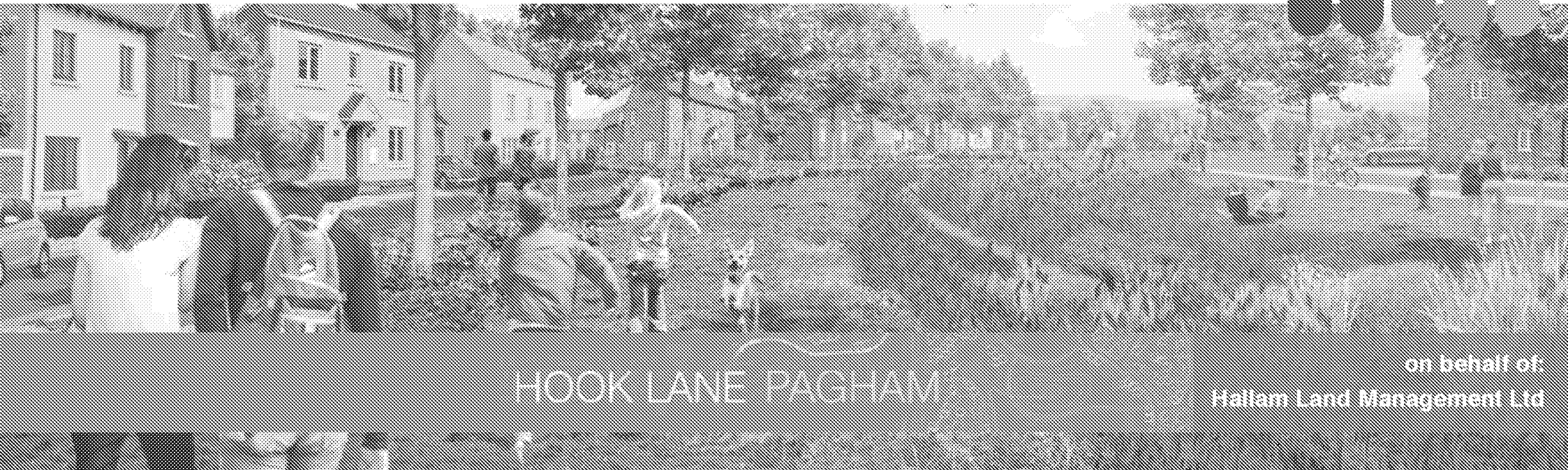
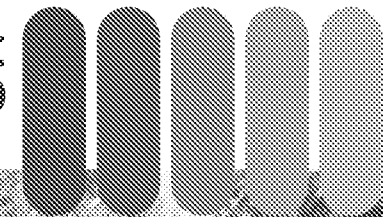


Design and Access Assessment

February 2019



HOOK LANE PAGHAM

on behalf of:
Hallam Land Management Ltd

An aerial photograph of a residential neighborhood, likely in the Arundel District. The map shows several clusters of houses, some with swimming pools, and a large, winding golf course in the center. The houses are represented by small white rectangles with black outlines, and the golf course is a large, irregularly shaped area with a winding path. The overall tone is a muted, greyish-blue.

CONTENTS

01	INTRODUCTION	01	05	ACCESS	55
	Our Vision & Design Principles	01		Site Access	55
	Development Framework	03		Streets and Spaces	55
	Purpose	03		Access Objectives	57
	Methodology	04		Traffic Calming	59
				Public Transport	59
02	PLANNING & CONSULTATION	05		Pedestrian and Cycle Links	59
	Policy Context	05		Pedestrian Linkages	60
	Consultation	13		Vehicle Parking	61
				Cycle Parking	62
03	CONTEXT	15		Hardworks	62
	Existing Situation	15			
	Local Facilities	16	06	SUSTAINABILITY	63
	Landscape & Visual	17		Sustainable Initiatives	63
	Townscape	20		Principle Design Considerations	63
	Drainage & Hydrology	21			
	Nature Conservation & Ecology	21			
	Access & Movement	23			
	Heritage	25			
	Noise	27			
	Environmental Considerations	29			
04	DESIGN	31			
	Design Objectives	31			
	Design Evolution	33			
	Illustrative Masterplan Options	35			
	Design Parameters	37			
	Quantum of Development	37			
	Development Framework	38			
	Mix of Uses	39			
	Structure and Layout	41			
	Design and Safety	43			
	Street Lighting	43			
	Green Infrastructure	45			
	Softworks	49			
	Sustainable Drainage	49			
	Appearance	53			

INTRODUCTION

Our Vision

- 1.1 Our vision is to provide an attractive, high-quality new neighbourhood which fits sensitively within its context, respects the landscape of this area and which creates a sustainable development tailored to contribute towards the housing needs of the district.
- 1.2 The development, also referred to in this document as the proposals or the site, will reflect the best qualities of housing found in the area whilst responding to the need to create a 21st century neighbourhood designed to reduce carbon, save energy, conserve water and enhance biodiversity.
- 1.3 The development will deliver up to 300 new homes of different types and sizes, (including affordable housing) and an 80-bed Care Home. Housing seeks to cater for families, home working, and an increasingly ageing population. In addition the development safeguards land for the construction of a new two form entry primary school and will provide a new D1 Use development for the provision of a health centre and / or children's day nursery.
- 1.4 The project description is as follows: *The construction of up to 300 new homes, a Care Home of up to 80 beds, D1 uses of up to 4,000sq.m including a 2-form entry primary school, the formation of new means of access onto Hook Lane and Pagham Road, new pedestrian and cycle links, the laying out of open space, new strategic landscaping, habitat creation, drainage features and associated ground works and infrastructure.*
- 1.5 The promoter Hailam Land Management Ltd (HLM) is committed to delivering a sustainable development which seeks to respond to current conditions and future needs, with the overall aim of providing a high quality environment in which to live and play.
- 1.6 Housing will respect the sensitive landscape features within the site. Development will be set within a robust Green Infrastructure which will include the retention of existing trees, hedgerows and ditches, augmented with extensive new tree planting and new habitat creation. An existing watercourse crossing the site will be realigned and reprofiled making this feature more naturalistic in appearance and enhancing its biodiversity potential.
- 1.7 Open space provision is planned to exceed Arun District Council's current open space standards and has been laid out to accord with the Arun Green Infrastructure Study (2012 - by Land Use Consultants) which specifically seeks to create softer more integrated urban - rural interfaces, including 'green wedges' extending into development.
- 1.8 In terms of appearance the development will employ the use of an attractive palette of building materials common to the wider area, which in turn will help to integrate development within the landscape and create a distinctive sense of place.

..... Ensure that new development makes the most efficient use of land in order to meet an identified need for housing (including affordable housing), whilst balancing the need to develop a scheme that is sensitive to its context in terms of scale, density and appearance.

..... Ensure that new development provides an interconnected, usable Green Infrastructure network comprising of open space, habitat creation, structural woodland planting and 'Green Fingers' extending into and through the development.

..... Ensure that access to all parts of the development is safe, legible and promotes pedestrian priority. New footways routed through open space are to provide a network of routes which link both existing and proposed residents to open space.

..... The development will provide employment for local people.

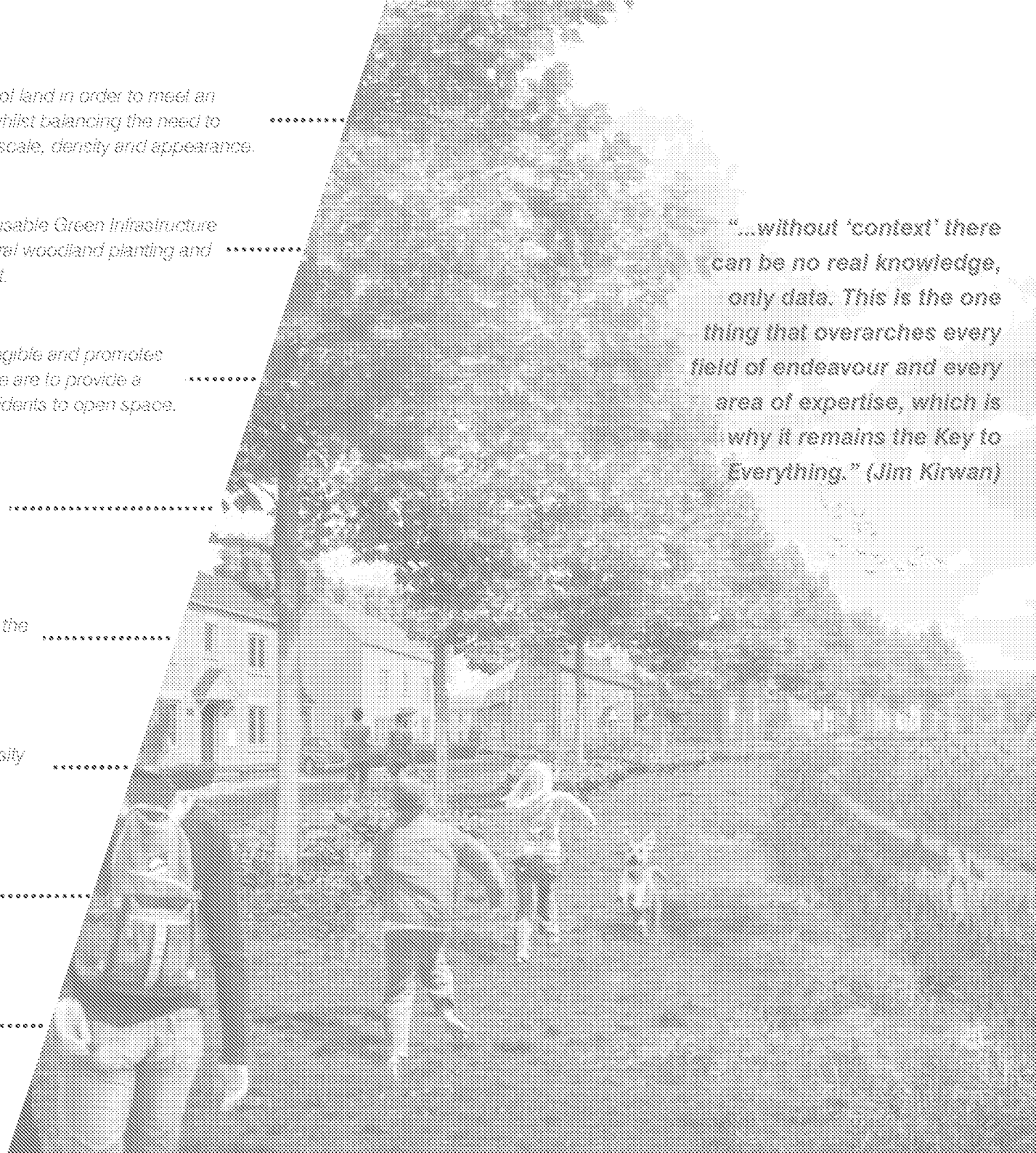
..... The development will provide specialist accommodation for the elderly.

..... Ensure that new development maximises site wide biodiversity enhancement.

..... The development will provide safe access arrangement which conforms to the relevant highway design standards.

..... The development will provide improvements to the local highway infrastructure in terms of additional footway provision and improvements to local bus stops.

“...without ‘context’ there can be no real knowledge, only data. This is the one thing that overarches every field of endeavour and every area of expertise, which is why it remains the Key to Everything.” (Jim Kirwan)



Development Framework

- 1.9 The Development Framework Plan (Figure 1) provides a pictorial explanation of the proposed development. This is the controlling plan which will govern the preparation of subsequent reserved matters applications.

Purpose

- 1.10 This Design and Access Statement accompanies the Outline Planning Application made by Hallam Land Management Ltd (HLM) for the development of land to the west of Hook Lane, Pagham. At this stage detailed approval is sought for the means of access to Pagham Road and to Hook Lane only. All other matters are to be reserved for subsequent approval. This document provides a summary of both the site'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 need.

Green Infrastructure - 6.65ha: Structural planting, open spaces & habitats

Waterways & Ponds: Sustainable Drainage Systems Planned for Amenity Benefit

Site Boundary

Housing - Up To 7.2ha

Primary School or Housing - 2.4ha: Two Form Entry School or Housing

Proposed D1 Use - 0.4ha: Day Nursery/ Health Centre or Housing

Care Home or Specialist Housing for the Elderly - 0.55ha

Vehicular Access

Primary Vehicular Route: Masterplan Option 1&2

Potential Vehicular Access: Not needed if Primary School constructed

Pedestrian Access: Proposed footpath connections onto Hook Lane

Potential Vehicular Route: Not needed if Primary School constructed

Area of Interest: Viewing Mound providing views to the South Downs

Area of Interest: Formal Equipped Children's Play Space

FIGURE 1: DEVELOPMENT FRAMEWORK

Methodology

- 1.11 The National Planning Practice Guidance (NPPG) was adopted on 6th March 2014. This document provides guidance on how Design & Access Statements 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..." (Paragraph 029 ID: 14-029-20140306)

"A Design and Access Statement must:

- explain the design principles and concepts that have been applied to the proposed development; and*
- demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.*

"A development's context refers to the particular characteristics of the application site and its wider setting. These will be specific to the circumstances of an individual application and a Design and Access Statement should be tailored accordingly. 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)

- 1.12 This document should be read in conjunction with the Planning Statement, Transport Assessment, Flood Risk Assessment, Landscape and Visual Impact Appraisal and Ecological Assessment (among others) which accompany the application. This statement includes a Development Framework Plan (Figure 1), underpinning two alternative illustrative Masterplan Options (Figures 2 and 3) which in turn encapsulate the disposition of land uses, development block structure, building heights, street layout, indicative plot arrangement and landscape structure. The Masterplan Options outline the design principles which will ensure that the development is capable of providing:

- A high-quality sustainable environment which accommodates a range of land uses, house types and tenures;
- A scheme which draws upon Paghra's distinctive characteristics to create an appealing place to live;
- A layout which maximises accessibility for all; and
- A development which improves connectivity and enhances the biodiversity of the site with new Green Infrastructure.

- 1.13 The two masterplan options are identical save that Option A includes land for the construction of a new two form entry primary school. As a consequence the number of houses proposed within Option A is reduced by approximately 70 units from circa 300 to circa 230. In addition the number of proposed vehicular access points onto Hook Lane is also reduced from 2 to 1.

- 1.14 Masterplan Option B does not include a primary school, as a consequence in this scenario development would deliver up to 300 houses and two vehicular access points onto Hook Lane.

PLANNING & CONSULTATION

Policy Context

- 2.1 The following policy / guidance documents have informed decision making and influenced the design and access of the proposals. Further information with regard to the development's compliance with identified policy is available in the Planning Statement accompanying the application.

National Planning Practice Guidance 6th March 2014

- 2.2 The National Planning Practice Guidance (NPPG) was published on 6th March 2014. 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)

Local character: "Take into account of site's land form, natural heritage, local heritage resources; use of local materials, building methods and details to enhance local distinctiveness."

(para: 007 ID: 26-007-20140306/06 03 2014)

Network of Greenspaces (including parks) and Public Places: "The benefit of greenspaces will be enhanced if they are integrated into a wider green network of walkways, cycleways, open spaces and natural and river corridors."

(para: 009 ID: 26-009-20140306 / 06 03 2014)

Crime prevention: "Designing out crime and designing in community safety should be central to the planning and delivery of new development..."

(para: 010 ID: 26-010-20140306 / 06 03 2014)

Safe, connected and efficient streets: "Development layouts where buildings and trees frame and enclose streets."

(para: 008 ID: 26-008-20140306 / 06 03 2014)

National Planning Policy Framework 2018

Consider layout: "Developments that endure have flexible layouts and design. New development should look to respond appropriately to the existing layout of buildings, streets and spaces to ensure that adjacent buildings relate to each other, streets are connected, and spaces complement one another... There should be a clear definition between public and private space. A buffer zone, such as a front garden, can successfully be used between public outdoor space and private internal space to support privacy and security."
(para: 024 ID: 26-024-20140306 / 06 03 2014)

Consider Scale, Details and Material: "Care should be taken to design the form, size and mass of buildings in relation to their surroundings... Consider how detail elements come together to form the whole and to examine the 'joins' between the elements... Materials should be selected which fit harmoniously with its surroundings"
(para: 027 ID: 26-027/28-20140306 / 06 03 2014)

Ensure Safe Access and Egress: "Access considerations should include the voluntary and free movement of people during a 'design flood', as well as the potential for evacuation before a more extreme flood... Wherever possible, safe access routes should be provided that are located above design flood levels and avoiding flow paths..."
(para: 039 ID: 7-039-20140306 / 06 03 2014)

2.3 The National Planning Policy Framework (NPPF) which was revised in July 2018, sets out the Government's policy framework within which local and neighbourhood plans are to be developed. These plans once adopted aim to reflect the needs and priorities of local communities and are to be taken into material consideration in the determination of planning applications that fall within a plan area.

2.4 The following guidance is of relevance to the design and access components of new development:

Section 4 Promoting Sustainable Transport

"Decisions should take account of whether: the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site...

safe and suitable access to the site can be achieved for all people;

and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development."

(para: 32)

"developments should be located and designed where practical to:

give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;

create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; avoid street clutter...

consider the needs of people with disabilities by all modes of transport"

(para: 35)

Section 6 Delivering a Wide Choice of High Quality Homes

"To deliver a wide choice of high quality homes,... and create sustainable, inclusive and mixed communities, local planning authorities should:

plan for a mix of housing based on current and future demographic trends, market trends and the needs to different groups in the community..."

(para 50)

Section 7 Requiring good design

"Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness."

(para 60)

"Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment."

(para 61)

"Applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in developing the design of the new development should be looked on more favorably."

(para 66)

Policy Context (continued)

Arun Local Plan 2011-31 (July 2018)

2.5 The local plan covers the period 2011-2031 for the area of Arun District (excluding the area covered by the South Downs National Park Authority) and was adopted on the 18th July 2018. The document sets out the Council's vision for development up to 2031. The adopted plan contains strategic and development management planning policies aimed at shaping the future of the area and for use in the consideration of planning applications.

2.6 The site is one of a small number of land parcels making up the Strategic Housing Allocation SD2 - Pagham North, within the new local plan. The Pagham North allocation along with two additional sites at Pagham South and West of Bersted are considered strategic allocations within the Greater Bognor Regis Urban Area to "support the sustainable growth" of the town. (Policy H SP2a p. 123)

2.7 The following are considered to be of relevance to matters of Design and Access:

Settlement Structure, Green Infrastructure and Landscape

2.8 The local plans strategic objectives for Settlement Structure, Green Infrastructure and Landscape are:

"Protect and enhance Arun's outstanding landscape, countryside, coastline, historic, built and archaeological environment, as well as the setting of the South Downs National Park, thereby reinforcing local character and identity."

"To plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity." (p. 45)

Policy GI SP1

Green Infrastructure and development

"The existing Green Infrastructure Network, as shown on the Green Network Maps for each parish and town, must be considered at an early stage of the design process for all major development proposals."

"All 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."

"Where compatible with nature conservation objectives, development proposals must identify opportunities to connect existing Green Infrastructure assets with the coast, the South Downs National Park or to the District's inland villages. Opportunities to enhance the network should take account of the multiple functions of Green Infrastructure assets and should be based upon those opportunities set out in the supporting text." (p. 53)

Housing Delivery

2.9 Arun's Local Plan strategic objective for Housing Delivery is to:

"Plan and deliver a range of housing mix and types in locations with good access to employment, services and facilities to meet the District's housing requirements and the needs of Arun's residents and communities both urban and rural, ensuring that issues of affordability and the provision of appropriate levels of affordable housing are addressed while supporting the creation of integrated communities." (p. 115)

Policy H SP2

Strategic Site Allocations

"Development proposals within the Strategic Site Allocations must be comprehensively planned and should have regard to a masterplan endorsed by the Council for the respective areas which incorporates high quality imaginative design giving a sense of place and a permeable layout."

- 2.10 The comprehensive development of the allocation will need to meet the following key requirements:

"integrate appropriately with surrounding communities through an appropriate design particularly where they adjoin by providing for public realm improvements, shared community uses, and connectivity of transport modes including walking, cycling and public transport"

"ensure a clear and harmonious relationship between town and country including clearly defined boundaries, using physical features that are readily recognisable and likely to be permanent"

"protects, conserves or enhances the natural environment, landscapes and biodiversity"

"incorporate high quality, well connected green spaces, planting within main streets and biodiversity rich open spaces"

"extend, enhance and reinforce strategic green infrastructure and publicly accessible open space"

"maintain and enhance any important features, characteristics and assets of the local area,

Pagham (SD1 Pagham South and SD2 Pagham North)

- 2.11 Located to the west of the urban area of Bognor Regis, the Pagham South and Pagham North Strategic Allocations *"will collectively provide at least 1,200 dwellings over the plan period. Both sites consist of a number of parcels of land, it is imperative that individual areas are aligned with neighbouring parcels of land."* (p. 123)

- 2.12 Development proposals will need to meet the following key design and infrastructure requirements:

"be designed to take into account nearby heritage assets"

"provision of public open space including children's play areas, landscaping, drainage and earthworks"

"where possible, provide linkages and accessible pedestrian and cycle routes to Bognor Regis town centre"
(p.123)

Design

- 2.13 Arun's Local Plan strategic objectives for Design are:

"To plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity."

"To create vibrant, attractive, safe and accessible towns and villages that build upon their unique characters to provide a wide range of uses and which are a focus for quality shopping, entertainment, leisure, tourism and cultural activities."

"To plan and deliver a range of housing mix and types in locations with good access to employment, services and facilities to meet the District's housing requirements and the needs of Arun's residents and communities both urban and rural, ensuring that issues of affordability and the provision of appropriate levels of affordable housing are addressed while supporting the creation of integrated communities."

Policy Context (continued)

Policy D SP1

Design

- 2.14 All 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." (p. 151)
- 2.15 Development proposals should have been derived from: "a thorough site analysis and context appraisal, adherence to objectives informing sustainable design (inclusivity, adaptability, security, attractiveness, usability, health and wellbeing, climate change mitigation and habitats), and the influence these objectives have on the form of the development." (p. 151)

Policy D DM1

Aspects of form and design quality

- 2.16 When considering any application for development the Council will have regard to the following aspects:

Character

"Make the best possible use of the available land by reflecting or improving upon the character of the site and the surrounding area, in terms of its scale, massing, aspect, siting, layout, density, building materials (colour, texture), landscaping, and design features."

Appearance/attractiveness

"Demonstrate a high standard of architectural principles, use of building materials, craftsmanship and hard and soft landscaping to reflect the local area."

Impact

"Have minimal impact to users and occupiers of nearby property and land. For example, by avoiding significant loss of sunlight, privacy and outlook and unacceptable noise and disturbance."

Innovation

"Raise standards of design by embracing appropriate innovative design, new technologies and construction techniques, where a development proposal has the potential to do so."

Adaptability

"Acknowledge diversity and difference. Buildings and places should be flexible to future adaptation, including the changing needs of occupants (for example ageing users, family circumstances), changes in wider work and social trends, and be able to accommodate potential differing uses of public space."

Crime prevention

"Provide security measures that make places feel safer. This shall be achieved through natural surveillance and human presence by locating buildings and play areas along public routes and spaces, and making a clear division between private and public land to foster a mutual protection through territorial belonging. With respect to crime prevention, regard shall be had in particular to the document 'Secured by Design' and the 'Safer Places - The Planning System and Crime Prevention'."

Trees and woodland

"All new development will be expected to incorporate existing and new tree planting as an integral part of development proposals."

Solar gain

"Within the constraints of the site and local context development proposals should, maximise sunlight and passive solar energy. Ideally development should be positioned (within a 15-20 degree margin) broadly south, with streets having an east-west pattern."

Public realm

"Provide or enhance layouts, streets and public spaces so that they are attractive, socially inclusive, safe and secure, adaptable, with appropriate provision for planting, street furniture, and facilities for bicycle storage to create a place with attractive and successful outdoor areas."

Layout - movement

"Utilise existing networks or improve access via delivery of a variety of integrated networks, to and from residential areas, commercial zones, open spaces, facilities and public transport. Development schemes should carefully consider walking and cycling as an integral part of the overall design concept."

Layout - legibility

"Deliver or contribute to the ease of navigation within a new or existing development scheme through use of focal points (landmarks, gateways, vistas, corner buildings, active edges, existing topography), and/or a variety of detail within the public realm (sculpture, planting, street furniture, building materials, building detail, signage)."

Density

"The density of new housing will make efficient use of land while providing a mix of dwelling types and maintaining character and local distinctiveness. Higher densities will be more appropriate in the most accessible locations. Proposals should take into account the density of the site and its surroundings. The density of large sites should be varied to guard against uniformity."

Scale

"The scale of development should keep within the general confines of the overall character of a locality unless it can be demonstrated that the contrary would bring a substantial visual improvement."

Aspects of form and design quality

Development should also comply with the Arun District Council Design Guide.

Sustainable Urban Drainage Systems

2.17 Arun's Local Plan strategic objective for water is:

"To plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity." (p. 220)

"SUDS should be designed into the landscape of all new development and should be included as part of a District wide approach to improve water quality and provide flood mitigation. SUDS should also be identified as part of a Green Infrastructure network to improve the landscape quality, recreation and biodiversity offered in Arun." (para 18.4.2 page 228)

Policy W DM

Sustainable Urban Drainage Systems

"Proposals for both major and minor development proposals must incorporate SUDS within the private areas of the development in order to provide source control features to the overall SUDS design."

"Proposals for major development must also integrate SUDS within public open spaces and roads, reflecting discussion with the appropriate bodies. SUDS must therefore be integrated into the overall design of a development and must:

- Contribute positively to the appearance of the area, integrating access to allow maintenance of existing watercourses and the system.*
- Effectively manage water (including its quality)*
- Accommodate and enhance biodiversity by making connections to existing Green Infrastructure assets and*
- Provide amenity for local residents (ensuring a safe environment)*
- Retain the existing drainage network of the site and the wider area"*

(p. 228)

Policy Context (continued)

Neighbourhood Plan

2.18 The Neighbourhood Plan was published as a Submission Plan in October 2015.

2.19 Of relevance to matters of Design and Access is the following:

"The purpose of this plan is to set out specific policy proposals for the parish and to consult statutory stakeholders and the local community." (para 1.4 page 7)

Policy 3: Housing Design

"The Neighbourhood Plan requires the scale, density, massing, height, landscape design, layout and materials of all development proposals, including alterations to existing buildings, to reflect and enhance the architectural and historic character and scale of the surrounding buildings and landscape, as defined in the adopted Pagham Village Design Statement (VDS)." (page 31)

"This policy requires the design of all housing schemes to reflect and enhance the local character of different parts of the parish by responding positively to the relevant guidance in the adopted 2007 Pagham Village Design Statement." (para 4.30 page 31)

"The Statement defines distinct character areas across the parish by way of their dominant built form, historic character and/or landscape character. The local community has stressed the importance of the PNP retaining these essential characteristics that collectively distinguish the village from its neighbours." (para 4.31 page 31)

"More generally, all new housing development should be environmentally led, having close ties and links to the natural environment, must be of a high quality design, with a mixture of traditional and modern style...." (para 4.32 page 31)
"A significant proportion of any major development should have a feeling of space and a sense of place in the wider landscape rather than be an extension of urban sprawl." (para 4.33 page 31)

"New developments should be characterised by being substantially of high quality, low density residential areas that meet or surpass 'Building for Life' and VDS criteria, are sympathetically landscaped, in keeping with the natural environment. Proposals should, for example, provide for hedgerows against close boarded fencing, with native trees rather than ornamental and wild flower meadows and natural corridors for wildlife and biodiversity enhancement, over featureless grass swathes." (para 4.34 page 31)

"Proposals for new housing development, including windfall redevelopment schemes within the village, should clearly demonstrate they have used the Statement to understand the design context of the scheme and to inform their design proposals." (para 4.35 page 31)

Village Design Statement

- 2.20 The Pagham Village Design Statement was published in 2007 by Pagham Parish Council. Written to provide local people with a guide to house extensions and to form a material consideration in the determination of planning applications for the Parish, this statement identifies those features and qualities of Pagham that are valued by local residents and provides design and access criteria to inform change.
- 2.21 The site falls between two areas identified as Pagham Road and Nyetimber. For the Pagham Road area residents identified that views over open fields, trees and verges and a 'village community feeling' were important. Development criteria identify the need for the 'highest quality layout and design', the exclusion of development within open spaces and the preservation of village character. Of particular note are the use of traditional materials where appropriate, maintaining setbacks and density, the preservation of boundary walls, trees and hedges and the fact that front boundaries should contribute to the overall street scene.
- 2.22 Within the Nyetimber area residents identified the variety of house, bungalow and chalet design, trees and verges, open frontages, rural aspect and open spaces as important features of the area. Development criteria identify the need for development to consider scale, height and design which is sympathetic to setting, the retention of amenity spaces, the desire to maintain open field views and countryside at Hook Lane. Of particular note are the use of boundary treatments that do not compromise the areas open character and the avoidance of 'cramped, un-neighbourly proximity'. The Village Design Statement also notes that comparatively higher densities should be considered to prevent the loss of privacy.

2.23 With regard to 'Environment and Conservation' the Village Design Statement notes the following:

- Concern relating to the speed of vehicles along Pagham Road and other residential roads (Hook Lane) and a desire to introduce traffic calming and pedestrian crossings.
- Concern relating to the safety of the South Coast Cycle Route.
- The need to care for and preserve trees and hedges.
- The need to protect roadside verges from parked vehicles
- A desire to maintain the character of private roads
- Support for public transport.
- The creation of new rights of way as part of the development process

2.24 Under 'Open Spaces' the Parish Council make a commitment, subject to exceptional circumstances, to oppose any development within strategic gaps outside the built-up area. Any individual consent for such development or change of use should not make adjacent areas less defensible against further encroachment. The Village Design Statement goes on to note the following:

- Desire to preserve existing open spaces, particularly those which contribute to the countryside aspect, as far as possible. Including the retention of significant views over sea or open land.
- Desire to preserve flora and fauna.

Supplementary Planning Documents (SPD)

2.25 The following SPDs have been referenced:

- Arun District Council - Car Parking Standards (October 2000) - refer to paragraph 5.5-5.9 of the Design and Access Statement.
- Arun District Council - Open Space Standards (October 2000) - refer to paragraph 4.35 of the Design and Access Statement.

Consultation

2.26 Prior to the submission of the planning application the applicant's design team has undertaken a comprehensive pre-application consultation process with Arun District Council and other key stakeholders, as well as a community engagement exercise.

2.27 The most recent public consultation for the development was undertaken via a dedicated website (see below), which ran for a 5 week period between the 7th November to the 9th December 2016. The website was accompanied by a public exhibition held in the village hall on 14th November at which members of the design team were available to answer questions and to explain the proposals.

Website: www.hooklanepagham.com

2.28 The exhibition and consultation website were advertised by leaflet which was delivered to all of the properties within close proximity to the site. Material was also given to the Parish Council to display on their noticeboards in the Parish and on their website.

2.29 A 'Statement of Community Involvement (SCI)' accompanying the application provides further detail regarding the manner, extent and results of the consultation we have undertaken during the development of the proposals. The SCI also provides a discussion with regard to how the comments have been addressed.

2.30 The key issues raised can be summarised as follows:

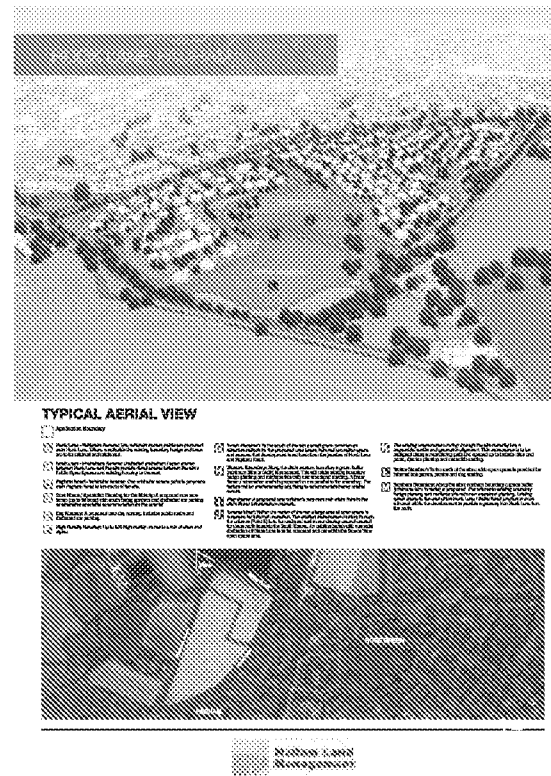
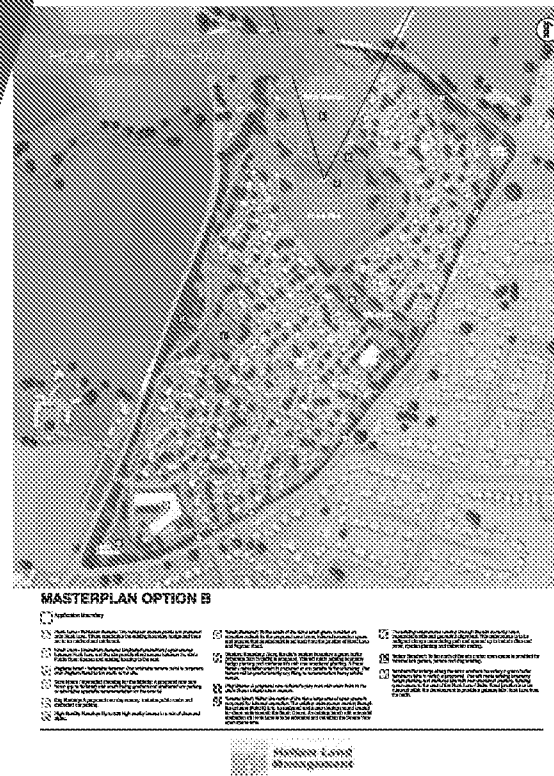
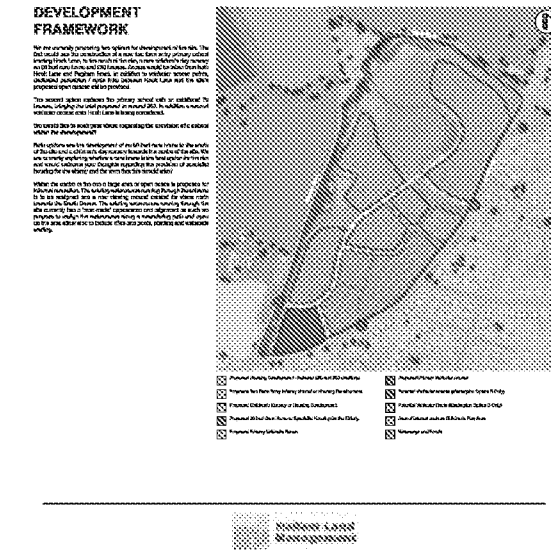
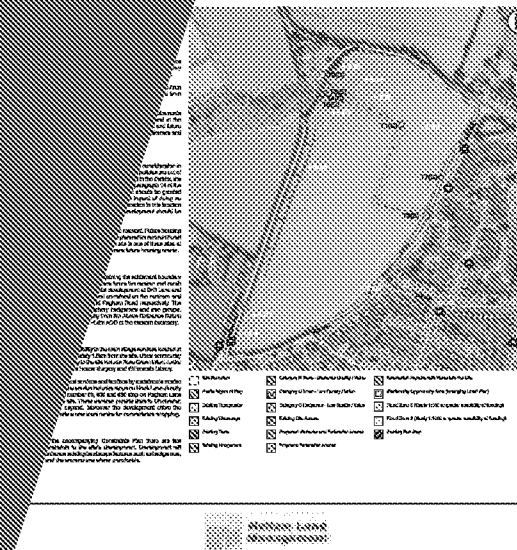
- Masterplan Options: Of the two masterplan options presented there was a preference for Masterplan Option A, i.e. with the 2-Form entry primary school;
- Traffic concerns: Over 80% of respondents raised concerns regarding the impact of additional traffic. Many respondents felt that local roads are already extremely busy at peak times, therefore were concerned about the increase in cars using the local roads.
- Flooding, drainage and sewerage: Just over 40% of respondents raised concerns regarding flooding, drainage or sewerage. Of those, many felt that the area already floods and therefore were concerned that the development would cause further flooding.
- Capacity of doctors surgeries/ health care centres: Over 35% of respondents were concerned about the capacity of local doctors surgeries and health care centres. Some of those were also concerned that if a care home was included within the proposal, further strain would be put on local nurses and GPs.
- Impact on the character of Pagham: Just under 30% of respondents felt that the proposal would impact on the character of Pagham. Many explained that they lived in Pagham for its rural nature and were concerned that the proposal would change the nature of the settlement.
- Amount of housing proposed: Just over 20% of respondents felt that too many houses were being proposed in the area.

2.31 Other less common responses included:

- Loss of farmland;
- Loss of view;
- Lack of dentist and shops;
- Need for Secondary School;
- Impact on wildlife;
- A request for a green buffer along Hook Lane Road;
- A request for social housing to look the same as market housing, and
- A request for smaller dwellings rather than 5 bed roomed houses

2.32 Section 5 of the SCI details the design response that the team have adopted in response to consultation. These include but are not limited to:

- further consideration relating to the developments proposed drainage network;
- inclusion of a D1 Use to provide on site health care provision to meet demand;
- detailed Transport Assessments to identify predicted impacts on the local highway network as a result of development traffic;
- minor modifications to the developments Green Infrastructure to increase tree planting along Hook Lane; and
- the relocation of the northern most vehicular access onto Hook Lane further to the north.



CONTEXT

Existing Situation

- 3.1 The application site comprises a total of 17.2ha / 42.5 acres, located to the north east of Pagham centre immediately adjacent the settlement boundary and the existing urban edge. The site is enclosed on all sides by roads, to the north by Sefter Road, to the south east by Hook Lane, and to the west by Pagham Road. All three roads see regular vehicular usage, with Pagham Road receiving the heaviest traffic, providing an important road connection between Pagham and Chichester.
- 3.2 The site currently comprises arable land with periphery hedgerows and tree groups. There is a small change in topography from 6.7m Above Ordnance Datum (AOD) at the eastern boundary to 4-4.5m AOD at the western boundary.
- 3.3 The site's wider context is formed by the existing urban area of Pagham (Rose Green) to the south and east and open countryside punctuated by small villages and farmsteads to the north and west. The existing urban area to the east is largely characterised by a mix of low rise housing developments, including bungalows and two-storey detached properties. Housing predominantly includes small front gardens and private driveways often defined by small hedgerows.
- 3.4 Land to the north and west comprises predominantly of arable farmland. Fields are irregular in size and shape and are typically defined by native hedgerows punctuated with hedgerow trees. Of note is the Pagham Rife to the west of the site which flows north to south towards Pagham Harbour.



TOP: Corner of Hook Lane & Pagham Road, looking northeast



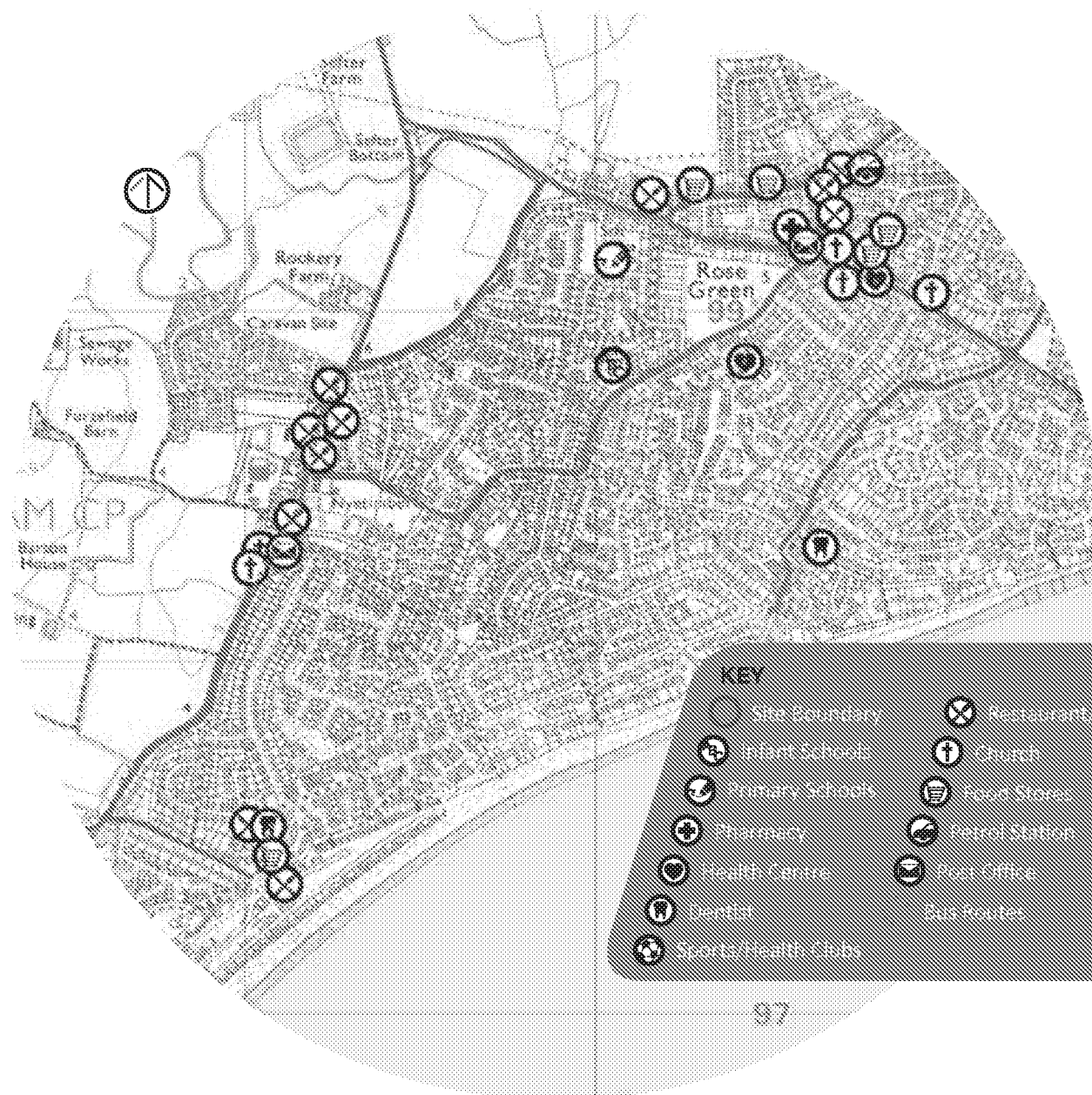
MIDDLE: Pagham Road Site access, looking east



LEFT: Internal Site view along existing watercourse, looking east

Local Facilities

- 3.5 Manual for Streets notes at para 4.4.1 that: *"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot."*
- 3.6 As can be seen here the local facilities noted below - including bus stops, schools, retail and health services are either within walking or easy cycle distance of the site.
- 3.7 Local Facilities within 800m (10 minute walk) of the site are:
- Rose Green Infant School accessed from Hawkins Close
 - Rose Green Primary School accessed from Raleigh Road
 - A variety of provisions centred around Rose Green Road including a petrol station, pharmacy, two convenience stores, fruit and veg shop, butchers and fishmongers, post office, hardware store, florist and a number of food take aways
 - A variety of provisions to the south of the site located along Pagham Road including two convenience stores, a post office and a variety of restaurants, take aways and public houses.
 - Pagham Reformed Church on Pagham Road.
- 3.8 The site is therefore considered in a sustainable location which is supported by a variety of local services within a 10 minute walk.





Landscape

3.9 At a regional level the site falls within NCA 126: The South Coastal Plain. Key characteristics of this area include coastal inlets and 'harbours', a diverse landscape of narrow tidal creeks, mudflats, shingle beaches, dunes, grazing marshes and paddocks.

3.10 At a local level the Strategy for West Sussex (2005) identifies that all new development should be of a good quality, be well designed and at varying density in order to fit sympathetically within the landscape. This strategy goes on to note that development on the edge of settlements should prioritise landscape enhancement and encourage the planting of new woodlands and hedgerows in order to reinforce landscape character and wildlife habitats.

3.11 The Arun Landscape Study - Landscape and Visual Amenity Aspects of Development Choices in Arun District (2006 - 2026) defines the site and its wider landscape as Character Area 6 - Rose Green Coastal Plain. This area is identified as having a high landscape capacity for development on the basis that it is of low sensitivity and value.

3.12 The Arun Green Infrastructure Study (2012) reinforces the need to use a robust Green Infrastructure network to enhance biodiversity and to soften the transition between urban and rural areas. This study also promotes the use of green wedges or features extending into and through development.



TOP: Internal view, looking east

MIDDLE: Hook Lane, looking north

BELOW: Sefter Road looking south east



PLEASE REFER TO LANDSCAPE & VISUAL IMPACT APPRAISAL 2017 BY URBAN WILDERNESS

Site Boundary

L1b: Large Scale Open Arable

L2: Medium-Small Scale Arable

L14: Paddock

L5a: Medium-Large Scale Rife Landscape

Visual

3.13 The majority of the site is well contained by existing mature boundary hedge planting along Pagham Road and Saffer Road. This planting effectively screens the site from the wider countryside to the north and west. The development proposals should seek to reinforce existing boundary planting in the north and west in order to increase its screening effects.

3.14 In contrast views from the east from properties fronting Hook Lane and pedestrians and road users along Hook Lane are largely open and unrestricted as a result of a low and gappy

hedge along this boundary. As a consequence existing residents fronting Hook Lane and pedestrians and road users will experience a change in their view from open field to an urban area. Impacts on the visual amenity of people who will experience this change are to be mitigated by supplementing existing boundary planting with additional hedge and tree planting to soften views towards the development.

3.15 In addition the development is to actively front Hook Lane so as to avoid views towards bland garden fences, with development set back from the site's boundary a minimum of 10m. Where practicable this buffer is to comprise robust native planting as noted above.



Townscape

3.16 The context of the site varies in character, appearance, density and street layout largely reflecting the settlements growth pattern at various periods.

- To the south and east development largely consists of residential estates which can broadly be defined as:
- Post war semi-detached brick bungalows and 2 storey homes in cul-de-sac formations
- One and two storey residential estates with detached homes of varied styles and sizes.
- Modern two storey, small scale residential homes developed within small infill sites.

3.17 Beyond Pagham Road to the north and west lies large scale agricultural fields. Here development is limited to agricultural buildings, greenhouses and a small residential estate which can be defined as:

- Two storey homes in cul-de-sac formations
- Occasional farm house dwellings with traditional half hipped roofs
- A number of traditional farm buildings with thatched roofs some of which have been converted into hotel / public house / restaurant development.

3.18 Densities across Pagham range considerably from 10 to over 40 dwellings per hectare (dph), the mean density therefore equates to 26 dwellings per hectare. The Neighbourhood Plan broadly advocates development up to 28 dph whilst the Village Design Statement notes that higher densities may be explored to 'prevent the loss of privacy'. At a national level the NPPF advocates higher densities in order to ensure that developments make the most efficient use of land. The proposals reflect the desire to balance efficiency with local character.



TOTAL MEDIAN: 26 DPH



Site Boundary

Flood Zone 3 - Yearly 1:200 or greater Sea Flood Possibility

Yearly 1:100 or greater River Flood Possibility

Flood Zone 2 - Up 1:1000 possibility of extreme

Sea or River Flooding

Drainage & Hydrology

- 3.19 Reference to the Environment Agency mapping confirms the site lies in Flood Zone 1 (land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding). Additionally, this mapping also confirms the site lies outside the 1 in 100 year extreme coastal flooding extent and therefore in an area at low risk of flooding.
- 3.20 An existing watercourse passes through the site, flowing generally east to west towards the Pagham Rife further to the west of the site on the other side of Pagham Road. In its current form, this water feature is heavily engineered and therefore, as part of the site development, it is proposed to naturalise this watercourse, providing bends and meanders whilst slackening the side slopes and creating a more sensitive area with landscape and biodiversity benefits.

Nature Conservation & Ecology

- 3.21 The Ecological Appraisal which was prepared by FPCR Environment and Design Ltd provides the results of an Extended Phase 1 Habitat and Preliminary Protected Species survey undertaken during September 2015 with subsequent specific species surveys undertaken in 2015 and 2016.
- 3.22 The site is located 1.6km north east from Pagham Harbour which is a European designated site (also commonly referred to as Natura 2000 site); such sites are protected under the Conservation of Habitats and Species Regulation 2010 (the 'Habitats Regulations'). This site is also listed as a Wetland of International Importance and is a RAMSAR site and is also of national importance as a Site of Special Scientific Interest (SSSI).
- 3.23 The cultivated arable habitats, which comprise the majority of the site, were found to be of low intrinsic and conservation importance, with no rare or notable species were recorded.

- 3.24 The survey did, however, record a good population of common lizard, widespread bat species and evidence of water vole and West European Hedgehog.
- 3.25 With regard to reptiles mitigation for the loss of habitat on site should be carried out in two phases and will involve creation of a receptor site within the application site in the north-western extents and, subsequently a trapping and translocation exercise.
- 3.26 To minimise impacts on bats, proposals will adopt a sensitive external lighting scheme which will be designed to minimise light spill on retained and proposed habitats of value to commuting and foraging bats. A 20m buffer from the adjacent road carriageways along the northern and western boundaries will distance the residential units away from more natural habitats, where dark corridors will be maintained.
- 3.27 The enhancement of the existing ditch and incorporation of additional ditches and water bodies will increase the potential for water voles in the future, therefore having a potential beneficial effect at local level.
- 3.28 During the desk study, three records of West European hedgehog were returned within 2km of the site and two hedgehogs were observed within the application site during the 26th July bat survey. Hedgehogs require large areas of contiguous habitat and development will result in a loss of habitat, reduced habitat quality, and habitat fragmentation. Residential garden fences should include small holes at their base in order to keep connectivity and enable free movement for this species. The remaining hedgerows within the application site will be enhanced and buffered providing high quality habitat for hedgehogs to utilise.

- 3.29 The area of GI within the southern and north-western extent of the site should contain suitable hibernaculum for this species, including log piles and patches of brush, which will allow hedgehogs to safely hibernate over winter as well as providing important habitat for insects during the warmer months which hedgehogs can feed on.
- 3.30 No badger setts were found on the application site or within the immediate surrounding area with no observation of any other signs of use or occupation. Badgers therefore pose no constraints to the development.
- 3.31 No evidence of dormouse or GCN was recorded. Therefore neither are considered to be a constraint to development.
- 3.32 During winter bird surveys, 40 species were recorded within the application site, all of which are fairly common to abundant birds in Sussex and the UK, therefore the application site is considered to have little value to any of the species. Six notable bird species of medium or high conservation concern were recorded within the application site during the breeding bird surveys.
- 3.33 The retention of existing vegetation and provision of new areas of habitat creation along with a new resource of residential gardens, will provide some compensation for the loss of suitable winter habitats for many of the recorded species of wintering birds. The GI will increase the degree of usable habitat across the site for a number of urban edge species, along with providing corridors for movement.
- 3.34 The retention of the majority of features present within the site suitable for breeding birds will ensure continued use of the site by local bird populations. Hedgerow enhancements through supplementary standard native tree planting, green open space and SUDS features will provide and increase in foraging and nesting resources

available for local bird populations. In addition, residential gardens and provision of a range of nest boxes within appropriate locations across the site will provide further enhancements.

- 3.35 The arable margins present are considered to be of negligible conservation value due to the species-poor character of these, the lack of regular management and their widespread and common occurrence.
- 3.36 The network of hedgerows within the application site provides connectivity between habitats both within the application site and within the wider landscape with a range of conservation values from moderate to high. Much of the hedgerow is to be retained and buffered as part of the proposals with only small sections removed for pedestrian and vehicular access. Hedgerow improvement will include additional planting and buffering ensuring that the small amount of hedgerow loss is compensated for.
- 3.37 All of the mature trees present within the site provide potential habitats for invertebrates, nesting birds and other wildlife and will be retained where possible. These will be protected from damage and from soil compaction during works by erecting and maintaining fenced Root Protection Areas (RPAs).



Access & Movement

Site Access

- 3.38 Access to the site is currently available via two field gates, one to the north west off Pagham Road and the second to the north off Sefter Road.

Existing Road Network

- 3.39 Pagham Road runs to the west of the proposed residential site on a broadly north / south alignment between the junction with Sea Lane to the south and the junction with the B2166 Lower Bognor Road to the north. Pagham Road is subject to the national speed limit to the west of the site and is a predominantly rural in character road with no footway or street lighting provision. Pagham Road reverts to a 30mph speed limit just to the north of the priority junction with Hook Lane at the south western corner of the site. Bus stops are also provided on both sides of the carriageway in the vicinity of the junction with Hook Lane.
- 3.40 Pagham Road provides access to a parade of local shops and Pagham village to the south of the site. To the north Pagham Road connects to the B2166 that in turn leads to the B2145 and the A27 Chichester Bypass.
- 3.41 Sefter Road runs on an east - west alignment to the north of the site, between the priority junction with Pagham Road to the west and the priority junction with Hook Lane to the east. Sefter Road is subject to the national speed limit to the north of the site and is a rural in character with no footways or street light provision.
- 3.42 Hook Lane runs on a southwest to northeast alignment to the east of the site, between the priority junction with Pagham Road to the south west and priority junction with Sefter Road to the north east. Hook Lane is subject to a 30mph speed limit, albeit this speed limit is often exceeded. Hook Lane also benefits from the provision of a system of street lighting. Footways are provided on both sides of the carriageway to the south of the junction with Lodsworth Road. To the north of Lodsworth Road a footway is only provided on the eastern side of the carriageway which connects to Sefter Road / Rose Green Road to the north.

Footpaths and Cycleways

- 3.43 Besides the South Coast Cycle Route along Sefter Road, a recreational route promoted by West Sussex County Council, there are no cycle routes or cycle facilities between the site and Pagham. Local roads to the east and south of the site are relatively lightly trafficked and are considered to be suitable for cycle on road enabling access to all local facilities within an easy cycling distance.

Public Transport

- 3.44 The nearest bus stops to the site are located on Pagham Road and Hook Lane to the west and east of the site respectively.
- 3.45 The Pagham Road bus stops are located at the south west corner of the site in the vicinity of the priority junction with Hook Lane. The south bound bus stop is located immediately to the north of the junction with Hook Lane. The north bound bus stop and shelter is located opposite the junction with Hook Lane. The bus stops are within 400m walking distance from the centre of the site.
- 3.46 A bus stop is also located on the eastern side of Hook Lane adjacent to Hook Close to the North West corner of the site and on Lodsworth Road close to its junction with Hook Lane. These bus stops are also within 400m walking distance from the centre of the site.



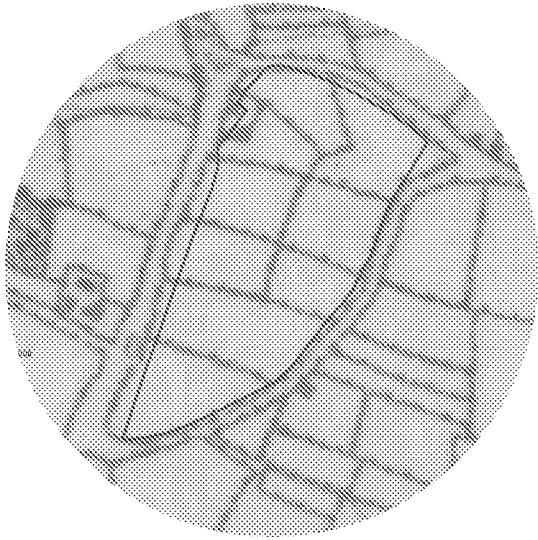
Site Boundary

Public Right of Way

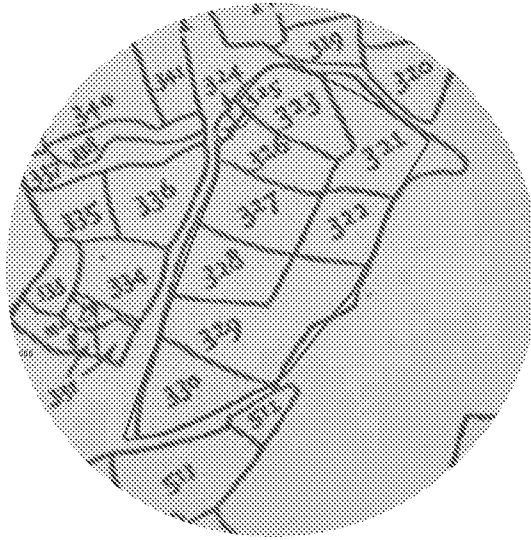
Existing Site Access

Existing Bus Stops

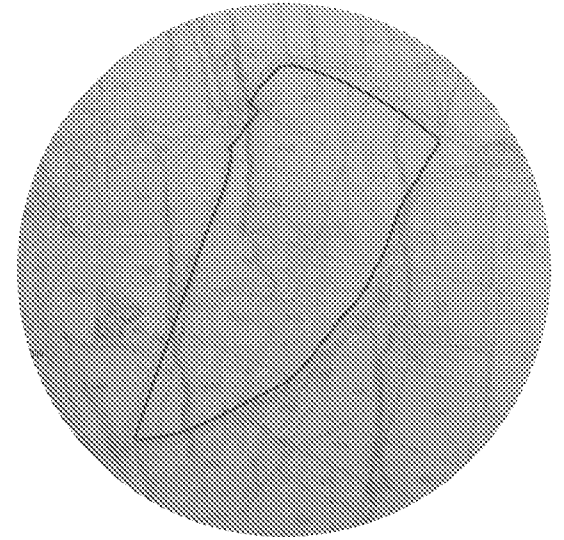
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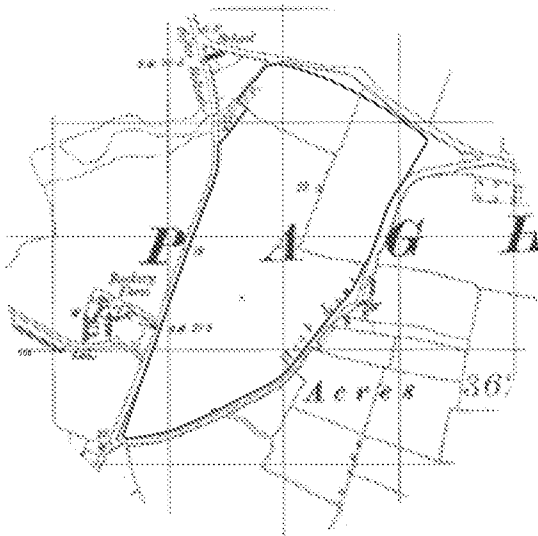
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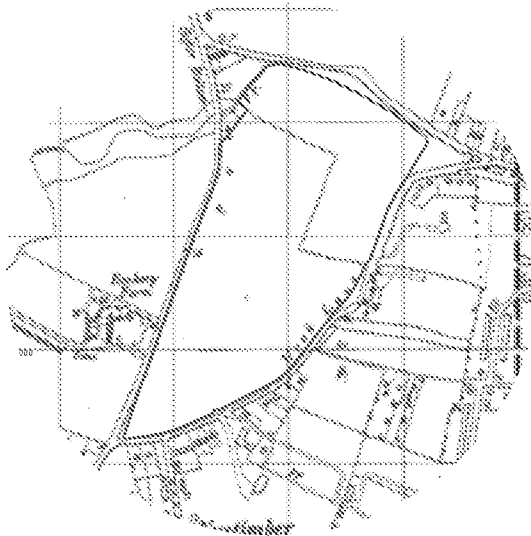
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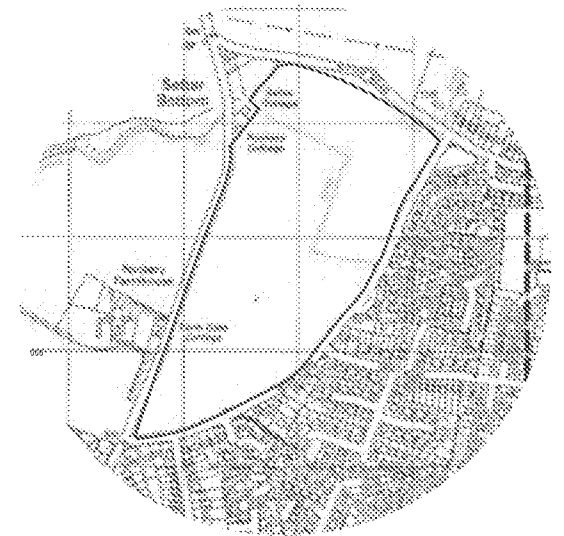
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