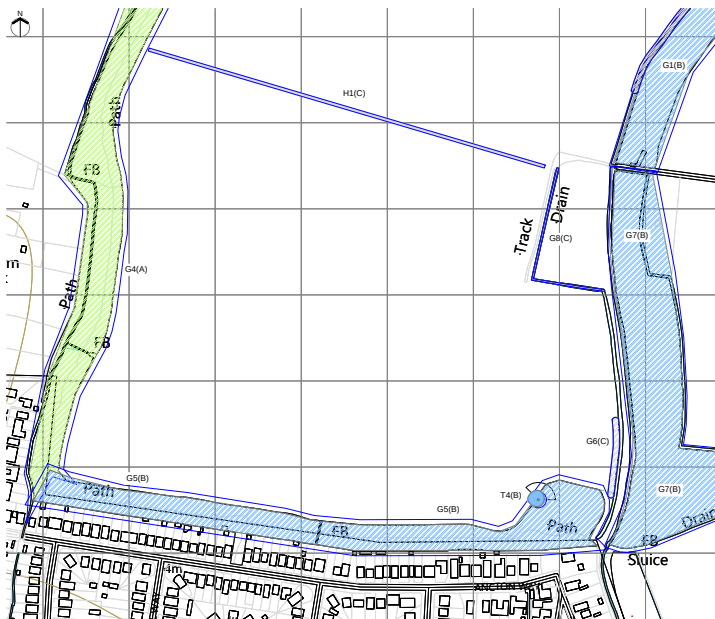
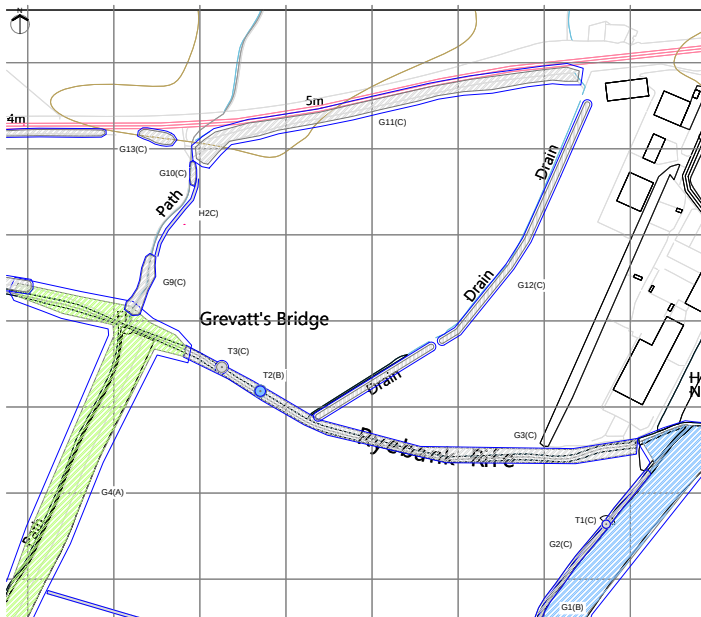
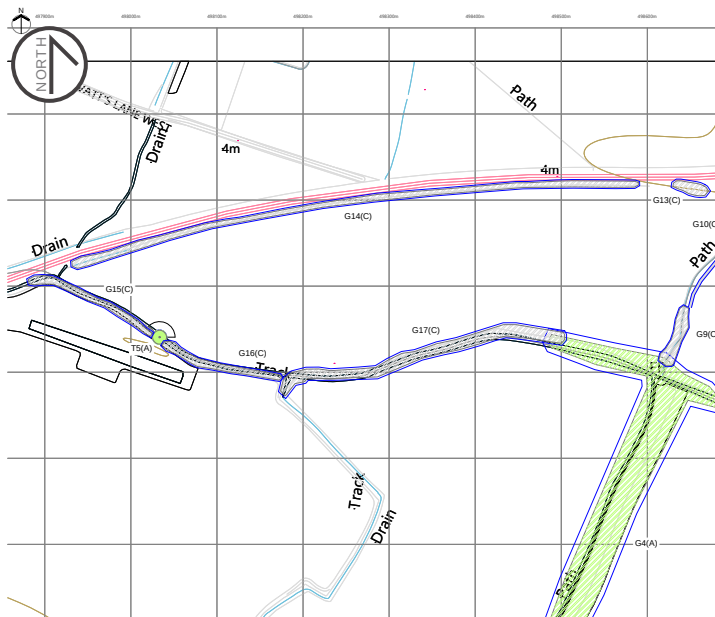
3.35 The proposals will provide substantial and diverse habitat creation including new hedgerows, waterbodies, rough grassland, shrub, and tree planting. This will extend the foraging, commuting and refuge opportunities from the peripheries, to cover the entire site creating a betterment for wildlife recorded onsite as well as encouraging colonisation of wildlife from the wider area. The proposals will also meet the Environment Act 2021 requirement for 10% biodiversity net gain.





- 3.36 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'. 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.
- 3.37 In summary, the report concludes:
- The site consists of approximately 73.7ha of arable land with tree stock typically unmanaged for rural use.
 - The tree stock was evenly distributed around the boundaries of the site and comprised mainly of early mature to mature specimens, most of which were native mixed species with no one being particularly dominant.
 - Trees were generally found to be of conditions typically associated with specimens growing in close proximity of each other but within the open countryside and having seen little in the way of targeted management.
 - A diverse range of species were present which amongst others include English oak *Quercus robur*, beech *Fagus sylvatica*, crack willow *Salix fragilis*, sycamore *Acer pseudoplatanus* supported by common ash *Fraxinus excelsior*, hawthorn *Crataegus monogyna* and elder *Sambucus nigra*, field maple *Acer campestre*, hazel *Corylus avellana* and Scots pine *Pinus sylvestris*.
- 3.38 Across the site a total of five individual trees and seventeen groups of trees and two hedgerows were surveyed as part of the Arboricultural Assessment of which 1 tree and 1 group of trees were considered to be high in quality and category A. 2 trees and 3 groups of trees were recorded as moderate quality and category B. 2 trees, 12 groups of trees and 2 hedgerows low in quality and retention category C.
- 3.39 To facilitate the proposed golf course development, only limited tree loss will be required. The development has been constraint lead and will look to retain the vast majority of trees of high quality and retention category A along with all moderate quality and retention category B trees.
- 3.40 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.
- 3.41 Where trees will be lost to facilitate the layout of the golf course the losses will be limited to low-quality trees only.
- 3.42 The proposed development should be considered an opportunity, in terms of arboriculture, to improve and increase tree cover in the local area without the loss of any arboriculturally significant trees.





KEY

-  Category U Trees / Groups Unsuitable for Retention
-  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)
- 
-  Individual / Group Number and BS 5837:2012 Category
-  Indicative Shade Pattern (in accordance with BS 5837:2012 where appropriate)

ACCESS & MOVEMENT



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

Site Access

3.44 The site is currently agricultural land served from A259 Grevatts Lane in the form of a tracked unsurfaced access, which also provides access to the existing PRow.

Existing Road Network

3.45 The A259 Grevatt's Lane is a single carriageway forming the northern boundary of the site and runs between a junction with the B2132 to the west and a junction with the B2233 to the east. The road passing the site is subject to a speed limit of 60mph and is unlit.

3.46 The A259 Grevatt's Lane joins the A259 Worms Lane and Flansham Lane which extends west and forms a roundabout junction with the B2259. The A259 continues west along the northern extent of Bognor Regis joining the A29 via a roundabout junction arrangement. The A259 along this section provides access to several destinations including Flansham village and residential areas to the northeast of Bognor Regis and to the west of the site as well as Climping and Littlehampton to the east.

3.47 To the west of the site, the B2132 Yapton Road/Bilsham Road is a single carriageway which forms a priority junction with the A259 Grevatt's

Lane with ghost island right turn lanes and continues north towards Burndell village. This road is subject to a speed limit of 40mph.

Footpaths and Cycleways

3.48 Along the northern side of the A259 Grevatt's Lane there is a shared walking/cycling route which forms part of the National Cycle Network Route 2 continuing to Littlehampton to the east and residential areas to the west.

3.49 PRow route 165 dissects the northern section of the site area and continues along the western side of the site, stopping just short of Grevatt's Lane to the north and Sunny Mead Close and existing residential area of Middleton-On-Sea to the south.

3.50 The local residential roads to the south of the site are accessible via the PRow and benefit from a good provision of footways which in turn link to the centre of Middleton-On-Sea village.

3.51 PRow 166 continues northward of Grevatt's Lane approximately 140m west of the existing site access although there are currently no formal crossing points on the A259 at this location.

Public Transport

3.52 The nearest bus stop (The Oystercatcher) is located circa 1.2km to the east of the site access on the A259 Grevatt's Lane. The bus stop is served by bus routes 69 and 700 which

provide a 30min frequency to locations such as Littlehampton, Pagham, Chichester and Portsmouth. A distance of 1.2km (15min) is not considered an unreasonable distance to walk for commuting and leisure related trips.

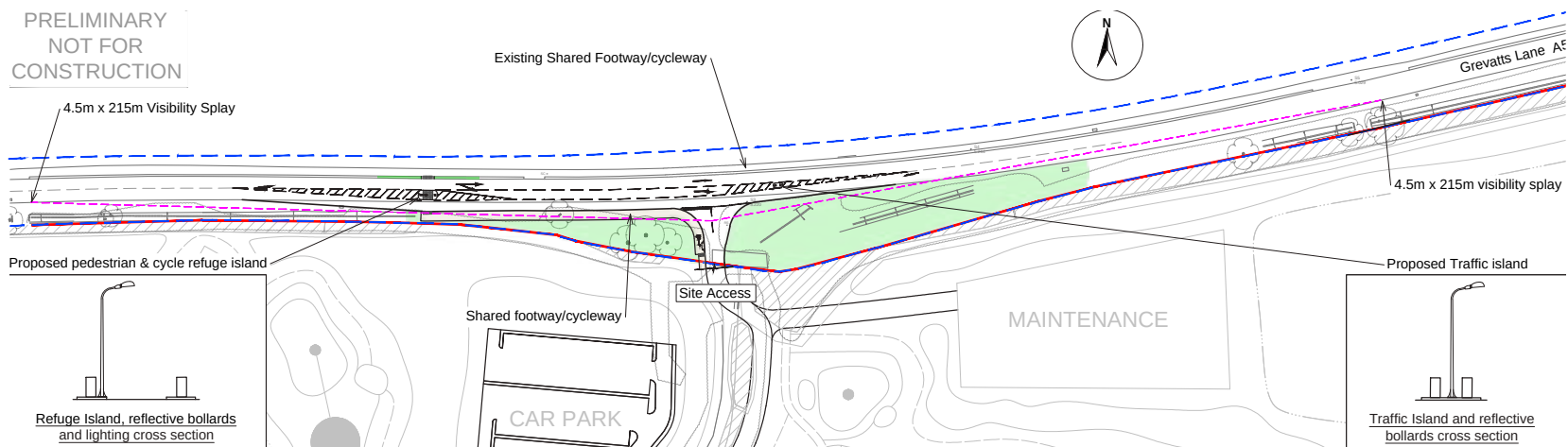
3.53 Littlehampton Rail Station is the closet station located approximately 4.2km (12-13min cycle) to the east of the site access. Littlehampton Rail Station is managed by Southern. Bus route 700 provides direct access to the rail station from The Oystercatcher bus stop with a journey time of seven minutes.

3.54 Littlehampton Rail Station provides services to a range of locations including London Victoria, Bognor Regis and Portsmouth.



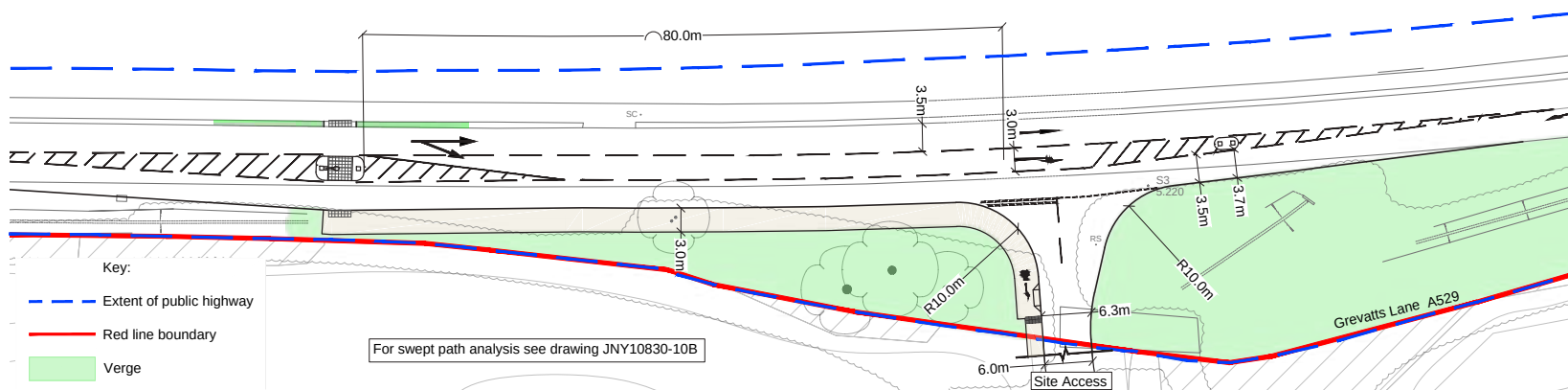


PRELIMINARY
NOT FOR
CONSTRUCTION



KEY

- Extent of public highway
- Verge



EXISTING UTILITIES



New supplies

3.55 To demonstrate the feasibility of bringing new supplies to the proposed Bognor Regis Golf Club, an assessment of the load profile to predict the anticipated utility demands for the development has been undertaken. Discussions and supply enquiries have been held with the incumbent utility providers to determine the points of connection.

3.56 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.

Electricity

3.57 This will be supplied by Scottish and Southern Networks who envisage that a new low voltage (LV) distribution network will be required to supply the proposed golf club with the proposed point of connection from the existing electrical network located in Ancton Way to the south of the development.

3.58 Scottish and Southern Networks advised that they do not have any low voltage network located to the north of the site. The point of connection to the north of the site may have to come from a greater distance away due to the capacity being unavailable from the high voltage network. Scottish and Southern Networks have advised that this will be looked at upon receipt of a formal application being submitted.

3.59 Scottish and Southern Networks advised that for a budget estimate they take the closest and cheapest point of connection for the development. There is potentially an option to come off the same 11kV supply as Birds Business Park, but this will be confirmed upon formal application when network assessments are carried out on the 11kV network.

Telephone and broadband

3.60 This would be provided by Openreach who can deploy fibre to the proposed development connecting from the existing network located to the south of the development in Ancton Way.

Potable water

3.61 This would be supplied by Portsmouth Water who advised that at this stage of the enquiry the existing water network would be able to provide water infrastructure to the proposed development. This would be confirmed as the scheme progresses and a formal quotation would then be provided with a new capacity check carried out on the local network. The proposed point of connection would be to the south of the site development in Ancton Way off the existing 6-inch diameter cast iron water main.

3.62 Record Mapping identifies 200mm Ductile Iron distribution water main situated to the north of the site, but Portsmouth Water advised that they do not currently any offsite distribution

mains to the north of the development site, only an 18-inch trunk main. The applicant remains in discussions with Portsmouth Water to clarify the record mapping.

3.63 If Portsmouth Water confirm that the water main to the north is a trunk main, then there would be considerable amount of new main laying offsite to supply the site from the north which would need to be completed in advance of the onsite works.

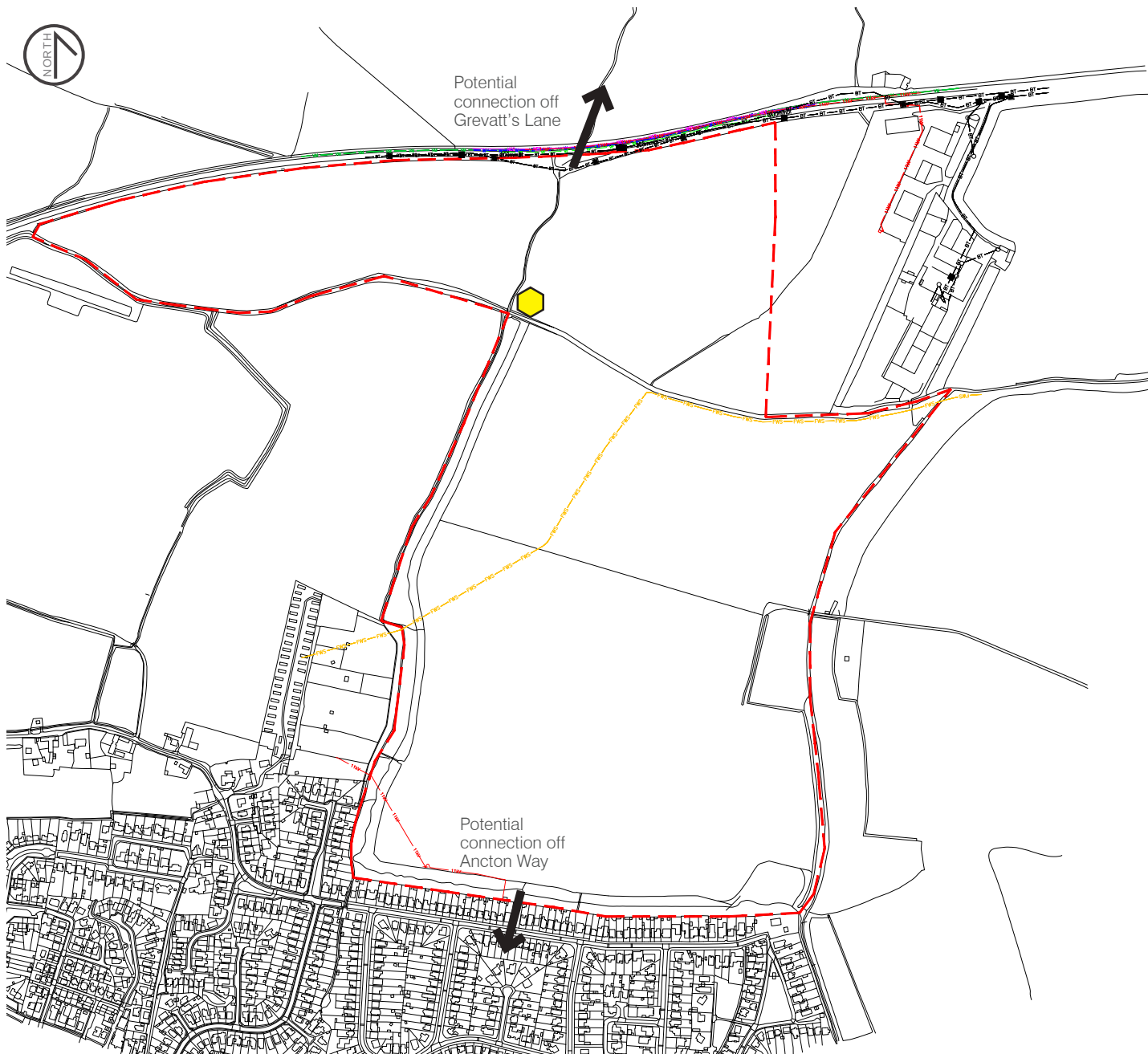
3.64 This will be looked at upon receipt of a formal application being submitted.

Foul Water

3.65 It is likely that the foul water connection will be in Ancton Way to the south of the site, alternative connection points to the Southern Water network are being explored. This may require a private pumping station to facilitate the connection with a rising main laid beneath the proposed golf course. The pumping station would be located to the between the club house and the Ryebank Rife.

3.66 Alternatively a package treatment plant could be incorporated within the scheme between the club house and the Ryebank Rife, providing onsite treatment to an appropriate level (to meet the requirements of the environmental permit) with discharge to the Ryebank Rife.





KEY

Application Site

Telecom Network

- BT (Existing Openreach BT)
- VM (Existing Virgin Media)
- VF (Existing Vodafone Network)
- NEO (Existing Neos Network Underground Route)

Water & Sewer Network

- FWS (Existing Rising Main, Vacuum or Syphon)
- W (Existing Distribution Main)
- Indicative location of proposed pumping station
- Potential drainage connections

UKPN Network

- Existing 11kV Network

FLOOD RISK



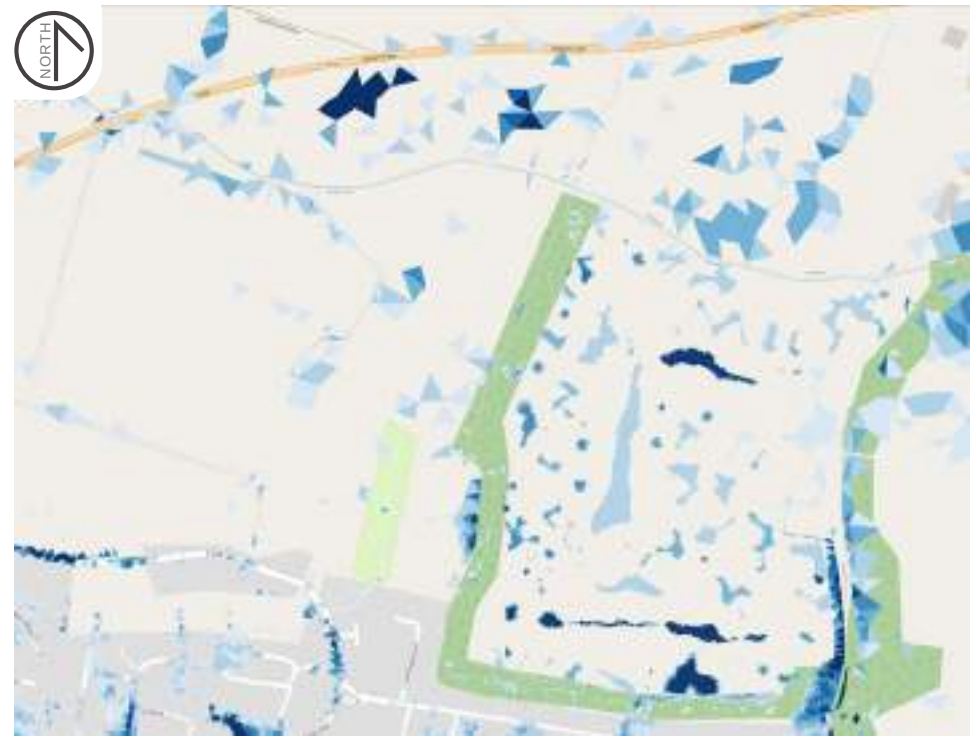
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| <p>3.67 The majority of the development is located in Flood Zone 3, on the Environment Agency's Flood Map for Planning, indicating a high risk of fluvial / tidal flooding. The Ryebank Rife, categorised as a main river, flows from west to east, through the north of the site and the Elmer Rife (also categorised as a main river) flows bi-directionally (south-north) along the eastern boundary of the site. Both of these watercourses are tidally influenced.</p> | <p>3.71 The present day risk of flooding from surface water to the site is considered to be low based on mapping from the Environment Agency and the outputs of the 1D-2D linked ICM hydraulic model.</p> |
| <p>3.68 Hydraulic modelling has been undertaken for the Ryebank and Elmer Rifes combined with the surface water flood risk via a 1D-2D linked ICM hydraulic model. The model has tested the baseline scenario and has shown that the majority of the site is outside of the 1 in 100 year plus 25% climate change flood extents. The more sensitive parts of the development i.e. the clubhouse and maintenance buildings will be located in areas outside of the floodplain, as will the new access road off of the A259 (Grevatt's Lane).</p> | <p>3.72 To mitigate the risk of surface water flooding to the development a comprehensive drainage / SUDS strategy has been developed. This strategy involves attenuating and harvesting the surface water runoff at source, via ponds and swales, prior to discharging to the Elmer Rife and Ryebank Rife.</p> |
| <p>3.69 As a result of the development most of the site will be reprofiled to facilitate construction of the golf course, however as a result of the reprofiling there will be no loss of floodplain, with a view to increase floodplain storage if possible.</p> | <p>3.73 As the golf course will predominantly remain as a greenfield site (excluding car parking, access roads, club house and maintenance depot) the scheme will not result in an increase in runoff rates from these areas. The surface water runoff from the new impermeable areas will be collected, treated appropriately (e.g. hydrocarbon interceptor / SuDS) and discharged to the reservoir or discharged at greenfield rates to the Ryebank or Elmer Rife.</p> |
| <p>3.70 Mitigation measures are embedded within the development to ensure that it is not exposed to an unacceptable level of flood risk and there is no increase in flood risk elsewhere.</p> | |





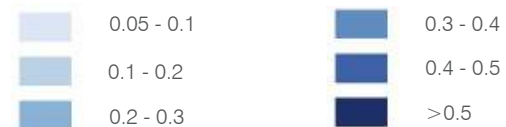
KEY

100yr+25% Peak Depths (m)
Baseline



KEY

100yr+25% Peak Depths (m) Post
Development



OPPORTUNITIES AND CONSTRAINTS

Site Constraints

- 3.74 The analysis of the site characteristics and technical delivery has identified the following constraints to the proposed development (refer to Figure 16):
- 3.75 The development should respect and buffer the Ryebank Rife as much as possible. Where it is necessary to traverse the rife with golf, this shall be done with the minimum impact on the rife and associated vegetation.
- 3.76 Existing hedgerows, mature trees, watercourses and their associated vegetation shall be protected and utilised where ever practicable within the design of the course and incorporated into the wider landscape plan to enhance the site's ecological value.
- 3.77 Inevitable loss of vegetation shall be kept to a minimum, removing only that which is absolutely necessary to facilitate the development.
- 3.78 A vehicular and pedestrian access point will need to be created off the A259 Grevatt's Lane.
- 3.79 Siting of built structures needs to take account of the visual impact from external to the site, particularly from the Surrey Hills AONB.
- 3.80 The proposed development should be considered within the wider planning context of the local area. Notably, proposals should take account of the opportunities to increase biodiversity and leisure activities.

3.81 A powerline crosses the southwest corner of the south parcel, preventing development below, or to the west of it.

3.82 Part of the site sits within the designated flood plain and, therefore, the design shall take account of this and demonstrably show no net loss of flood plain.

Site Opportunities

3.83 With reference to Figure 16, the following section addresses the opportunities presented by the development:

3.84 The development will create an eighteen hole par 72 golf course, alongside a nine hole par 3 course, a practice area featuring a full-length range, short game area and putting green. Built structures will include the clubhouse, a covered range building and a maintenance facility.

3.85 Through the strategic implementation of planting, the proposals will build upon the existing landscape character of the site, minimising the visual impact and maximising biodiversity across the site.

3.86 The overall palette of flora and fauna will be diversified. The landscape character of the golf course will be predominantly open grassland, with localised copses of trees and shrubs, interspersed with low-level grass and wildflower mixes.

3.87 Just over 50% (37.9 Ha) of of the site will be managed under a regime of minimal interventions. In essence, this 'minimal intervention' means no additional nutritional inputs, no irrigation and mowing perhaps once or twice per year.

3.88 Of the remaining area, high maintenance areas such as greens will occupy 1.9Ha, tees 2.1Ha, fairways 16.5Ha and rough 15.3Ha.

3.89 As well as ensuring that there is no net loss of flood plain, the intention is to create additional water bodies around the course, particularly on the eighteen hole course and the Par 3 course to add strategic, aesthetic and ecological value to the land and the courses.

3.90 The sporting facilities created will not only replace those to be lost from the Lidsey Green site, but actually enhance and increase those facilities available to the community, whether 'community' refers to that of local, regional or, indeed, national.





KEY



EXISTING LANDSCAPE FEATURES

- Existing trees
- Tree Preservation Orders (TPO)
- Existing hedgerow
- Existing site access points
- Listed buildings
- Watercourses
- Road network
- Single track lane
- Rife culvert
- Public Rights of Way
- Key views
- Contours
- Existing sewer network
- Existing sub-station location
- Existing 11kV overhead power line

EXISTING LOCAL FACILITIES, LAND USE & ATTRactions

- Open land
- Existing local settlements
- Hospitality
- Employment land
- Sport & leisure
- Parks & open green space
- Places of worship
- Cafe dining, bars & restaurants

POTENTIAL LANDSCAPE INTERVENTIONS

- Retained and enhanced ecological buffers
- Potential access through existing hedgerow
- Potential site access points
- 1 in 100 yr defended floodzone
- Potential access bridge over existing rife

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 Following a competitive tender exercise, European Golf Design (EGD) were appointed to HLM to undertake a high-level evaluation of the site's capacity for development based on the site's condition, size, sensitivity, character and visual envelope.

4.4 This exercise also examined the stated objectives of Bognor Regis Golf Club as far as the required quality of the future golf facilities and related infrastructure to determine the site's capability for delivering those objectives.

4.5 Initially, with only the north and south parcels available, it was determined that the objectives could not be met. At that point, the west parcel was added to the site, following which EGD were able to confirm that the Golf Club's objectives were achievable.

4.6 Options explored included locating the clubhouse and maintenance facility to the south

of Ryebank Rife. It was determined that while there was a benefit to this in terms of visual impact, the impact on the rife due to the need to traverse it with a major access bridge was significant and unacceptable. Following that, various options were explored with the buildings located in the north parcel, both to the east and west of that.

Design Evolution

4.7 Ultimately, it was concluded that the clubhouse location to the west of the north parcel was the most logical, taking into account all of the constraints previously referred to elsewhere in this document.

4.8 This location allowed a logical flow of golf to and from the clubhouse for both the nine hole loops of the eighteen hole course, the nine hole par 3 course, the practice facilities as well as the main access and car park.

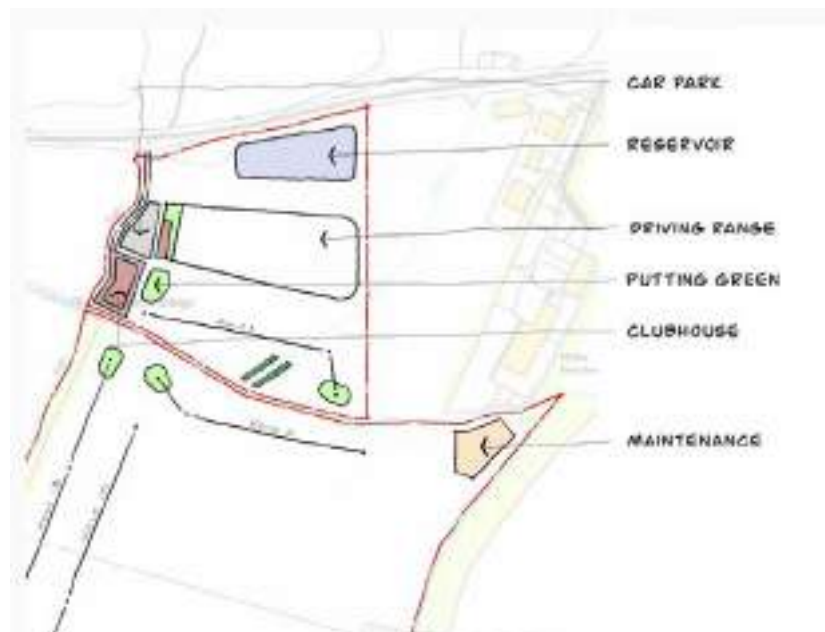
4.9 Water storage for irrigation of the golf course has also been a key consideration. Two reservoirs are planned; the main reservoir will be located in the north parcel with a secondary, supplementary reservoir in the west parcel.

4.10 As the design has developed, the opportunity to create additional water bodies to improve the strategic, aesthetic and biodiversity of the course have become apparent. The opportunity has led to designs with water now featuring on eight of the holes on the eighteen hole course, and two holes on the nine hole par 3 course.





DEVELOPMENT EVOLUTION PLAN 1



DEVELOPMENT EVOLUTION PLAN 2

**BOSNOR REGIS GOLF CLUB
ADDITIONAL LAND OPTION 2**



DEVELOPMENT EVOLUTION PLAN 3

**BOSNOR REGIS GOLF CLUB
ADDITIONAL LAND OPTION**



DEVELOPMENT EVOLUTION PLAN 4

FRAMEWORK PLAN



KEY

- Application site boundary - 73.35 ha
- Existing Public Rights of Way
- Access track
- Existing ditch/drainage network
- New or re-routed ditch/drainage network
- Culverted or removed ditch/drainage network
- Overhead wires
- Golf greens
- Golf tees
- Golf fairways
- Golf semi-roughs
- Golf roughs
- Golf far-roughs
- Mixed tree & shrub planting
- Hedgerow planting
- Existing trees to be retained
- Existing trees to be removed
- Proposed road network
- Proposed golf cart paths
- Proposed bridge crossing
- Proposed irrigation storage lakes
- Proposed water bodies



ILLUSTRATIVE MASTERPLAN

- 4.11 The masterplan proposals are based upon a thorough and sensitive design response to the site's existing landscape and setting, in particular it's relationship with the open countryside to the north, east and west, and the suburban edge of Elmer to the south (although it should be noted that with the tree cover along the southern edge of the site, visibility into and from this suburban edge is extremely limited).
- 4.12 The proposals do not set out to replicate the current facilities at Bognor Regis Golf Club. The intention is to create a golf facility that can remain enjoyable, beneficial and sustainable for the coming decades, taking into account the changes in lifestyle and leisure expectations since the current course was developed almost one hundred years ago.
- 4.13 Access to the site shall be from a central location along the northern boundary that not only allows sufficient vision splays (i.e. safe access) but also facilitates an 'approach directly towards the central hub of the site.



COURSE LAYOUT



4.14 Adjacent to the clubhouse shall be the short game and practice areas. The practice range shall be approximately 265m x 90m with a building housing eleven covered bays for use during inclement weather. To avoid visual impact, there will be no nets often associated with a practice range as the area has been designed to conform to accepted industry safety standards. There will be no impact on the nearby business park as a result of the use of this range area due to the safety margins used for the design. Associated with the range building will be a golf buggy store, for the housing of twelve buggies. The buggy store shall be built using the same materials and architecture as the range building itself.

4.15 As well as the range, there will be the short game area, comprising of a chipping green, a bunker practice green, and a putting green, the latter situated close to the 1st tee. The normal pre-round routine being to hit medium to long shots, followed by short game (chipping, pitching and bunker play) and finally putting practice before beginning the round in earnest. The Golf Club have indicated a desire to establish a golf academy on site and, with the practice and training infrastructure described, they are now well placed to deliver that ambition.

4.16 The eighteen-hole course is the predominant feature within the site. As stated previously, due to the current agricultural land use, there is little in the way of landscape interest, or biodiversity, within the site at the moment. As well as providing an enjoyable and challenging sporting

environment, the course has been designed to vastly increase the biodiversity, habitat and aesthetic interest of the land.

4.17 The golf course is routed such that it has two loops of nine holes starting and returning to the clubhouse. From an operational perspective, this is optimum, providing flexibility both in terms of the number of holes a player might wish to play, as well as the ability to 'load' the course with play by utilising a two-tee start (1st and 10th tees) when conditions demand.

4.18 Although the orientation of the land is largely north/south, care has been taken in routing the course to ensure that there are regular changes of direction and that with one exception, only two holes are ever played 'side by side' – the exception being holes 14, 15 and 16. The remainder of the course moves smoothly through the land, with the planned addition of the proposed lakes and stream, offering both visual and strategic challenge, aesthetics and yet more potential for biodiversity. Water comes into play on eight holes on the eighteen-hole course.

4.19 The course design is complemented by a comprehensive planned landscape, which too will add visual, biodiversity and strategic benefits to the land and course. Within the course, and accessible from a number of holes, will be a half-way house which will provide food and beverage facilities as well as welfare and shelter to players.

4.20 To ensure that as wide a skill-range of players as possible are able to enjoy the course, multiple

tee locations (typically three to four per hole) have been designed to provide a wide variety of positions and lengths from which to play each hole offering options as to how the hole can be played, depending on the tee used. From the forward tees, the course plays to a distance of 5,392 yards. From the back tees, the course is almost 1,500 yards longer, playing to 6,835 yards.

4.21 To complement the eighteen-hole course, a nine-hole short course has been designed. These are typically very popular with beginner golfers, younger (and older) golfers or those with limited amounts of time. The intention is that while the quality of construction and maintenance of this course will be to the same standard as the eighteen-hole course, the demands it places on player will be gentler than the main course while still presenting a challenge should more experienced and able players wish to use it. This course fits beautifully within the western parcel, providing a self-contained and more intimate, less intimidating, space to learn, or develop, the skills to play the game. No two holes play in the same direction. As with the eighteen-hole course, the landscape is designed to enhance both environment and the course itself and, as with the larger course, the nine-hole course has been designed to industry accepted safety standards.



- 4.22 The nine-hole course plays at 995 yards from the forward tees, and from the back tees the course stretches to 1,355 yards.
- 4.23 After accessing the site off the A259 Grevatt's Lane, the entrance road sweeps gently to the left before bearing right, with a spur road on the left which leads to the golf course maintenance facility. With the clubhouse becoming visible, members and guests pass the short game and practice areas on the left, before a spur to the right into the car park. After parking, access from the car park to the clubhouse shall be by pedestrian footpath, with low-level lighting for use outside daylight hours.
- 4.24 The car park is sited within the western parcel of land and located such that it is heavily screened by existing vegetation, supplemented by proposed landscape planting. This also allows the immediate vicinity of the clubhouse to be free of vehicles, presenting a much more attractive setting.
- 4.25 Access to the maintenance facility is via a spur off of the main club access road. This will be used for relevant deliveries (materials, aggregates etc) associated with course maintenance, as well as the main access for green keeping staff. For daily light deliveries / drop offs to the main clubhouse there is a layby outside of the main entrance, accessed via the roundabout beyond the main entrance to the carpark. For larger deliveries / pickups (clubhouse stock, keg and barrel deliveries, refuse and recycling pickups, and maintenance access to the plant room) there
- is a service area to the west of the club. This is positioned such that these operations can take place without causing disturbance to the daily functions of the clubhouse.
- 4.26 Pedestrian – from leaving the clubhouse, players have the option of either utilising the short game and practice facilities to the north of the building, or going straight to the 1st tee, located immediately east of the building, or to the 10th tee, situated to the south east.
- 4.27 Golf Buggy – as above, players can either use the dedicated pathway from the clubhouse to the short game and practice areas, or to either the 1st or 10th tees.
- 4.28 Disabled access to the facility is assisted by the dedicated disabled parking spaces allocated within the car park, and then the flat, step-free route to the clubhouse. From there, the pathways, with the option of use of golf buggies, will allow good access to users of all physical abilities to the course and practice areas.
- 4.29 A partial buggy and maintenance pathway is planned around the course. Predominantly, this will take players to the practice areas, 1st and 10th tees and, from those points, will start short of the green on the hole being played, and continue to beyond the tees of the next hole. It is not planned to be a continuous pathway network, minimising resource usage and hard-standing within the course itself. As well as allowing players ease of access, the pathways are intended to allow maintenance equipment easy access to all
- areas of the course, particularly during periods of inclement weather when, without the path, either movement around the site would not be possible, or would be possible but with the risk of damage to turf.
- 4.30 Two bridges are planned to cross the Ryebank Rife, one to allow passage between the 1st and 2nd holes, and a further bridge located to service the 9th, 10th and 18th holes. The bridges have been sited such that there will be minimum disturbance to the rife itself, or the landscape material alongside it. Without access across the rife, the scheme is non-viable. These bridges will be 12m x 3.75m in dimension and constructed by Fibrecore, or an approved equal. There will be an additional bridge of 6m x 3.75m of similar construction. Each bridge will be capable of use by normal maintenance equipment, pedestrians and golf buggies.
- 4.31 The maintenance area has been located at the extreme northern end of the site to minimise disturbance through the remainder of the site due to deliveries. This also keeps hard-standing and noise disturbance within the site to a minimum. Visually, the building will be screened from the north by the existing tree belt along the A259 Grevatt's Lane and to the south by new landscape planting. As well as material (loose and packaged) and equipment storage, the maintenance building will feature welfare facilities for the maintenance team, and office space. forward tees, and from the back tees the course stretches to 1,355 yards.

COURSE ACCESS & MOVEMENT



Site Access

- 4.32 Access to the site will be provided in the location of the existing field access that currently serves the site and will be in the form of a new priority junction arrangement. This arrangement will include localised widening to accommodate a ghost island right turn lane.
- 4.33 The A259 Grevatt's Lane passing the site is subject to the national speed limit (60mph), therefore the level of visibility from the access has been based on the Design Manual for Roads and Bridges (DMRB) which requires a visibility splay of 215m. The visibility shown is measured from a point 4.5m set back from the proposed give way road markings.
- 4.34 The proposed access arrangement includes 3.5m wide through lanes either side of a 3m wide ghost island right turn lane. The access leading into the site is 6m wide at its junction with Grevatt's Lane narrowing as it continues into the site.
- 4.35 To facilitate pedestrians and cyclists the access arrangement includes a centre refuge island which is 3m in depth to ensure there is sufficient room for a cyclist to wait. Sustrans Design Guidance identifies that the depth of refuge islands to accommodate cyclists should be a minimum of 2.4m, however given the speed of the road a width of 3m will ensure that a cycle

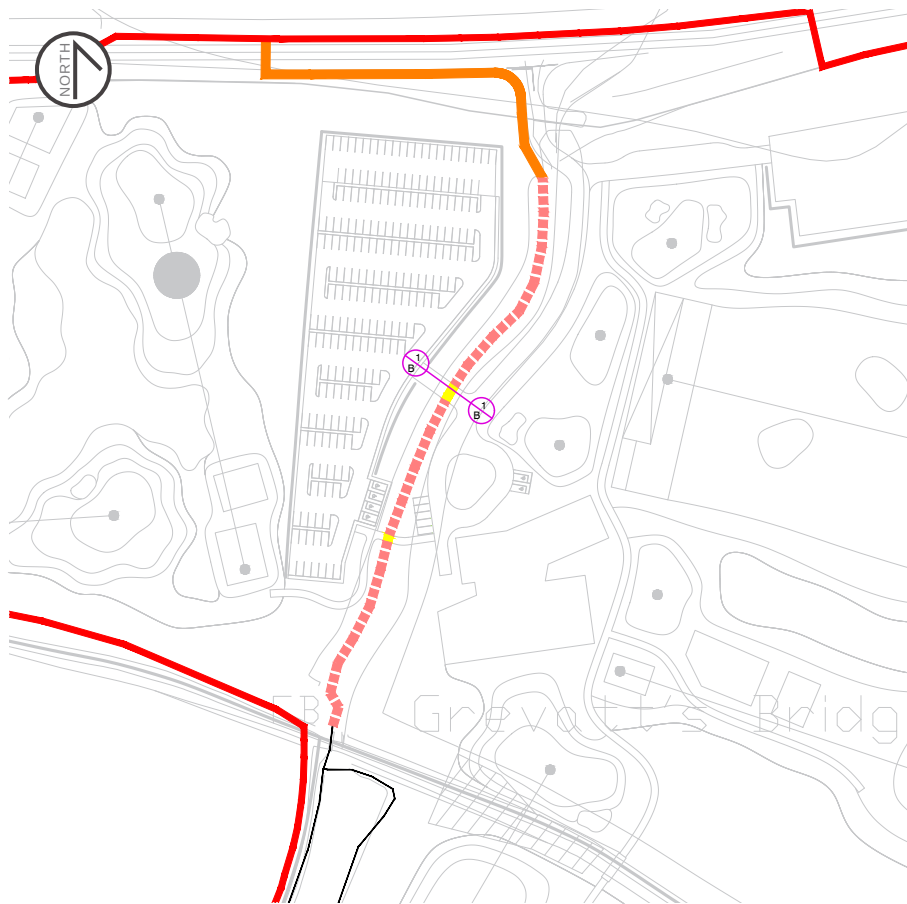
can be safely accommodated on the island. The proposed island will also include localised lighting.

- 4.36 As part of the access arrangements a new 3m wide footway/cycleway will be provided on the southern side of Grevatt's Lane between the site access and the proposed refuge island. This footway will continue into the site whereby cyclists can continue along the main access road and pedestrians can continue along the existing PRoW.
- 4.37 The existing PRoW runs on a north-south alignment through the northern section of the site and along the western boundary of the southern section of the site. The surface of the PRoW will be improved along the section that dissects the northern part of the site between the site access and the Rife, providing a bound gravel type surface.
- 4.38 The access road leading into the site will be on the eastern side of the PRoW and the car parking area will be provided on the western side which will involve a new access road being provided across the PRoW. To ensure that this proposed crossing point is safe for all users, it is proposed that appropriate measures are put in place to slow vehicle speeds and ensure that there is sufficient intervisibility between users.

Parking

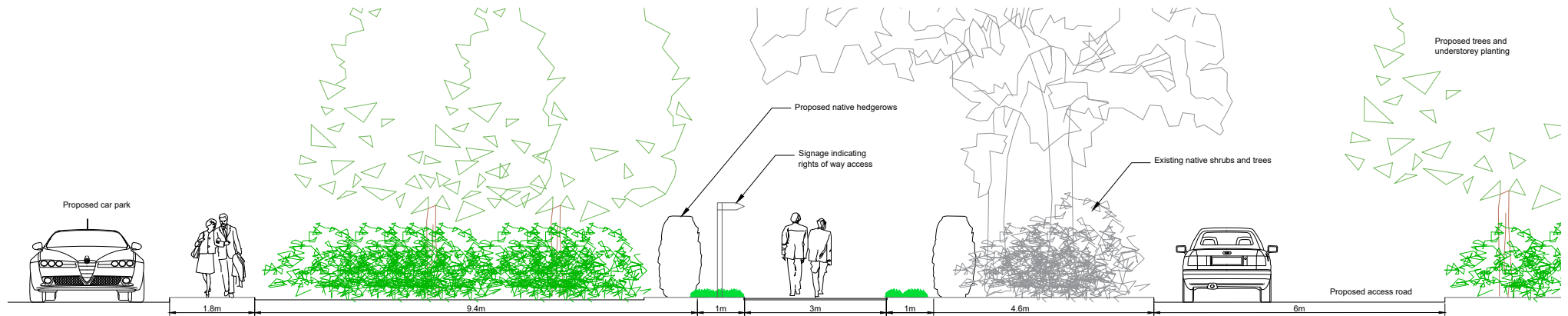
- 4.39 The club house, maintenance facility and driving range are located in the northern field parcel as shown on the Proposed Site Plan. The car park, providing 222 number of spaces including 176 car spaces, 4 disabled spaces and an overflow area for 42 cars, is located in the Western field parcel.
- 4.40 There are an additional 7 spaces located outside of the main clubhouse, including 2 disabled space. The maintenance facility includes 12 car parking spaces for staff. At least 20% of the total number of spaces will comprise electrical vehicle charging. In order to encourage cycling to the site three cycle stands will be provided, these will be located close to the Golf Club entrance and accommodate up to 6 cycles. These racks will be in a lit and sheltered location.





KEY

-  Existing PROW MOS/165/1 footpath route to be retained
-  Existing bridleway to be retained and improved
-  Hardstanding areas where proposed roads and rights of way intersect
-  New footpath and cycleway connection



COURSE ACCESS & MOVEMENT cont...



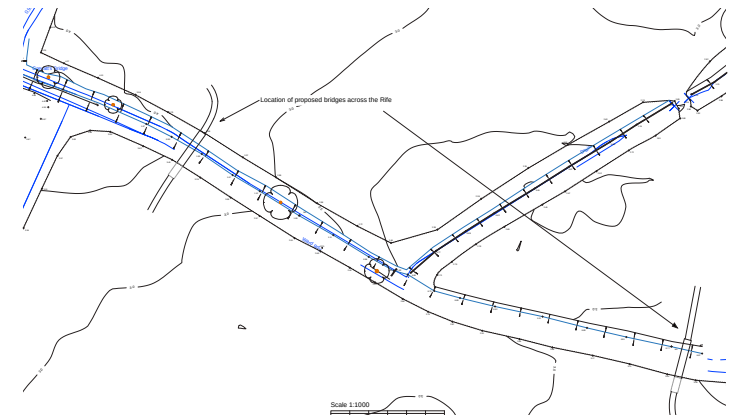
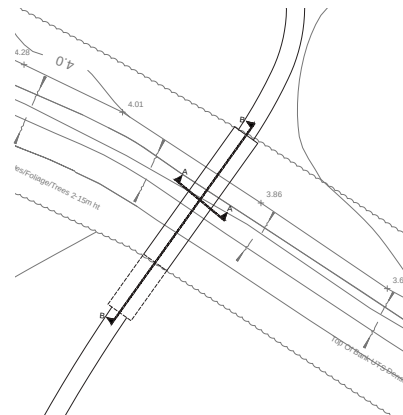
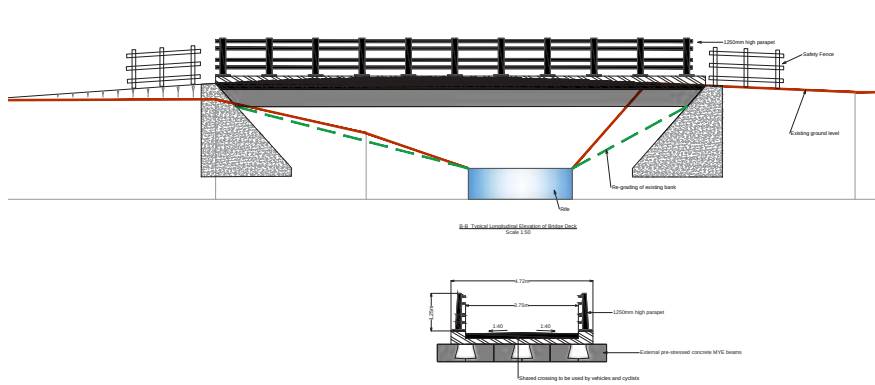
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| <p>4.41 After accessing the site off the A259 Grevatt's Lane, the entrance road sweeps gently to the left before bearing right, with a spur road on the left which leads to the golf course maintenance facility. With the clubhouse becoming visible, members and guests pass the short game and practice areas on the left, before a spur to the right into the car park. After parking, access from the car park to the clubhouse shall be by pedestrian footpath, with low-level lighting for use outside daylight hours.</p> | | <p>that these operations can take place without causing disturbance to the daily functions of the clubhouse.</p> | | |
| <p>4.42 The car park is sited within the western parcel of land and located such that it is heavily screened by existing vegetation, supplemented by proposed landscape planting. This also allows the immediate vicinity of the clubhouse to be free of vehicles, presenting a much more attractive setting.</p> | <p>4.44 Pedestrian – from leaving the clubhouse, players have the option of either utilising the short game and practice facilities to the north of the building, or going straight to the 1st tee, located immediately east of the building, or to the 10th tee, situated to the south east.</p> | <p>4.45 Golf Buggy – as above, players can either use the dedicated pathway from the clubhouse to the short game and practice areas, or to either the 1st or 10th tees.</p> | <p>4.48 Two bridges are planned to cross the Ryebank Rife, one to allow passage between the 1st and 2nd holes, and a further bridge located to service the 9th, 10th and 18th holes. The bridges have been sited such that there will be minimum disturbance to the rife itself, or the landscape material alongside it. Without access across the rife, the scheme is non-viable. These bridges will be 12m x 3.75m in dimension and constructed by Fibrecore, or an approved equal. There will be an additional bridge of 6m x 3.75m of similar construction. Each bridge will be capable of use by normal maintenance equipment, pedestrians and golf buggies.</p> | <p>4.49 The maintenance area has been located at the extreme northern end of the site to minimise disturbance through the remainder of the site due to deliveries. This also keeps hard-standing and noise disturbance within the site to a minimum. Visually, the building will be screened from the north by the existing tree belt along the A259 Grevatt's Lane and to the south by new landscape planting. As well as material (loose and packaged) and equipment storage, the maintenance building will feature welfare facilities for the maintenance team, and office space.</p> |
| <p>4.43 Access to the maintenance facility is via a spur off of the main club access road. This will be used for relevant deliveries (materials, aggregates etc) associated with course maintenance, as well as the main access for green keeping staff. For daily light deliveries / drop offs to the main clubhouse there is a layby outside of the main entrance, accessed via the roundabout beyond the main entrance to the carpark. For larger deliveries / pickups (clubhouse stock, keg and barrel deliveries, refuse and recycling pickups, and maintenance access to the plant room) there is a service area to the west of the club. This is positioned such</p> | <p>4.46 Disabled access to the facility is assisted by the dedicated disabled parking spaces allocated within the car park, and then the flat, step-free route to the clubhouse. From there, the pathways, with the option of use of golf buggies, will allow good access to users of all physical abilities to the course and practice areas.</p> | <p>4.47 A partial buggy and maintenance pathway is planned around the course. Predominantly, this will take players to the practice areas, 1st and 10th tees and, from those points, will start short of the green on the hole being played, and continue to beyond the tees of the next hole. It is not planned to be a continuous pathway network, minimising resource usage and hard-standing within the course itself. As well as allowing players ease of access, the pathways are intended to allow</p> | | |



VISUAL LOCATION PLAN



F. 20 | V1 ACCESS VISUAL



F. 21 | TYPICAL FOOTBRIDGE DETAIL OVER RYEBANK RIFE

BUILDINGS



4.50 Novium Architects have been appointed by Hallam Land Management to provide architectural services for the development of the club house on the new BRGC site. The scope and design of the works has been developed throughout a period of regular consultation with both Hallam Land Management and BRGC during the last quarter of 2021. Novium have also worked closely with European Golf Design to ensure that the club house is fully integrated into the golf course design.

Design approach

4.51 The proposed club house has been designed to be both functional, but also to form a significant part of Bognor Regis Gold Club's narrative and future brand, following the relocation to their site. The layout of the building incorporates a hospitality venue with uninterrupted views of external open green space available for use by both members and visitors. The materiality and form of the building has been carefully considered so that the building is sensitive to its surrounding environment and local context.

Use

4.52 The building will be used as a club house by the relocated Bognor Regis Golf Club. The building will be open to both members and visitors to the course and will provide additional facilities for hospitality events and weddings.

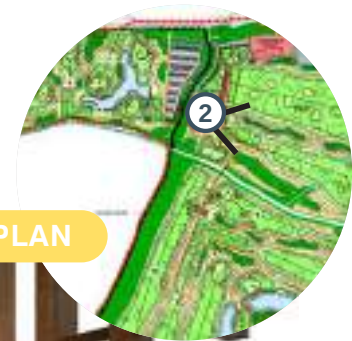
4.53 The application also includes proposals for a driving range and green keepers facilities used for the maintenance of the golf course.

Size & occupancy

4.54 The club house is a single storey building with a footprint of 1407 m² with an additional balcony of 57 m² and a maximum eaves/ridge height of 7.1 meters, reaching 7.5 meters with the chimney.

4.55 This contains hospitality areas, changing rooms, offices, and ancillary rooms. The club house is set on a plinth at 5.00 meters AOD.

4.56 The maintenance facility is also a single storey building with a footprint of 883 m² and maximum eaves/ridge height of 6.0 meters. This construction houses a maintenance vehicles workshop, various stores, offices, and staff change rooms.

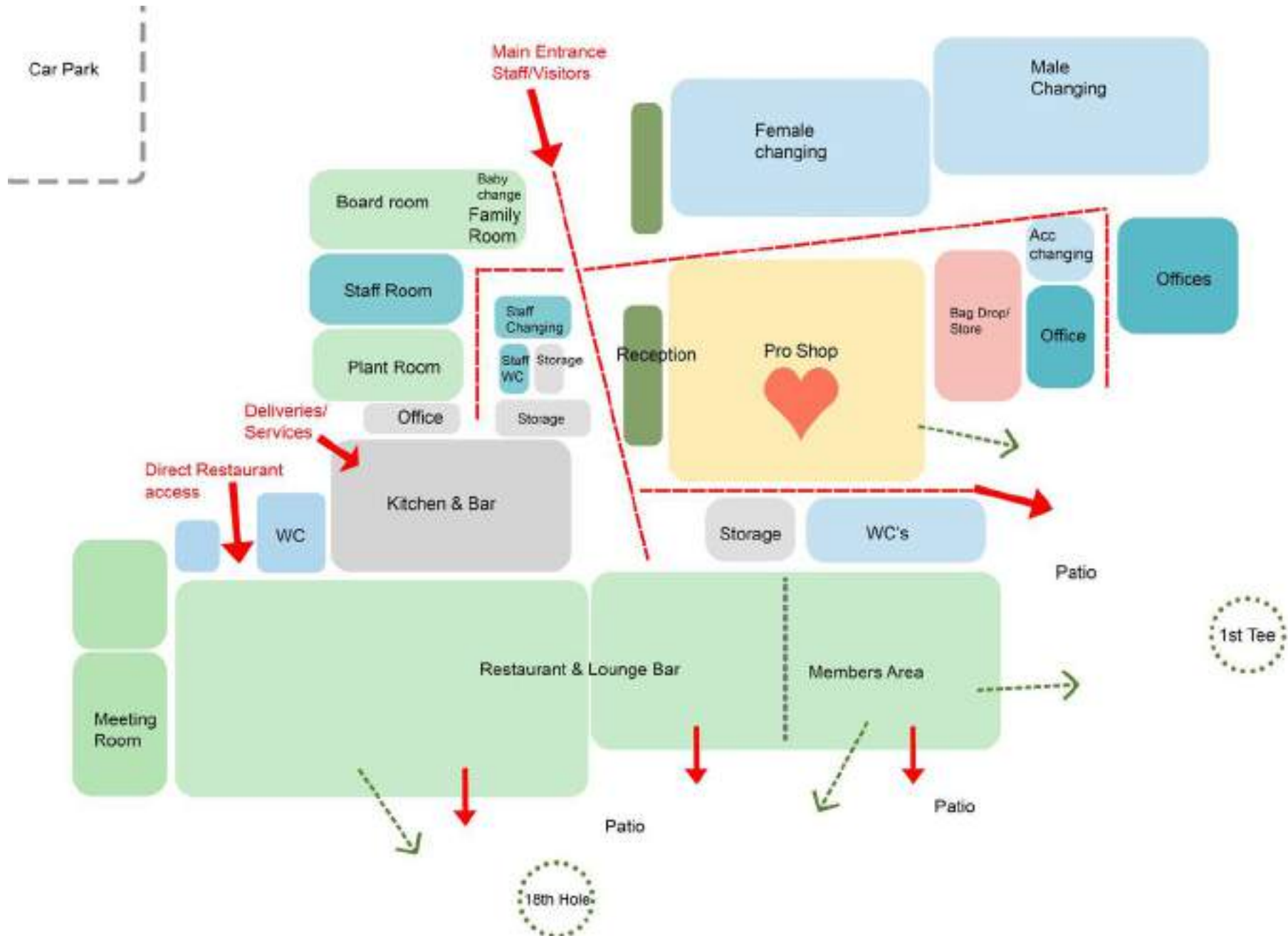


VISUAL LOCATION PLAN



F. 22 | V2 ARCHITECTURAL VISUAL





BUILDINGS cont...



- | | | |
|--|---|---|
| <p>4.57 The main clubhouse has been designed to create a welcoming entrance to draw members and visitors into the building.</p> | <p>entrance are the staff room, board room and family room spaces, with direct access to the WCs and accessible changing room. The board room and family room are linked via a folding partition to provide greater flexibility by club and community user groups.</p> | <p>outdoor seating space and can be accessed via an external covered staircase or via a platform lift located within members bar, linked to the terrace via an elevated walkway. The mezzanine is contained within the roof profile and is partially screened by the continuation of the timber brise-soleil that forms the balustrade.</p> |
| <p>4.58 The arrangement of rooms within the clubhouse can be separated into two distinct zones along the main spine corridor. Hospitality and Golf. This affords the club the ability to host private functions on the west side whilst maintaining golf functions to the east. By closing the folding partition between the members sports area and the restaurant area the two zones can operate independently. This allows the club to be hired out as a venue for weddings, commercial activities and hospitality events, helping generate further income.</p> | <p>4.62 The main changing facilities and bag store are positioned in the Eastern wing of the building directly off of the reception area and provide direct access to the first hole of the course. The main office and general managers office are also positioned to overlook the first hole of the course.</p> | <p>4.65 Services spaces such as the plant room and kitchen are positioned in the Western wing of the building. These have been positioned so they are discrete and way from the main spaces of the club house but are still easily accessible by staff members.</p> |
| <p>4.59 The central "spine" circulation route acts as an axis for the building and main entrance/circulation. Its positioning and design is such that it naturally draws patrons all</p> | <p>4.63 The main bar, restaurant and function space, and adjacent members area, are orientated to provide an uninterrupted view towards the 18th hole of the course. The orientation of these spaces provides a Southerly aspect, with a direct link to an outdoor terrace that will provide additional seating. The oversailing roof and application of horizontal timber louvres will provide protection from the elements and additional shading to bar area. Glazed rooflights have been used to bring natural light deeper into the function spaces.</p> | |
| <p>4.60 the way through the clubhouse to the golf course beyond. There is an uninterrupted view through the building giving the effect of framing the view beyond allowing visitors a glimpse of the external spaces.</p> | | |
| <p>4.61 The reception and pro shop have been placed at the heart of the building, to provide a welcome point and act as an informal hub and heart space for the golf club. Adjacent to the main</p> | <p>4.64 Externally, a mezzanine level gallery has been created to provide a covered, elevated viewing point looking South across the course towards the sea. The mezzanine also provides additional</p> | |



KEY

- Building facilities
- Changing rooms
- Golf services
- Hospitality
- Kitchen
- Reception
- Retail
- Staff and administration
- Storage

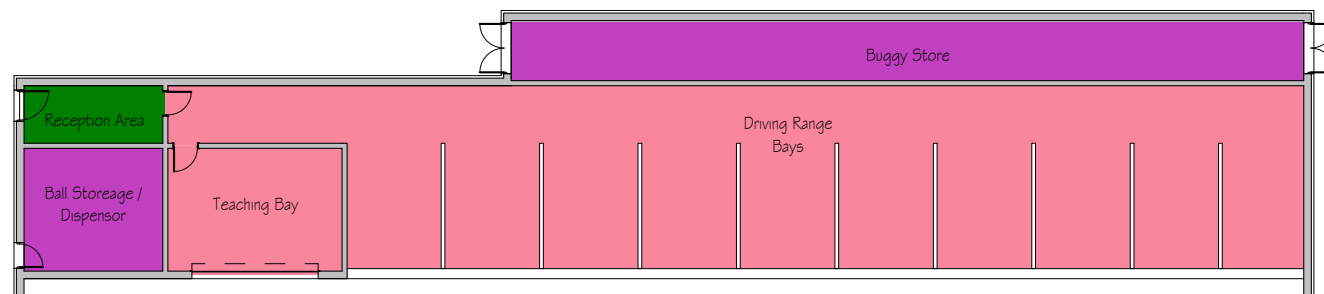


BUILDINGS cont...



KEY

- Golf services
- Reception
- Storage



4.66 The green keepers facilities are positioned to the north of the driving range, away from the main club house. The facility is arranged around a centralised courtyard, with a turning area and fueling station.

4.67 The main building consists of a covered vehicle storage area that is directly accessible from the main courtyard. Accessed directly off this spaces are the facilities for the green keeping staff that include changing areas, staff room, office space, training room and accessible WC. Included within the main building are additional spaces for maintenance and storage. External to the building is a machinery wash down areas and staff car parking. Three covered bin stores are positioned off the courtyard in a separate building.

4.68 Included within the main building are additional spaces for maintenance and storage. External to the building is a machinery wash down areas and staff car parking. Three covered bin stores are positioned off the courtyard in a separate building.

4.69 The driving range is directly accessible from both the club house plaza and the changing facilities. The main entrance is arranged around a small reception area that acts as the entrance to the building, before leading past the practice bay. Adjacent to the reception areas is a ball washing area for use by staff members.

Inclusion & Accessibility

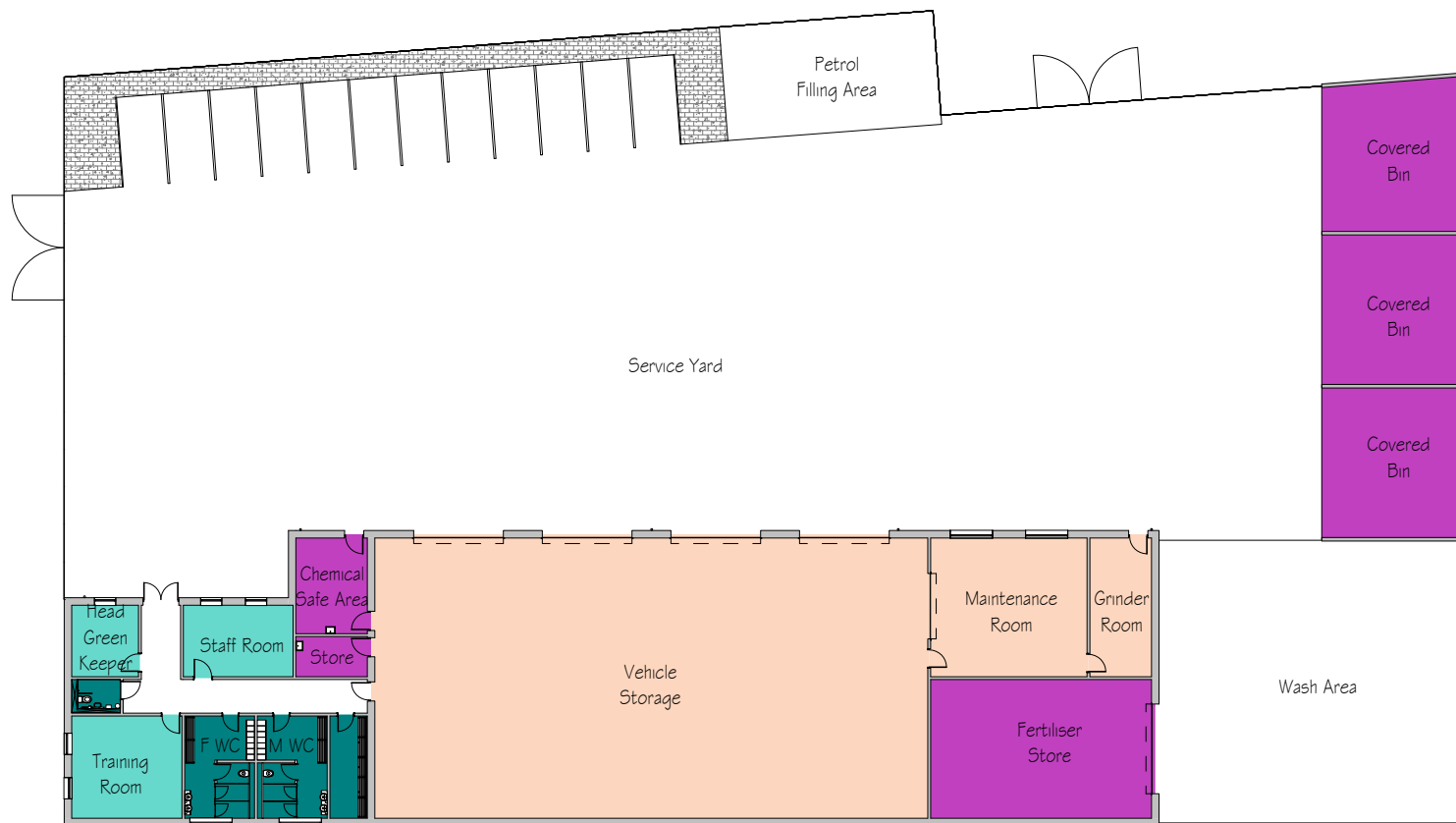
4.70 The proposed golf club will be an inclusive environment for both members and visitor.

All building entrances and key facilities are proposed across a single ground floor level, with step-free access to all these spaces. The viewing gallery on the mezzanine level is accessible by an internal platform lift and covered elevated walkway. The proposed development will be fully accessible and it is designed in accordance with Building Regulations Part M for accessibility.

Safety

4.71 Once complete, the scheme will be occupied by BRGC who will manage site security. The use of robust materials and specifications will ensure that security is built into the fabric of the buildings.





KEY

- Maintenance
- Staff and Administration Areas
- Storage
- Toilets

MASSING & ELEVATIONAL APPROACH



- 4.72 Set between the South Downs National Park and Elmer Beach, the massing of the club house has been designed to acknowledge its surrounding. The building has been positioned away from the boundaries with any neighbouring properties, the A259 and has been kept to a single storey across its floor plates.
- 4.73 The design of the club house incorporates two wings of flint and brick construction, pivoting from a central structure that forms the heart of the building. The two wings have varying pitched roof, not only to provide architectural interest but also to orientate the photovoltaic array and rooflight towards a southerly aspect. The central structure of the building has a flat roof to contrast the adjacent building wings. A contemporary brick chimney, is used not only as a reference to the surrounding residential buildings but also to disguise the extract flues from the plant room.
- 4.74 The fenestration has been designed to both perform the technical requirements of daylighting and ventilations, whilst also identifying key spaces within the building and providing uninterrupted views towards the course.
- 4.75 The form and materiality of the driving range has been designed to reflect the adjacent club house. The green keepers facility will be comprised of materials and form familiar to the surrounding agricultural landscape.
- 4.76 The driving range is a maximum height of 5.0 meters and has a footprint of 502 m². This building will include 15 bays, 10 of which will be covered. There is a buggy store compound connected to the driving range, which will house 12 buggies.
- 4.77 There is a halfway house included within the southern parcel of the Application Site. This has a footprint of 23 m² and will be single storey in height.

VISUAL LOCATION PLAN



MATERIALS & WEATHERING



- a - Brick
- b - Flint
- c - Timber Brise Soleil
- d - Slate Tile
- e - Aluminium Windows & Doors (Bronze Colour)
- f - Timber Cladding
- g - Concrete Block
- h - Metal Roofing System
- i - Timber Hit & Miss Fence

4.78 The external material choices for the club house have been specifically selected in respect of the local vernacular of the site but with a contemporary approach.

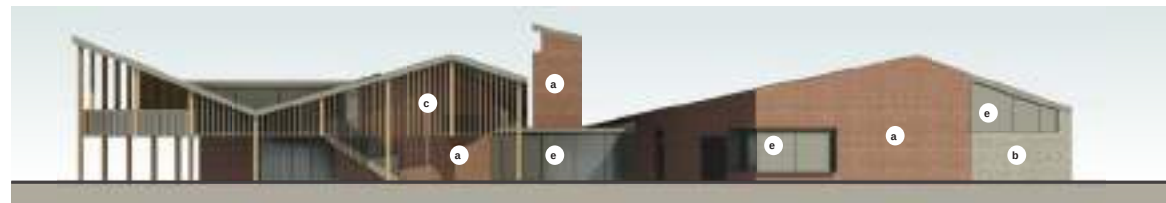
4.79 A core base material of red brick has been selected for the clubhouse as it is a robust and low maintenance material, that will sit well with the local area. Flint has been used to form the main walls that face the entrance plaza. The contrast with the brick is used to draw visitors towards the main entrance of the building. The flint not only provides a particularly high-quality finish to the appearance of the main entrance but also the material places the building firmly within its locality to the South Downs national Park. Timber is used across the building to provide screening and shading for the internal spaces. Over time, the timber will weather to a soft grey, that will further reflect the traditional agricultural buildings of the area. The roof will be finished in slate tiles, a covering found across many local and traditional buildings.



Club House - South Elevation



Club House - North Elevation



Club House - East Elevation

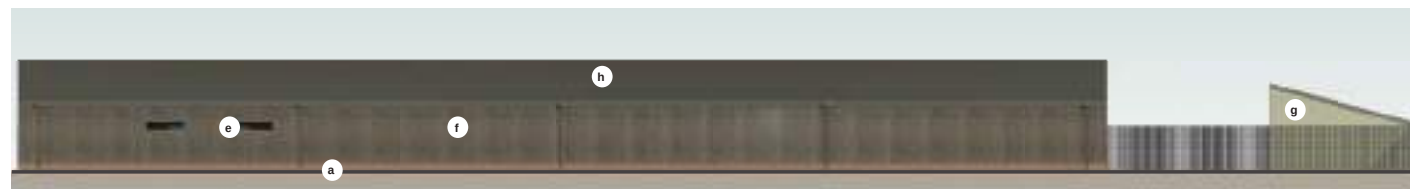


Club House - West Elevation

MATERIALS & WEATHERING cont...



- a - Brick
- b - Flint
- c - Timber Brise Soleil
- d - Slate Tile
- e - Aluminium Windows & Doors (Bronze Colour)
- f - Timber Cladding
- g - Concrete Block
- h - Metal Roofing System
- i - Timber Hit & Miss Fence



Maintenance Facility - South Elevation



Maintenance Facility - North Elevation



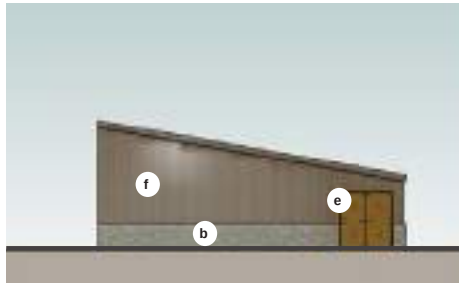
Maintenance Facility - East Elevation



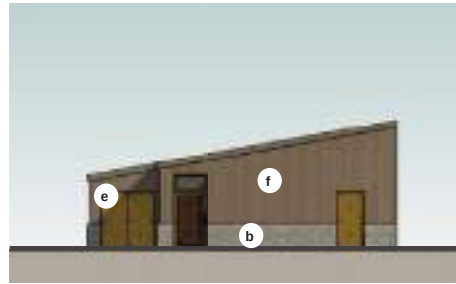
Maintenance Facility - West Elevation

4.80 The external material choices for the Green Keepers Maintenance Facility have been selected for their durability and suitability for working buildings. The timber cladding references the traditional use of timber cladding applied to agricultural buildings and the bronze windows, doors and rainwater goods link the facility back to the main clubhouse.



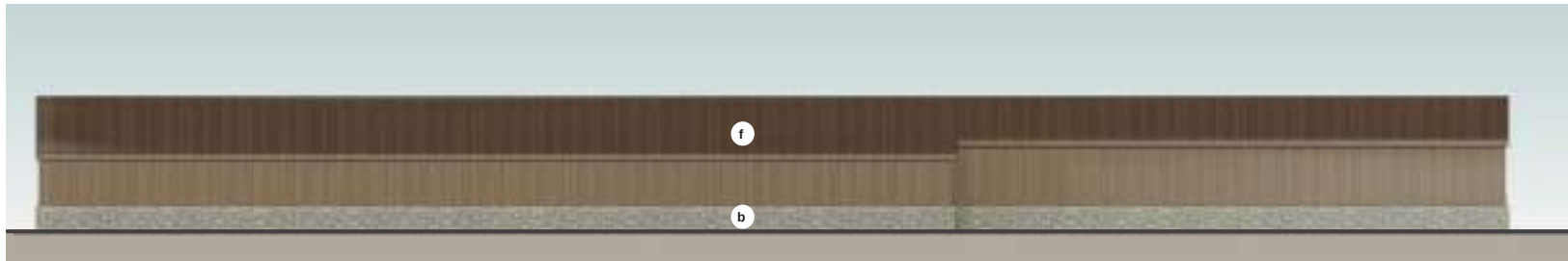


Driving Range - North Elevation



Driving Range - South Elevation

- 4.81 The external material choices for Driving Range have been selected to specifically compliment the clubhouse building. The timber cladding references the timber brise soleil and the the masonry base is constructed of the same flintwork that forms the feature wall by the clubhouse main entrance. The doors and windows will be of the same bronze finish as the clubhouse.



Driving Range - West Elevation



Driving Range - East Elevation



Appearance rationale

4.82 The rationale of the appearance is directed by the following considerations:

- The rural setting.
- The materiality of local vernacular buildings.
- The exposure of the site position.
- The requirement for the clubhouse and practice range buildings to enhance their surroundings.
- The appropriate functions of a modern golf club.
- The functional requirements of the green keepers facility
- The scale and height of neighbouring development.

Development context

4.83 The visual appearance of the club house relates to the local architecture of rural West Sussex. The concept for the club house is the use of traditional construction materials, carefully considered to create a building form that is both contemporary, but references the local vernacular.

4.84 The main building is formed of a combination of brick and flint, reflecting the materials available from the nearby South Downs National Park.

4.85 Timber planks, traditionally used to clad agricultural buildings, are applied to form screening and shading elements where required. The roofs have been pitched to reflect the typical profile of rural buildings and the brick chimney used a reference to the traditional buildings of the county.



Blockwork



Knapped Flint Stonework



Metal Fence





Metal Roofing System



Red Brick



Slate Roof Tiles



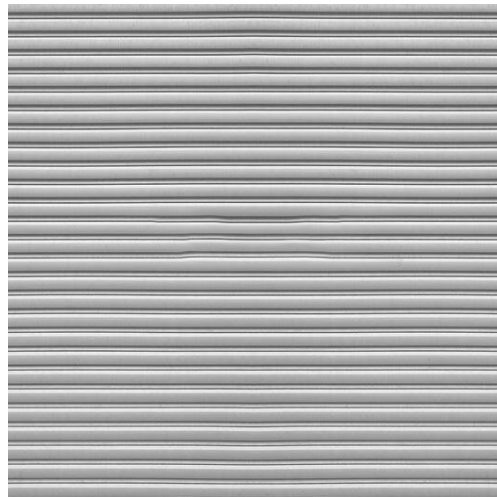
Timber Brise Soleil



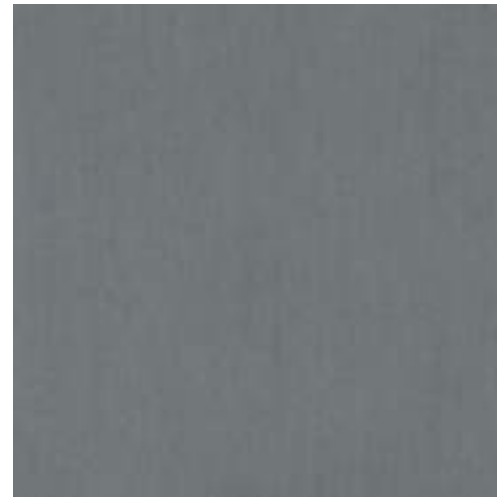
Timber Cladding



Metallic Bronze



Roller Shutter Door



Zinc



GOLF COURSE MANAGEMENT & MAINTENANCE



- 4.86 In the UK indigenous fescue and bent grasses produce the best year round turf for golf, for playing, economic and environmental reasons. These species benefit from minimal intervention and, with good cultural practices, require lower nutrient levels and other chemical controls as well as reduced requirements for irrigation. Fescues and bents are the grass varieties which best fulfil the demands of economic and environmental sustainability on golf courses in the south of England. All areas of the golf course undergoing soil disturbance and all existing non-grassland areas will be seeded. The following grass seed mixtures are proposed for the golf course, although final varieties will only be confirmed following detailed soil fertility tests:
- Greens: Common Bent, Highnote Chewings Fescue, Corail Strong Creeping Fescue*
- Tees: Common Bent, Corail Strong Creeping Fescue, Highnote Chewings Fescue, Calico Perennial Ryegrass, Tetris Smooth Stalk Meadowgrass*
- Fairways & Semi-rough: Common Bent, Corail Strong Creeping Fescue, Highnote Chewings Fescue, Calico Perennial Ryegrass, Tetris Smooth Stalk Meadowgrass*
- Rough: Common Bent, Corail Strong Creeping Fescue, Highnote Chewings Fescue, Aberfleece Sheeps Fescue*
- Far Rough: Common Bent, Sweet Vernal-grass, Crested Dogstail, Corail Strong Creeping Fescue*
- 4.87 The following is an indication of the mowing frequency for each area of the course during the main golf season:
- Greens 5-7 times per week
 - Tees 5-7 times per week
 - Fairways 2-3 times per week
 - Semi-rough 1-2 times per week
 - Rough 3-4 times per month
 - Far Rough 1-2 times per year
- 4.88 Typical heights of cut would be as follows:
- Greens 2-4mm
 - Tees 7-10mm
 - Fairways 10-13mm
 - Semi-rough 20-25mm
 - Rough >50mm
- 4.89 Approximately 60% of the golf course area will be maintained as infrequently mowed roughs and far rough. 40% of the development area would be frequently maintained greens, tees, fairways and semi-roughs.
- 4.90 The rough is divided into two categories. Immediately adjacent to the playable areas the rough will be fescue dominated grassland which would provide an attractive textural and colour contrast to the mown areas and from within which it is anticipated that there would be frequent golf play. As such, the 'Golf roughs' would need to be of an open structure, with the golf ball readily found within. These areas would be mown two or three times a month during the summer.
- 4.91 The second category is denoted as far rough and would be species-rich grassland containing a wide variety of grass and wildflower types, both inherent and introduced. Infrequent golf play is anticipated for these areas, so there would not be such an imperative to make finding golf balls a priority. This rough will especially be planted on woodland edges in non-playing areas and would be mown once or twice a year. The fine turf areas would be mown at different heights appropriate for their purpose.





GOLF COURSE MANAGEMENT & MAINTENANCE cont...



4.92 The new development will benefit from new ponds and two reservoirs. All the lakes would have extensive 'soft' edges with marginal wetlands. These lakes will be essential parts of the scheme, partially as strategic hazards within the course, but also to serve an important function for site drainage as well as assisting water harvesting for irrigation. The reservoirs, the main one to be located in the northern parcel next to the maintenance building and a secondary, subsidiary reservoir within the nine-hole course, will be constructed for the permanent holding of harvested water for use in the summer months. They will hold approximately 47,000m³. The reservoirs will be constructed with a balance of cut and fill and no imported material will be required. During the summer months transfer pumps will lift the water back up to the water tank located close to the maintenance area, from where it will enter the irrigation system.

4.93 With the exception of the reservoirs, none of the other lakes will be lined with an HDPE liner, but all will be aerated to ensure that the water remains fresh. The harvesting of available water from the site plays an important part in the sustainable provision of irrigation for the golf course and, as such, a detailed golf course drainage scheme has been developed. Water will be partially supplied by winter abstraction and the harvesting of rain water from a variety of locations, including the golf course, the car parks and the clubhouse and maintenance building

roofs. On the golf course, surface drainage flows will be directed to catch basins and drain pipes which, wherever possible, flow towards retention ponds or transfer chambers. This is to maximise the capture of storm water flows so that the water can be recycled through the irrigation system. There are some topographical limits however and some water will be directed to soakaways or infiltration basins in the far rough areas, which will control the percolation of run-off into the ground. Most greens, tees and bunkers will be constructed with sub-surface drainage which will be directed into the mainline drainage system. Some tees and bunkers will be drained into soakaways. Should the reservoirs be full then infiltration basins will act as overflow catchment areas to which excess runoff will be directed during heavy storm periods. From these areas water will be able to slowly percolate through the soils.

Irrigation

4.94 The irrigation system will be designed in accordance with industry standards as set out by the British Turf and Landscape Irrigation Association. Golf course irrigation will be installed to cover all greens, tees and fairways. This will be a fully automatic system which has a high degree of control for the specific location, timing and volume of water applied, to ensure maximum efficiency with application rates. The application rates will equate to peak evapotranspiration rates. Collected water will

be held in a tank for abstraction and distribution around the golf course by a variable speed pumping station housed in a green GRP enclosure, sited adjacent to the storage tank. Water from the golf course will be collected in a number of transfer chambers from where it will be pumped to the reservoirs. Automatic irrigation will typically take place during the hours of darkness from 2200 to 0600 and all sprinklers are controlled via a PC based control system positioned in the maintenance building. The control system will be linked to a weather station and soil moisture sensors which will ensure that water is not wasted or over-applied. A peak daily demand of 827m³ has been calculated.

4.95 Underground pipelines transferring water from the pump station to the sprinklers will comprise of medium density and high performance polyethylene to EN 12201 and BS standard, jointed by compression and electrofusion fittings. Pipelines will be installed to a depth of between 450mm and 600mm and will be laid out, as far as possible, to avoid tree canopies. Where excavation close to trees does need to be undertaken then only installation methods which do not damage the roots will be allowed.



- 4.96 Once turf is established the amount of nutrient from fertiliser applications that will leach into the drainage system will be negligible and will not impact on the quality of water which enters the ground. However, water quality will be monitored to allow appropriate action to be taken if there is shown to be excessive contamination.
- 4.97 During turf establishment slow release fertilisers will be used to minimise losses of nutrient through leaching. There will be no fertiliser or pesticide application to far roughs. Significant buffer strips of meadow are to be maintained around all infiltration basins and at ponds where possible. Such strips have proved to be particularly effective at capturing residual fertiliser and pesticide carried by surface flow.
- 4.98 All water bodies are sensitive to intensive management and require protection from possible contamination, particularly through drainage. Management practices will be adopted to prevent the threat of contamination including minimising fertiliser and pesticide applications on nearby parts of the course.
- 4.99 Lake and pond margins away from playing areas will be planted with a mixture of aquatic, marginal and emergent plants. Shallower banks, which are more suited to planting, are normally located on the non-play side of a water body. This is partly due to damage caused by golfers to vegetation when attempting to retrieve golf balls from shallower water. All ponds will contain a safety shelf at a depth of approximately 500mm. Banks will be grassed down to the water edge and, where practical, maintained as rough grass to encourage reptiles and amphibians.
- 4.100 The proposed reservoir is not intended as a landscape feature. The water levels within the reservoir may be subject to considerable fluctuation as water is drawn out during the drier summer months. The surface area of the reservoir has therefore been kept at a minimum and the sides relatively steep to avoid loss of water through evaporation and to reduce drawdown. It will be fenced and in order to reduce the visual impact the perimeter will be intensively planted with native trees and shrubs.

5 GREEN AND BLUE INFRASTRUCTURE STRATEGY



GREEN AND BLUE INFRASTRUCTURE



5.1 High quality Green and Blue Infrastructure is an essential component of the proposals for the new Bognor Regis Golf Club. The rationale is to establish an attractive, safe and enduring landscape that will provide a rich and diverse setting for recreational activity, maximising biodiversity and public amenity.

5.2 The existing landscape of hedgerows and trees will be supported by a network of proposed new Green Infrastructure which includes new broadleaved woodland, trees and hedgerows, along with extensive areas of wildflower meadow, 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.

5.3 The development includes a significant amount of green infrastructure which will serve both the development and the wider community.

5.4 Given the site's low lying topography and the proximity of the Ryebank Rife and areas of floodplain the developments blue Infrastructure will be crucial.

5.5 The existing ditch network encompassing the Site will be retained, and a series of lakes and reservoirs will be formed to effectively contribute to the overall drainage strategy. This network will be designed to maximise its biodiversity and visual appeal whilst ensuring it functions effectively for water management across the site.

5.6 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.

5.7 The plan at Figure 29 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: The Tree Belts** - Dense tree belts that exist to the Site boundaries will be retained and enhanced through the implementation of new trees and understorey planting.
- **Strategy 2: Internal Habitat Network** - Planting located within the heart of the new Site will weave around the course and act as a navigational guide for visitors travelling from one green to the next. The planting aims to create an extensive ecological network which ties the vegetative boundary corridors together. Internal habitats will feature sinuous swathes of grassland, together with pockets of scrubland and specimen trees.

- **Strategy 3: The Manicured Lawns** - A series of lawns, defining the fairways, greens and tees of the proposed golf course. Management and maintenance schedules of the lawns will be varied to provide a range of textural layers and qualities.
- **Strategy 4: The Blue Network** - An interconnected network of attenuation basins, wetland and reservoirs laid out for both surface water attenuation and biodiversity enhancement.
- **Strategy 5: Species Choice to Define Subtleties in Character** - The development will maximise the site's biodiversity potential.
- **Strategy 6: Biodiversity Enhancement** - The development will maximise the site's biodiversity potential.





KEY

Green Infrastructure

- Strategy Area 1: The Tree Belts
- Strategy Area 2: Internal Habitat Network
- Strategy Area 3: The Manicured Lawns
- Strategy Area 6: Species Character Areas

Blue Infrastructure

- Strategy Area 4: The Blue Network

STRATEGIES 1-3: GREEN INFRASTRUCTURE

5.8 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 play golf.
- **New community attraction and hospitality:** The development will provide a new, vibrant attraction for the local communities of Bognor Regis. It will also encourage more people to visit the area and engage in active outdoor recreation. The facility will additionally offer hospitality and retail services with a Pro shop, restaurant and external terrace.
- **Strategic Green Infrastructure Corridor:** The vast majority of existing vegetation on the Site will be retained and substantially expanded upon with an array of ecologically beneficial species of shrubs, trees, grasses and wildflowers.
- **Improved rights of way network:** The existing PROW located to the western Site boundary will be improved and made suitable for equestrian use. It will also be extended in order to connect with the external rights of way network to the north.
- **Protect existing Green Infrastructure assets:** Where practicable existing landscape features will be retained and new high quality parkland will be provided.



STRATEGY 4: BLUE INFRASTRUCTURE

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

- **SUDS schemes:** The development will create an integrated network of attenuation basins and wetlands in order to effectively control surface water run off from the site to a greenfield runoff rate.
- These features will stand as large water bodies throughout the development, aiding with navigational legibility and the aesthetics of the Site.



STRATEGY 5: SPECIES CHARACTER AREAS

- 5.10 The Site will contain a variety of character areas which will each be defined by the careful selection of planting.
- 5.11 The choice of trees, shrubs, meadow and grassland will build a palette for each character area. Contrasts between the character areas will be subtle and blend upon transitions, ensuring that the Site reads consistently as one landscape treated holistically, as opposed to several fragmented components.
- 5.12 The overall planting scheme will largely comprise native species for the benefit of local wildlife, though some non-native specimens will also be considered in the knowledge of the changing climate for the future protection and resilience of the Site.



STRATEGY 6: BIODIVERSITY

- 5.13 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.



6 CONCLUSION

CONCLUSION

- 6.1 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.
- 6.2 The objectives set out on pages 12 and 13 of this document aim to provide a framework within which design decisions have been made.
- 6.3 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.
- 6.4 The plans and design approach together with the supporting illustrative strategies demonstrate how the vision for the site can be delivered.
- 6.5 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 development that is both viable and 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.
- 6.6 The proposed development will deliver:



1 A Distinctive New Leisure and Recreational Facility for the Area

The resulting development will provide golf facilities suitable for the 21st century. It will offer a wide range of ways to experience golf, catering for all from absolute beginners to accomplished and skillful players through the variety of golf available.



2 Climate Change & Sustainability

Through the processes of design, construction and maintenance, the golf facilities will deliver sustainability in all its guises. The commitment has been made jointly by HLM and Bognor Regis Golf Club to follow the sustainability guidelines of GEO, such that the facility will become a GEO Certified Development.

The development will also make provision for electric vehicle charging and cycle storage, and will take into account the effects of climate change in the design of the site drainage strategy and landscape planting.



3 Accessibility & Inclusion

Bognor Regis Golf Club will be designed to be safe, secure and welcoming to people of all ages and abilities.



4 Efficient Use of Natural Resources

Wherever practicable the design has sought to retain existing assets such as vegetation, water bodies and so on, and to supplement these with additional planting that in time will help to provide increasing biodiversity.



5 Innovation

HLM and Bognor Regis Golf Club are committed to exploring and implementing sustainable construction techniques that enhance and add to the existing character of the area, and the performance, quality and aesthetics of the development.



6 Well Designed Buildings

HLM and Bognor Regis Golf Club 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:



**NOVIUN
ARCHITECTS**



**URBAN
WILDERNESS**

Rev	Issue	Reviewed	Approved	Date
-	1	NJE	NJE	07 Feb 22