

20<sup>th</sup> February 2015

Notice is hereby given that there will be a meeting of the **PLANNING AND TRANSPORTATION COMMITTEE** held in the **NEW MILLENNIUM CHAMBER, MANOR HOUSE, CHURCH STREET, LITTLEHAMPTON** on **MONDAY 2<sup>nd</sup> MARCH 2015 at 6.30PM** to consider matters set out in the following Agenda.

**Committee:** Cllrs Ayres (Chair), Belchamber  
MBE, Buckland, Emberson and  
Hulmes

**PETER HERBERT**  
Town Clerk

## **AGENDA**

**2014/2015**

**1. EVACUATION PROCEDURES**

**2. FILMING OF COUNCIL MEETINGS AND USE OF SOCIAL MEDIA**

During this meeting the public are allowed to film the Committee and officers only from the front of the public gallery, providing it does not disrupt the meeting. Any items in the Exempt Part of an agenda cannot be filmed. If another member of the public objects to being recorded, the person(s) filming must stop doing so until that member of the public has finished speaking. The use of social media is permitted but all members of the public are requested to switch their mobile devices to silent for the duration of the meeting.

**3. MOBILE PHONES**

Members and the public are reminded that the use of mobile phones (other than on silent) is prohibited at Town Council and Committee meetings.

**4. APOLOGIES**

**5. DECLARATIONS OF INTEREST**

Members and Officers are reminded to make any declaration of disclosable pecuniary or personal and/or prejudicial interests that they may have in relation to items on this Agenda.

You should declare your interest by stating:

- (a) the item you have the interest in
- (b) whether it is a disclosable pecuniary interest, whereupon you will be taking no part in the discussions on that matter, or
- (c)
  - (i) whether it is a personal interest and the nature of the interest
  - (ii) whether it is also a prejudicial interest
  - (iii) If it is a prejudicial interest, whether you will be exercising your right to speak under PUBLIC FORUM

You then need to re-declare your interest and the nature of the interest at the commencement of the item or when the interest becomes apparent.

**6. MINUTES**

To confirm the Minutes of the meeting held on 2<sup>nd</sup> February 2015 and the Extraordinary meeting held on 11<sup>th</sup> February 2015, circulated herewith.

**7. CHAIR'S REPORT AND URGENT ITEMS**

**8. PROCEDURES FOR PLANNING APPLICATIONS DELEGATED TO THE TOWN COUNCIL**

**(a) VOTING** - Members and Officers are reminded that voting at this Committee will operate in accordance with the procedure as laid down in the Council's adopted Local Code of Conduct for Members/Officers. A copy of the Local Code of Conduct can be obtained from the Town Clerk and is available on line at [www.littlehampton-tc.gov.uk](http://www.littlehampton-tc.gov.uk)

**(b) PUBLIC SPEAKING** - Individuals wishing to speak on planning applications delegated to the Town Council must have formally registered their wish to speak with the Town Council **by noon on the Friday before the notified Committee date.**

**9. DELEGATED PLANNING MATTERS**

**9.1 PLANNING APPLICATIONS DELEGATED TO THE TOWN COUNCIL** - to consider the attached reports – **Appendix 1**. Please note that the plans relating to these applications are available for inspection at the Town Council's offices in Church Street and **on line at:** [www.arun.gov.uk/planning](http://www.arun.gov.uk/planning) and [www.littlehampton-tc.gov.uk](http://www.littlehampton-tc.gov.uk)

**9.2 APPEALS RE: PLANNING APPLICATIONS DELEGATED TO THE TOWN COUNCIL** – None.

**10. PUBLIC FORUM**

Members of the public are invited to ask questions or raise issues which are relevant and are the concern of this committee. A period of 15 minutes is allocated for this purpose. If possible, notice of intention to address the Committee should be given to the Clerk by noon of the day of the meeting.

**11. PLANNING AND OTHER ARUN DISTRICT COUNCIL MATTERS**

**11.1 Planning Applications – Lists 6,7,8 and 9 if available.**

**11.2 Local Plan** – Notice of the District Council's submission is attached. The Committee is asked to note that to date ADC have not contacted the Town Council regarding its objections.

**12. TRANSPORTATION AND OTHER WEST SUSSEX COUNTY COUNCIL MATTERS**

**12.1 West Sussex Minerals Local Plan: Progress Update** - attached for information.

**13. CLYMPING NEIGHBOURHOOD PLAN**

The Committee is asked to consider responding to the attached consultation document as it relates to the aims and objectives of the Littlehampton Neighbourhood Plan.

**14. MASTERPLAN – NORTH LITTLEHAMPTON**

**15. EXEMPT BUSINESS**

It is **RECOMMENDED** that:

**The public and accredited representatives of the press be excluded from the Meeting under Section 100 Local Government Act 1972 due to the confidential nature of the business to be conducted.**

Appendix 1

**SUMMARY OF PLANNING APPLICATIONS DELEGATED TO  
LITTLEHAMPTON TOWN COUNCIL  
Planning & Transportation Committee Monday 2<sup>nd</sup> March 2015**

Page 1 of 1

<b>Ward</b>	<b>Ward Councillor</b>	<b>Planning No.</b>	<b>Details of Planning application</b>	<b>Location</b>	<b>Report Attached</b>
Beach	Councillor Long	LU/381/14/HH	Proposed dropped kerb.	70 Southfields Road BN17 6PB	✓
Brookfield	Councillor Hulmes	LU/388/14/HH	Two storey side extension.	17 Compass Close BN17 6SA	✓
Beach	Councillor Long	LU/5/15/HH	Single storey rear extension.	26 Southfields Road BN17 6AE	✓

**PLANNING APPLICATION REPORT**

**REF NO:** LU/381/14/HH  
**LOCATION:** 70 Southfields Road  
 Littlehampton  
 BN17 6PB

**PROPOSAL:** Proposed dropped kerb. This application may be determined by Littlehampton Town Council under delegated powers

**SITE AND SURROUNDINGS**

DESCRIPTION OF APPLICATION	As above. The proposed dropped kerb measures approximately 3.7m in width and will lead on to the classified Class C Southfields Road. The grass verge to the front will be tarmacked over and combined with the existing hardstanding to the front of the property it will provide off-street parking for 2-3 cars.
SITE AREA	Approximately 150 square metres.
RESIDENTIAL DEVELOPMENT DENSITY	N/A
TOPOGRAPHY	Predominantly flat.
TREES	None of any significance affected by the proposed development.
BOUNDARY TREATMENT	Open to front. Low brick walling to front sides at approximately 0.3m in height.
SITE CHARACTERISTICS	A two storey semi-detached dwelling with brick and tile hung elevations and a pitched plain tiled roof. There is a brick built flat roof porch at the front.
CHARACTER OF LOCALITY	Predominantly residential in character, there are mainly two storey terraced properties and semi-detached properties in the area.

**RELEVANT SITE HISTORY**

None

**REPRESENTATIONS**

**REPRESENTATIONS RECEIVED:**

None

**COMMENTS ON REPRESENTATIONS RECEIVED:**

None

**CONSULTATIONS**

WSCC Strategic Planning



# **CONSULTATION RESPONSES RECEIVED:**

WSCC Highways

No objection.

The precedent of vehicle crossovers along Southfields Road has already been set. Appropriate visibility splays of 2.4m x 43 metres can be achieved wholly within highway land. It is noted that the crossover will be construed on the western extent of the property frontage. The crossover should not therefore interfere with the existing layby or the existing street lighting column.

The crossover must be constructed under licence to a specification obtained from WSCC Highways. No details have been provided pertaining to any proposed hard standing area for vehicle parking. This area must measure 2.4 x 4.8 metres and be constructed in a bound material. I would ask these details are secured via condition.

No anticipated highway safety concerns would be raised to this application. If the LPA are minded to grant planning consent a condition relating to vehicle parking and access should be applied and an Informative placed on it.

# **COMMENTS ON CONSULTATION RESPONSES:**

Comments noted. The proposed Highways conditions and Informative will be included in this recommendation.

## **POLICY CONTEXT**

Designation applicable to site:

Within the Built-Up Area Boundary

## **DEVELOPMENT PLAN POLICIES**

Arun District Local Plan (2003): GEN2  
GEN7

Built-up Area Boundary  
The Form of New Development

Publication Version of the  
Local Plan - Excluding the  
Spatial Portrait, Employment,  
Housing Allocations,  
Transport, Monitoring and  
Implementation sections  
(February 2014):

D DM1 Aspects of Form and Design Quality

## **PLANNING POLICY GUIDANCE**

NPPF

National Planning Policy Framework

## **POLICY COMMENTARY**

The Development Plan consists of the Arun District Local Plan 2003, West Sussex County Council's Waste and Minerals Plans and Made Neighbourhood Development Plans.

Arun District Council's Development Plans:

Paragraph 215 of the NPPF ensures that specific policies in Arun District Local Plan 2003 can carry weight. The weight afforded to the policies with Local Plan policies can be assessed according to their level of consistency of the various policies with the National Planning Policy Framework.

Paragraph 216 of the NPPF confirms that weight can be given to policies in emerging plans from the day of publication. The Council resolved that the policies and maps in the Publication Version of the Local Plan be used in the determination of this planning application. Following 'publication' of the Local Plan a formal public consultation, examination and adoption process takes place.

The policies are published under Regulations 19 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The statement of representations procedure and statement of fact produced by the Council under regulation 19 explains that the consultation will take place on 30th October 2014 for six weeks.

#### The Neighbourhood Development Plan

The Littlehampton Neighbourhood Development Plan was made at Full Council meeting on 5th November 2014. This means that the Littlehampton Neighbourhood Development Plan has been brought into legal force and forms part of the statutory plan for the town. Consequently, decisions on whether or not to grant planning permission in this area will need to be made in accordance with the Littlehampton Neighbourhood Development Plan, unless material considerations indicate otherwise.

There are no policies from the Littlehampton Neighbourhood Development Plan that are considered to be of relevance to this application.

### **DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:-

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

The proposal is considered to comply with relevant Development Plan policies in that it would have no materially adverse effect on the visual amenities of the locality or have an adverse impact upon the established character of the surrounding area, and would allow for the safe movement of pedestrians and vehicles.

### **OTHER MATERIAL CONSIDERATIONS**

It is considered that there are no other material considerations to warrant a decision otherwise than in accordance with the Development Plan and/or legislative background.

### **CONCLUSIONS**

#### PRINCIPLE

The site is located within the built-up area where the principle of development is acceptable, subject to accordance with relevant planning policies. In this instance, the main criteria against which the application will be assessed is contained within Arun District Local Plan policy GEN7 which seeks to prevent development that would have an adverse impact upon visual and residential amenities and would allow for the safe movement of pedestrians and vehicles, giving priority to pedestrians.

#### DESIGN AND VISUAL AMENITY (GEN7, ARUN DISTRICT LOCAL PLAN)

This application seeks planning permission to drop the kerb to the front of the property where it connects with Southfields Road which is a Class C road and provide off-street parking for 2-3

vehicles. The grass verge to the front will have tarmac hardstanding which combined with the existing hardstanding in the front garden will provide the necessary parking space.

The property is located within an established residential area where there are other dropped kerbs and parking to front nearby including at nos. 72, 74 and 68A Southfields Road. The proposed crossover and resultant vehicle parking in the front garden will therefore not appear out of keeping with its surroundings. Indeed, the parking of vehicles in front gardens is already seen on either side of the property. By providing off-street parking to the front of the property, it would remove parked vehicles from the highway which is noted to be of benefit to the proposal.

It is therefore considered to be acceptable in visual amenity terms and complies with policy GEN7(ii) of the Arun District Local Plan.

#### **HIGHWAYS/PARKING (GEN7, ARUN DISTRICT LOCAL PLAN)**

The Highways department of West Sussex County Council have no objection to the proposed dropped kerb. It is considered that the new crossover should not interfere with the existing layby or the existing street lighting column. The visibility splays for the crossover can be achieved wholly within highway land and other crossovers in Southfields Road appear to be operating safely according to latest accident records. There are two conditions relating to visibility splays and the area of hardstanding where there is currently grass verge which have been proposed in this recommendation.

It is considered that dropped kerb is acceptable in highway safety terms and complies with policy GEN7(vii) of the Arun District Local Plan.

It is therefore recommended that the application be approved, subject to the following conditions.

### **HUMAN RIGHTS ACT**

The Council in making a decision should be aware of and take into account any implications that may arise from the Human Rights Act 1998. Under the Act, it is unlawful for a public authority such as Arun District Council to act in a manner, which is incompatible with the European Convention on Human Rights.

Consideration has been specifically given to Article 8 (right to private and family life) and Article 1 of the First Protocol (protection of property). It is not considered that the recommendation for approval of the grant of permission in this case interferes unreasonably with any local residents' right to respect for their private and family life and home, except insofar as it is necessary to protect the rights and freedoms of others (in this case, the rights of the applicant). The Council is also permitted to control the use of property in accordance with the general interest and the recommendation for approval is considered to be a proportionate response to the submitted application based on the considerations set out in this report.

### **DUTY UNDER THE EQUALITIES ACT 2010**

#### **Duty under the Equalities Act 2010**

In assessing this proposal, a neutral impact has been identified upon those people with the following protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation.

**RECOMMENDATION**

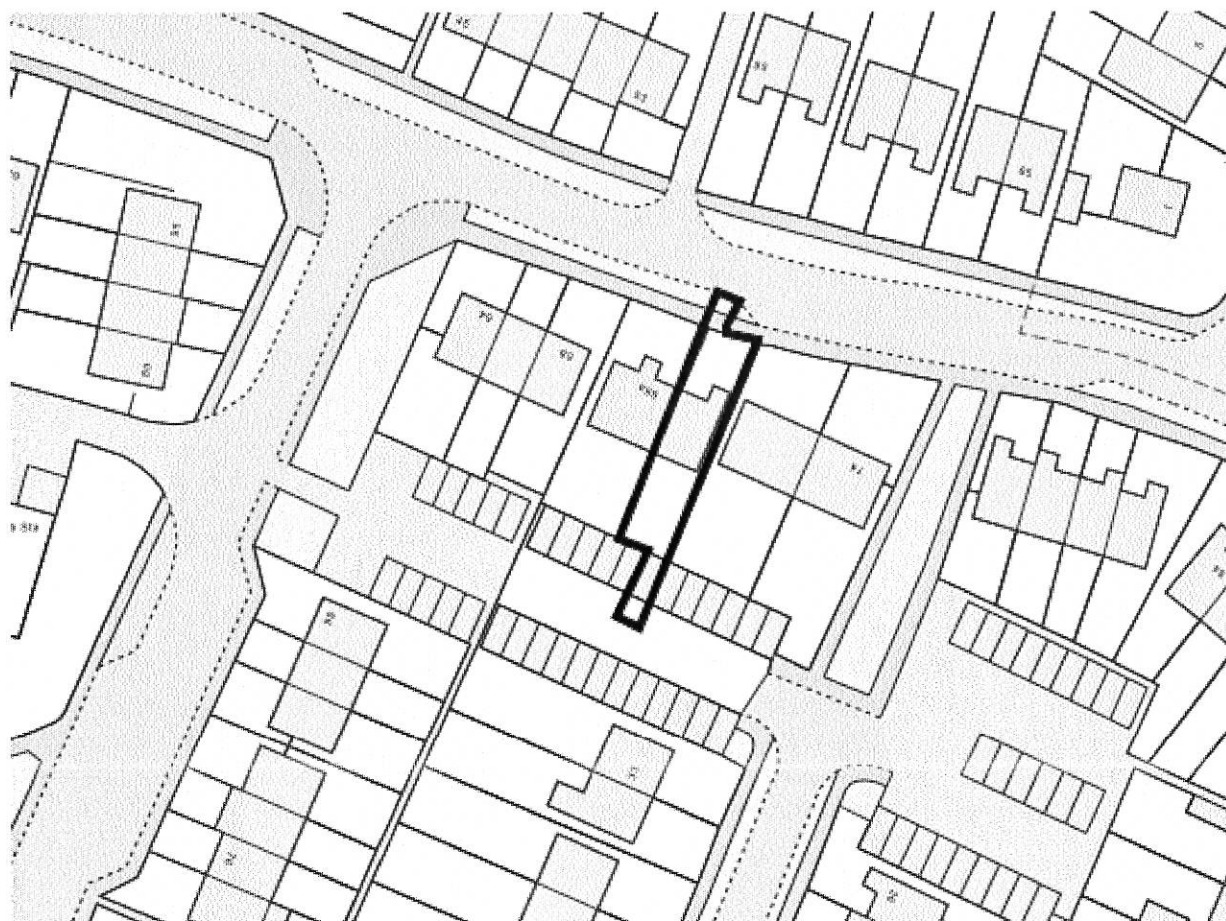
APPROVE CONDITIONALLY

- 1      The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.  
  
Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).
- 2      The development hereby approved shall be carried out in accordance with the following approved plans: Location plan, Block plan dated 17-12-2014, Site plan and 3no. photographs submitted with the application form which is signed and dated 06-12-2014.  
  
Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with policy GEN7 of the Arun District Local Plan.
- 3      The visibility splay either side of the approved access shall be set at 2.4 x 43 metres and splay areas shall be kept free from any obstruction to visibility in excess of 0.6 metres above the level of the adjoining carriageway and retained in perpetuity thereafter.  
  
Reason: In the interests of road safety in accordance with policy GEN7 of the Arun District Local Plan.
- 4      No works shall commence until details have been submitted to and approved by the Local Planning Authority regarding the area of hard standing for vehicle parking/access to be constructed in a bound material and these details so approved shall be implemented with the permission and be retained thereafter.  
  
Reason: In the interests of road safety and drainage in accordance with policies GEN7 and GEN11 of the Arun District Local Plan.
- 5      INFORMATIVE: Statement pursuant to Article 31 of the Town and Country Planning (Development Management Procedure)(England) (Amendment No. 2) Order 2012. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
- 6      INFORMATIVE: The applicant is advised to contact WSCC Highways (01243 642105) to obtain formal approval from the highway authority to carry out the site access works on the public highway.

**LU/381/14/HH Indicative Location Plan**

**(Do not Scale or Copy)**

*(All plans face north unless otherwise indicated with a north point)*



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**PLANNING APPLICATION REPORT**

**REF NO:** LU/388/14/HH  
**LOCATION:** 17 Compass Close  
Littlehampton  
BN17 6SA

**PROPOSAL:** Two storey side extension. This application may be determined under delegated power by Littlehampton Town Council.

**SITE AND SURROUNDINGS**

DESCRIPTION OF APPLICATION	The application seeks consent for the construction of a two storey side extension.
SITE AREA	Approximately 206 metres squared.
TOPOGRAPHY	Predominantly flat.
TREES	None of any significance affected by the proposed development.
BOUNDARY TREATMENT	The front boundary of the site consists of 1 metre high hedging with 1.5 metre high close boarded fencing on the corner of the plot with a 1.8 metre high brick wall along the eastern boundary of the site and 1.8 metre high close boarded fencing on the rear boundary.
SITE CHARACTERISTICS	The site is occupied by a semi-detached dwelling constructed from brick with brown tile hanging at first floor level and a brown tiled roof.
CHARACTER OF LOCALITY	The locality of the site is residential in character with two-storey detached and semi-detached properties of various styles.

**RELEVANT SITE HISTORY**

None

**REPRESENTATIONS**

**REPRESENTATIONS RECEIVED:**

None

**COMMENTS ON REPRESENTATIONS RECEIVED:**

N/A

**CONSULTATIONS**

**CONSULTATION RESPONSES RECEIVED:**

None

**COMMENTS ON CONSULTATION RESPONSES:**

N/A



## POLICY CONTEXT

Designation applicable to site:

No public sewer

### DEVELOPMENT PLAN POLICIES

Arun District Local Plan (2003):	GEN2	Built-up Area Boundary
	GEN7	The Form of New Development
	DEV19	Extensions to existing residential buildings

Publication Version of the  
Local Plan - Excluding the  
Spatial Portrait, Employment,  
Housing Allocations,  
Transport, Monitoring and  
Implementation sections  
(February 2014):

D DM1 Aspects of Form and Design Quality

D DM4 Extensions & Alterations to Existing Buildings

SD SP2 Built -Up Area Boundary

### PLANNING POLICY GUIDANCE

NPPF

National Planning Policy Framework

## POLICY COMMENTARY

The Development Plan consists of the Arun District Local Plan 2003, West Sussex County Council's Waste and Minerals Plans and Made Neighbourhood Development Plans.

Arun District Council's Development Plans:

Paragraph 215 of the NPPF ensures that specific policies in Arun District Local Plan 2003 can carry weight. The weight afforded to the policies with Local Plan policies can be assessed according to their level of consistency of the various policies with the National Planning Policy Framework.

Paragraph 216 of the NPPF confirms that weight can be given to policies in emerging plans from the day of publication. The Council resolved that the policies and maps in the Publication Version of the Local Plan be used in the determination of this planning application. Following 'publication' of the Local Plan a formal public consultation, examination and adoption process takes place.

The policies are published under Regulations 19 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The statement of representations procedure and statement of fact produced by the Council under regulation 19 explains that the consultation will take place on 30th October 2014 for six weeks.

The Neighbourhood Development Plan

The Littlehampton Neighbourhood Development Plan was made at Full Council meeting on 5th November 2014. This means that the Littlehampton Neighbourhood Development Plan has been brought into legal force and forms part of the statutory plan for the town. Consequently, decisions on whether or not to grant planning permission in this area will need to be made in accordance with the Littlehampton Neighbourhood Development Plan, unless material considerations indicate otherwise.

Upon consideration of the Littlehampton Neighbourhood Plan, the proposal is deemed to not be in

conflict with any policies.

## **DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:-

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

The proposal is not considered to comply with relevant Development Plan policies in that it would have a materially adverse effect on the visual appearance of the dwelling and the character and appearance of the locality.

## **OTHER MATERIAL CONSIDERATIONS**

It is considered that there are no other material considerations to warrant a decision otherwise than in accordance with the Development Plan and/or legislative background.

## **CONCLUSIONS**

### **PRINCIPLE**

The site is situated within the built-up area boundary where the principle of development is acceptable, subject to accordance with relevant planning policies. The main criteria against which this application will be assessed is contained within the Arun District Local Plan which in this case are policies GEN7 and DEV19.

### **DESIGN AND VISUAL AMENITY**

The application seeks permission for the construction of a two storey side extension to the east of the original dwelling. The proposal will extend 3 metres from the existing side elevation of the dwelling which currently measures 3.9 metres in width. This is a considerable increase in size and scale which adversely impacts upon the appearance of this semi-detached dwelling.

Attempts have been made to create a subservient appearance with the proposal being stepped back 0.5 metres from the existing building line and the proposed roof line of the extension being 0.3 metres below the roof line of the existing dwelling, whilst the ridge height will be 0.2 metres lower. It has therefore been determined that the proposed side extension is not subservient to the host dwelling due to its size and scale.

It is proposed that the materials used in the construction of the extension will match those of the existing dwelling. However, this integration through materials does not make the proposal acceptable due to the considerable size and scale of the proposed extension.

The proposed extension will extend 3 metres closer to the highway and at its closest point will be located 0.6 metres from the highway. This will have an adverse impact upon the visual amenity, appearance and character of the site and wider area which currently has an open appearance due to the position of the properties in relation to the highway.

### **RESIDENTIAL AMENITY**

The application site is a corner plot and as such abuts Compass Close and The Faroes with the proposal extending from the east elevation of the existing dwelling towards The Faroes. The proposal due to its location upon the site will not give rise to any additional overlooking, overbearing or overshadowing effects upon neighbouring properties.

**CONCLUSION**

The proposal is therefore deemed to be in conflict with policies GEN7 and DEV19 of the Arun District Local Plan 2003 due to its scale, position and size. The proposal is not deemed to be in conflict with any policies within the Littlehampton Neighbourhood Plan.

Therefore, it is recommended that planning permission is refused for this proposal.

**HUMAN RIGHTS ACT**

Human Rights Act:

The Council in making a decision should be aware of and take into account any implications that may arise from the Human Rights Act 1998. Under the Act, it is unlawful for a public authority such as Arun District Council to act in a manner, which is incompatible with the European Convention on Human Rights.

Consideration has been specifically given to Article 8 (right to respect for private and family life) and Article 1 of the First Protocol (protection of property). It is not considered that the recommendation for approval of the grant of permission in this case interferes unreasonably with any local residents' right to respect for their private and family life and home, except insofar as it is necessary to protect the rights and freedoms of others (in this case, the rights of the applicant). The Council is also permitted to control the use of property in accordance with the general interest and the recommendation for approval is considered to be a proportionate response to the submitted application based on the considerations set out in this report.

**DUTY UNDER THE EQUALITIES ACT 2010**

Duty under the Equalities Act 2010

In assessing this proposal no impacts have been identified upon any protected characteristics.

**RECOMMENDATION****REFUSE**

- 1 Due to its size and footprint the proposed extension will not appear visually subservient to the existing dwelling and will have an unacceptable impact on the character and appearance of the area in conflict with policies GEN7 and DEV19 of the 2003 Arun District Local Plan.
- 2 **INFORMATIVE:** Statement pursuant to Article 31 of the Town and Country Planning (Development Management Procedure)(England) (Amendment No. 2) Order 2012. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern with the proposal and determining the application within a timely manner, clearly setting out the reason(s) for refusal, allowing the Applicant the opportunity to consider the harm caused and whether or not it can be remedied by a revision to the proposal. The Local Planning Authority is willing to meet with the Applicant to discuss the best course of action and is also willing to provide pre-application advice in respect of any future application for a revised development.

**LU/388/14/HH Indicative Location Plan**

**(Do not Scale or Copy)**

*(All plans face north unless otherwise indicated with a north point)*



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**PLANNING APPLICATION REPORT**

**REF NO:** LU/5/15/HH

**LOCATION:** 26 Southfields Road  
Littlehampton  
BN17 6AE

**PROPOSAL:** Single storey rear extension - This application may be determined by Littlehampton Town Council under delegated powers.

**SITE AND SURROUNDINGS**

DESCRIPTION OF APPLICATION	As above. The proposed rear extension is single storey in height and measures approximately 8.5m in length, approximately 3.5m in depth and approximately 2.7m in height. It will have brick elevations and a plain tile roof both matching the property.
SITE AREA	Approximately 400 square metres.
RESIDENTIAL DEVELOPMENT DENSITY	N/A
TOPOGRAPHY	Predominantly flat.
TREES	None of any significance affected by the proposed development.
BOUNDARY TREATMENT	To the front, brick walling at approximately 1.5m in height. To the rear, close boarded fencing at approximately 1.8m in height along eastern and southern boundaries. Along the rear western boundary, there is close boarded fencing at approximately 1.8m in height close to the property before it steps down to approximately one metre in height for the remainder of its length.
SITE CHARACTERISTICS	The site comprises a residential two storey semi-detached property. It has red/brown brick elevations and a hipped plain tiled roof. There is an integral garage to the side (west) which extends for the length of the property. There is a flat roof extension built predominantly from PVCu to the rear.
CHARACTER OF LOCALITY	Predominantly residential in character, there are generally two storey semi-detached properties in the surrounding area.

**RELEVANT SITE HISTORY**

LU/273/12/	Garage and porch extension	Approve Conditionally 10-12-2012
None		



## REPRESENTATIONS

### REPRESENTATIONS RECEIVED:

None

### COMMENTS ON REPRESENTATIONS RECEIVED:

None

## CONSULTATIONS

### CONSULTATION RESPONSES RECEIVED:

None

### COMMENTS ON CONSULTATION RESPONSES:

None

## POLICY CONTEXT

Designation applicable to site:

Within the Built-Up Area Boundary

### DEVELOPMENT PLAN POLICIES

Arun District Local Plan (2003):	GEN2	Built-up Area Boundary
	GEN7	The Form of New Development
	DEV19	Extensions to existing residential buildings

Publication Version of the  
Local Plan - Excluding the  
Spatial Portrait, Employment,  
Housing Allocations,  
Transport, Monitoring and  
Implementation sections  
(February 2014):

D DM1 Aspects of Form and Design Quality  
D DM4 Extensions & Alterations to Existing Buildings

### PLANNING POLICY GUIDANCE

NPPF	National Planning Policy Framework
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## POLICY COMMENTARY

The Development Plan consists of the Arun District Local Plan 2003, West Sussex County Council's Waste and Minerals Plans and Made Neighbourhood Development Plans.

Arun District Council's Development Plans:

Paragraph 215 of the NPPF ensures that specific policies in Arun District Local Plan 2003 can carry weight. The weight afforded to the policies with Local Plan policies can be assessed according to their level of consistency of the various policies with the National Planning Policy Framework.

Paragraph 216 of the NPPF confirms that weight can be given to policies in emerging plans from the day of publication. The Council resolved that the policies and maps in the Publication Version of the Local Plan be used in the determination of this planning application. Following 'publication' of the Local Plan a formal public consultation, examination and adoption process takes place.

The policies are published under Regulations 19 and 35 of the Town and Country Planning (Local



Planning) (England) Regulations 2012. The statement of representations procedure and statement of fact produced by the Council under regulation 19 explains that the consultation will take place on 30th October 2014 for six weeks.

#### The Neighbourhood Development Plan

The Littlehampton Neighbourhood Development Plan was made at Full Council meeting on 5th November 2014. This means that the Littlehampton Neighbourhood Development Plan has been brought into legal force and forms part of the statutory plan for the town. Consequently, decisions on whether or not to grant planning permission in this area will need to be made in accordance with the Littlehampton Neighbourhood Development Plan, unless material considerations indicate otherwise. There are no policies from the Littlehampton Neighbourhood Development Plan that are considered to be relevant to this application.

### **DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:-

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

The proposal is considered to comply with relevant Development Plan policies in that it would have no materially adverse effect on the visual amenities of the locality or the residential amenities of the adjoining properties, nor would it have an adverse impact upon the established character of the surrounding area.

### **OTHER MATERIAL CONSIDERATIONS**

It is considered that there are no other material considerations to warrant a decision otherwise than in accordance with the Development Plan and/or legislative background.

### **CONCLUSIONS**

#### PRINCIPLE

The site is located within the built-up area where the principle of development is acceptable, subject to accordance with relevant planning policies. In this instance, the main criteria against which the application will be assessed is contained within the Arun District Local Plan which in this case is considered to be policies GEN7 and DEV19 which seeks to prevent development that would have an adverse impact upon visual and residential amenities.

#### DESIGN AND VISUAL AMENITY

This application seeks planning permission for the erection of a single storey rear extension. It will replace an existing PVCu rear extension of smaller dimensions and more centrally placed within the rear elevation of the property. The proposed extension will provide additional space for a kitchen and separate ensuite.

The proposed extension will not be seen from Southfields Road due to its rear location on the property or readily seen from any other public vantage point. It will be visually subservient to the host dwelling by reason of its dimensions which includes its single storey design.

Although the rear extension stretches across almost the full width of the property, its hipped roof at its western extent will match in angle the pitch of an existing garage extension. With its use of

matching materials, it is considered to visually integrate with the dwelling and forms an improvement on the existing PVCu extension which is in jarring contrast.

It is therefore considered that the proposed extension is acceptable in visual amenity terms and complies with policies GEN7(ii) and DEV19(i),(ii) of the Arun District Local Plan.

#### RESIDENTIAL AMENITY

The proposed extension is situated within very close proximity (0.2m) to the western boundary line. The boundary treatment at this point comprises close boarded fencing at approximately 1.8m in height and the eaves of the proposed development is approximately 2.4m high. Therefore, the bulk of the extension will be screened by this boundary fencing before the roof steeply pitches away so as to reduce its bulk and form when viewed from the neighbouring property of no. 24. It is also noted that no. 24 has a detached shed immediately adjacent to where the intended extension will be located and the property itself is situated at over 3.5m away. These factors combine to ensure that the proposed extension will not cause any harmful overbearing or overshadowing effects on the property of no. 24.

On the other side to the east, there is close boarded fencing at approximately 1.8m in height and the extension has been sympathetically stepped away from this boundary by over a metre so as to prevent any harmful residential effects arising in this direction. The extension also complies with the 45 degree rule which is adopted by the Council to ensure that there will not be any unacceptable loss of daylight or outlook caused by extensions on to neighbouring residential properties.

There are no side facing windows proposed in the extension and so overlooking on to neighbouring gardens will be prevented. Even if such windows were later added to the extension, any views would be interrupted by the side boundary fencing and as such would not be at harmful levels.

It is therefore recommended that the application be approved, subject to the following conditions.

#### **HUMAN RIGHTS ACT**

The Council in making a decision should be aware of and take into account any implications that may arise from the Human Rights Act 1998. Under the Act, it is unlawful for a public authority such as Arun District Council to act in a manner, which is incompatible with the European Convention on Human Rights.

Consideration has been specifically given to Article 8 (right to private and family life) and Article 1 of the First Protocol (protection of property). It is not considered that the recommendation for approval of the grant of permission in this case interferes unreasonably with any local residents' right to respect for their private and family life and home, except insofar as it is necessary to protect the rights and freedoms of others (in this case, the rights of the applicant). The Council is also permitted to control the use of property in accordance with the general interest and the recommendation for approval is considered to be a proportionate response to the submitted application based on the considerations set out in this report.

#### **DUTY UNDER THE EQUALITIES ACT 2010**

Duty under the Equalities Act 2010

In assessing this proposal, a neutral impact has been identified upon those people with the following protected characteristics: age, disability, gender reassignment, marriage and civil

partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation.

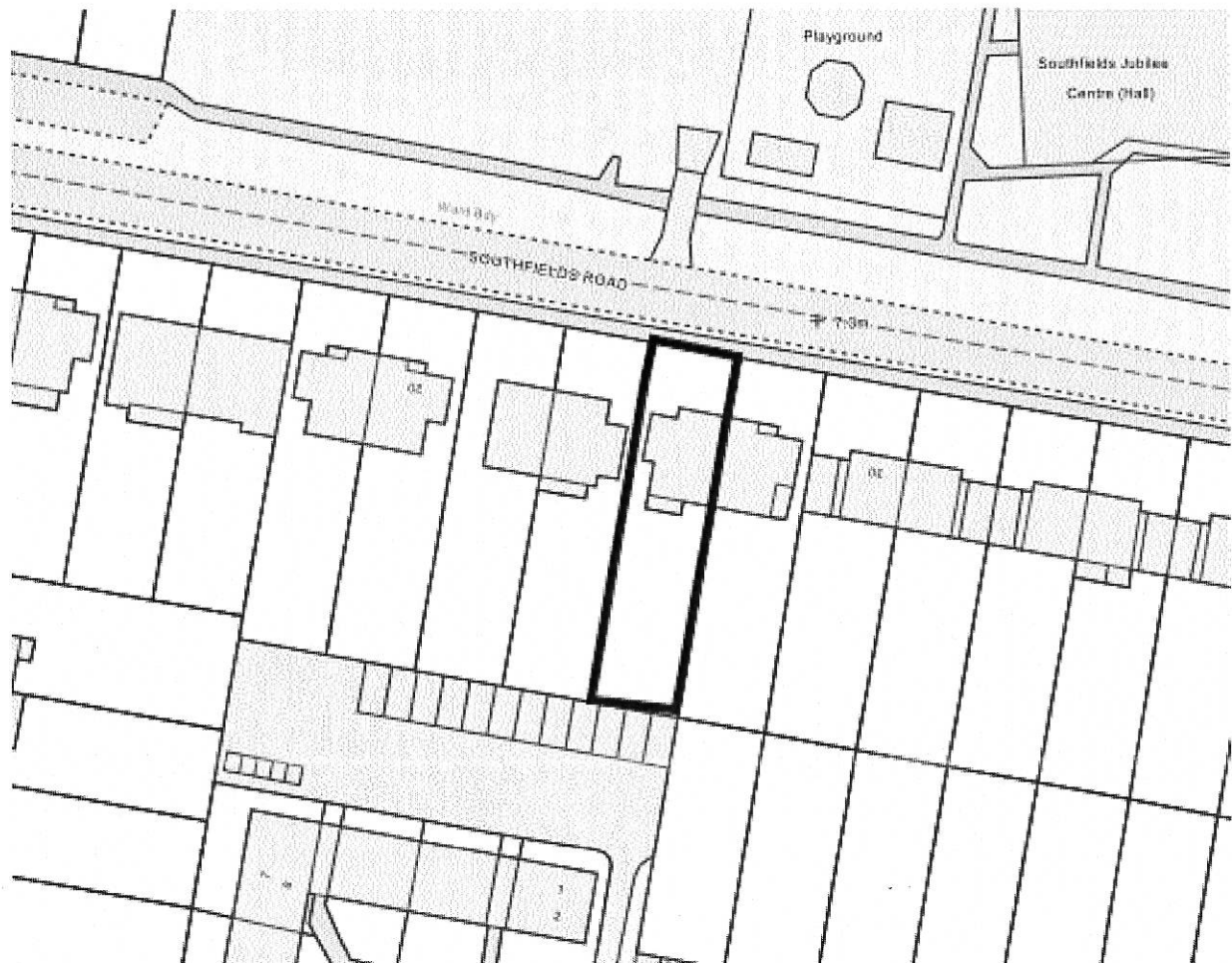
## RECOMMENDATION

### APPROVE CONDITIONALLY

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.  
  
Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).
- 2 The development hereby approved shall be carried out in accordance with the following approved plans: Location plan dated 01-03-2010, drawing number 1354/02/03 (Ground floor plan and block plan), 1354/02/01 (Plans and elevations as existing) dated March 2014 and 1354/02/02 (Plans and elevations as proposed) dated March 2014.  
  
Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with policy GEN7 of the Arun District Local Plan.
- 3 The materials and finishes of the external walls and roof of the rear extension hereby permitted shall match in colour and texture to those used in the dwelling.  
  
Reason: In the interests of amenity in accordance with policies GEN7 and DEV19 of the Arun District Local Plan.
- 4 INFORMATIVE: Statement pursuant to Article 31 of the Town and Country Planning (Development Management Procedure)(England) (Amendment No. 2) Order 2012. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

**LU/5/15/HH Indicative Location Plan**  
**(Do not Scale or Copy)**

*(All plans face north unless otherwise indicated with a north point)*



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## Appendix 2

### LITTLEHAMPTON TOWN COUNCIL

#### Planning & Transportation Committee Monday 2 March 2015 Representation on Lists 6, 7, 8 and 9 if available

#### Page 1 of 1

<b>Plan List No.</b>	<b>Ward</b>	<b>Ward Councillor</b>	<b>Planning No.</b>	<b>Details of Application</b>	<b>Location</b>	<b>Comments</b>
6	River	IB	LU/39/1/4/PL	Installation of solar modules on the south facing roofs of the new extension. Amendment of previously approved LU/289/11.	Marine Court Fitzalan Road Littlehampton	
6	River	IB	LU/13/15/PL	Demolition of original dairy distribution depot & construction of 8 dwellings & ancillary works. This application may affect the character & appearance of the Littlehampton (East Street) Conservation Area.	The Dairy Church St Littlehampton	
8	Ham	MA	LU/4/15/PL	Conversion of existing house into 2 No. self-contained houses.	18 Belloc Road Littlehampton	
8	Ham	MA	LU/28/15/PL	Erection of 1 No.bungalow. Resubmission following LU/37/14/PL.	9A Arundel Road Littlehampton	





PLANNING AND COMPULSORY PURCHASE ACT 2004  
Regulation 22 of the Town and Country Planning (Local Planning) (England)  
Regulations 2012

## **NOTICE OF SUBMISSION OF THE ARUN DISTRICT LOCAL PLAN (2011 - 2031) PUBLICATION VERSION, POLICIES MAPS AND SUSTAINABILITY APPRAISAL**

NOTICE IS HEREBY GIVEN in accordance with the above Regulations that Arun District Council has submitted the Arun Local Plan (2011-2031) Publication Version to the Secretary of State for Communities and Local Government on 30th January 2015 for independent examination.

The Arun Local Plan sets out Arun District Council's spatial policy framework for delivering sustainable economic growth and represents the Council's vision for Arun District up to 2031. The Arun Local Plan and the policies within it only apply to the local planning authority area of the District. This area is the entire district apart from those parts within the South Downs National Park.

The Arun Local Plan (2011-2031) together with the supporting documentation, submitted to the Secretary of State, are available to view and download on the Arun District Council website:  
**[www.arun.gov.uk](http://www.arun.gov.uk)**

The submitted documents include:

- The Arun Local Plan (2011-2031) Publication Version
- Sustainability appraisal report
- Submission policies maps
- Statement of consultation
- Copies of representations made to the Arun Local Plan (2011-2031) Publication Version during its statutory consultation which took place from 30th October until 12th December 2014 and
- Supporting documents (including primary and secondary) relevant to the preparation of the Local Plan.

Hard copies of the first 5 submitted documents listed above, and primary Supporting Documents

are available to view at Arun District Council Civic Centre, Maltravers Road, Littlehampton, BN17 5LF.

Hard copies of the submitted documents, excluding copies of the representations and the supporting documents, are available to view at Bognor Regis Town Hall, Clarence Road, Bognor Regis, PO21 1LD.

Both of the offices above are open at the following times:

8.45am – 5.15pm Monday to Thursday and  
8.45am – 4.45pm Friday.

The Local Plan will now be subject to an independent examination which will be conducted by the Planning Inspectorate on behalf of the Secretary of State. A series of public examination hearings will take place and those invited to attend by the Planning Inspector will have the opportunity to respond to matters raised by the Inspector.

Once the public examination hearings are confirmed, details will be published on the Arun District Council website. Details will also be sent to all those who made representations during the Arun Local Plan (2011-2031) Publication version consultation.

A Programme Officer has been appointed to assist the Planning Inspector. All future correspondence relating to the public examination hearings should be via the Programme Officer using the following email address: **[caroline.pattenden@arun.gov.uk](mailto:caroline.pattenden@arun.gov.uk)**.

**For further information, please contact  
the Planning Policy and Conservation  
Team on (01903) 737500 or email:  
[localplan@arun.gov.uk](mailto:localplan@arun.gov.uk)**

Date of Notice: 4th February 2015



**From:** Alethea Evans [<mailto:alethea.evans@westsussex.gov.uk>]

**Sent:** 28 January 2015 16:25

**Subject:** Mineral Local Plan: Progress update January 2015

Dear Sir/Madam,

**West Sussex Minerals Local Plan: Progress Update**

This email seeks to update you about the progress on the preparation of a new joint Minerals Local Plan (MLP) for West Sussex. The Plan is being prepared by West Sussex County Council and the South Downs National Park Authority.

The new MLP will set a strategy for mineral development to 2031, protect the landscape, safeguard resources where appropriate, allocate sites considered suitable for the production of minerals, and include a range of land use-specific and generic policies to manage future mineral development. The decision whether to and where to allocate sites is important as it provides communities and the minerals industry with certainty about where mineral development can take place.

**Early engagement and evidence gathering**

Work on the new MLP has commenced by gathering evidence which will be used to inform the emerging Plan. During 2014 the Authorities have:

- Prepared and carried out engagement on 5 Background Papers;
- Carried out a site nomination process, to identify potential mineral sites in the County;
- Prepared a Mineral Sites Study, and carried out engagement to ensure the accuracy of information set out for each of potential sites included;
- Secured independent consultants to prepare the technical assessments and studies in relation to the potential mineral sites which will be shortlisted. These technical assessments will take place in 2015;
- Facilitated two targeted engagement events. The first, in June, was aimed at parish, district and borough councils and local interest groups. The second was held in July, and was aimed at the mineral industry, statutory stakeholders, and neighbouring planning authorities. Outcome reports for these events are available online.

The Authorities are grateful to all stakeholders, particularly members of the local community, who responded to the Background Papers and Mineral Sites Study. Work in the latter part of 2014 has focused on analysing the responses received in relation to the Background Papers (Outcome Report available [here](#)) and the Mineral Sites Study (Outcome Report available [here](#)). It was anticipated that a further targeted engagement event would take place in December 2014, but instead the Authorities have prepared reports of the responses received and then updated the content of all 5 Background Papers.

A factual update of the Mineral Sites Study (known as MSSv2), reflecting the responses received and the current list of potential sites will be made available online in the coming weeks.

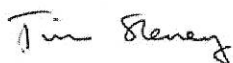
The draft timetable for the development of the MLP is set out below.

Key Stage	When
Preparation of Draft Plan and draft Sustainability Appraisal Report	Ongoing to end of 2015
Public consultation on Draft MLP following approval by the Cabinet Member & South Downs National Park Authority	Early 2016
Public consultation on Proposed Submission MLP following approval by County Council & South Downs National Park Authority	Winter 2016
Submission of MLP to Government	Spring 2017
Examination in public	Summer 2017
Adoption	Spring 2018

The County Council and South Downs National Park Authority are committed to listening to customers, and ensuring that the diverse needs of our communities are taken into consideration throughout the decision making process. To that end, we continue to actively seeking your views or the views of those you represent during the MLP preparation process, particularly at the consultation stages highlighted in the timetable above.

Please contact the Planning and Transport Policy Team on 01243 642118 or email the team via [mwdf@westsussex.gov.uk](mailto:mwdf@westsussex.gov.uk)

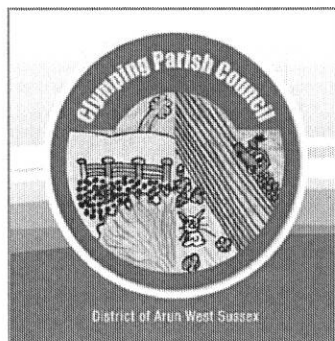
Yours faithfully,



Mike Elkington  
Strategic Planning Manager  
West Sussex County Council  
Authority

Tim Slaney  
Director of Planning  
South Downs National Park

Alethea Evans | Senior Minerals and Waste Planner, Residents' Services Directorate,  
West Sussex County Council | Location: Ground Floor, Northleigh, County Hall,  
Chichester, PO19 1QT  
Internal: 26435 | External: 03302 226435 | E-mail:  
[alethea.evans@westsussex.gov.uk](mailto:alethea.evans@westsussex.gov.uk)



# Clymping Neighbourhood Plan 2015 - 2030



Pre-Submission Consultation Document  
January 2015

**Published by Clymping Parish Council for Pre-Submission Consultation under the Neighbourhood Planning (General) Regulations 2012 and in accordance with EU Directive 2001/42 where applicable**

## **CONTENTS**

- 1. Foreword**
- 2. List of Policies**
- 3. Introduction**
- 4. State of the Parish**
- 5. Vision & Objectives**
- 6. Policies & Proposals**
- 7. Clymping Neighbourhood Plan Proposals Map**
- 8. Appendices**
- 9. Community Action Plan**
- 10. Consultation response Form**

# Clymping Neighbourhood Plan – Pre-submission Consultation

## 1. Foreword

*The Localism Act introduced Neighbourhood Planning into the hierarchy of spatial planning in England, giving communities the right to shape their future development at a local level.*

*Clymping is a very special place being surrounded by countryside and bordering the sea with historic sites and areas of great beauty. It is, therefore, important that any change in the parish makes a real and positive difference to the lives of local people and the future of its community, whilst retaining the heritage, culture and identity of Clymping.*

*The Clymping Neighbourhood Plan has been produced by a Neighbourhood Plan Steering Group established by the Parish Council and including Parish Council members and community volunteers with considerable input from local residents and help from Arun District Council and Planning Aid. I would like to take this opportunity to thank everyone for their assistance in developing this plan.*

*This Pre-Submission version of the Plan contains policies covering the themes of Community Leisure and Wellbeing, Tourism and Employment, Environment, Sustainability and Design and Roads and Transport, which have been written in response to your views to date and to be in line with the emerging Arun District Council Local Plan (October 2014 publication version) and the Arun Local Plan 2003 as well as the National Planning Policy Framework and West Sussex County Council strategic plans for minerals and waste.*

*Please read it in full and let us have your comments, before we create the version for submission to Arun District Council which will start the process towards a referendum for residents to formally decide whether to adopt the Plan. If you would like more background information please visit our website <http://clympingnp.org.uk>.*

*You can give us your views by completing the comment form at the back of this document and emailing it to [info@clympingnp.org.uk](mailto:info@clympingnp.org.uk) or mailing it to 16 Crophorne Drive, Clymping, West Sussex BN17 5GG. The closing date for comment is 14th March **2015 by 5pm at the latest please.***

*Best regards,*

**Colin Humphris**

**Chairman of Clymping Parish Council and of the Clymping Neighbourhood Plan Steering Group.**

## Clymping Neighbourhood Plan – Pre-submission Consultation

### 2. List of Policies

1	Protect Community Facilities and Assets of Community Value (ACVs)
2	Designation of Local Green Spaces
3	Protection of Open Spaces:
4	Protection of existing commercial premises or land
5	Support and promote recreation and tourism
6	Retention of Car Parking
7	Area of Separation
8	Protection of open views
9	Protection of Trees and Hedgerows
10	Protection of Natural Habitats
11	Protection of high grade agricultural land
12	Quality of Design
13	Reducing the risk of flooding
14	Reducing the risk of drought
15	Energy efficiency of new development
16	Retain buildings or structures of character
17	Mitigating the adverse traffic effects of development in the surrounding area
18	Traffic and the Environment
19	Encouraging walking and cycling
20	Improving provision and access to public transport

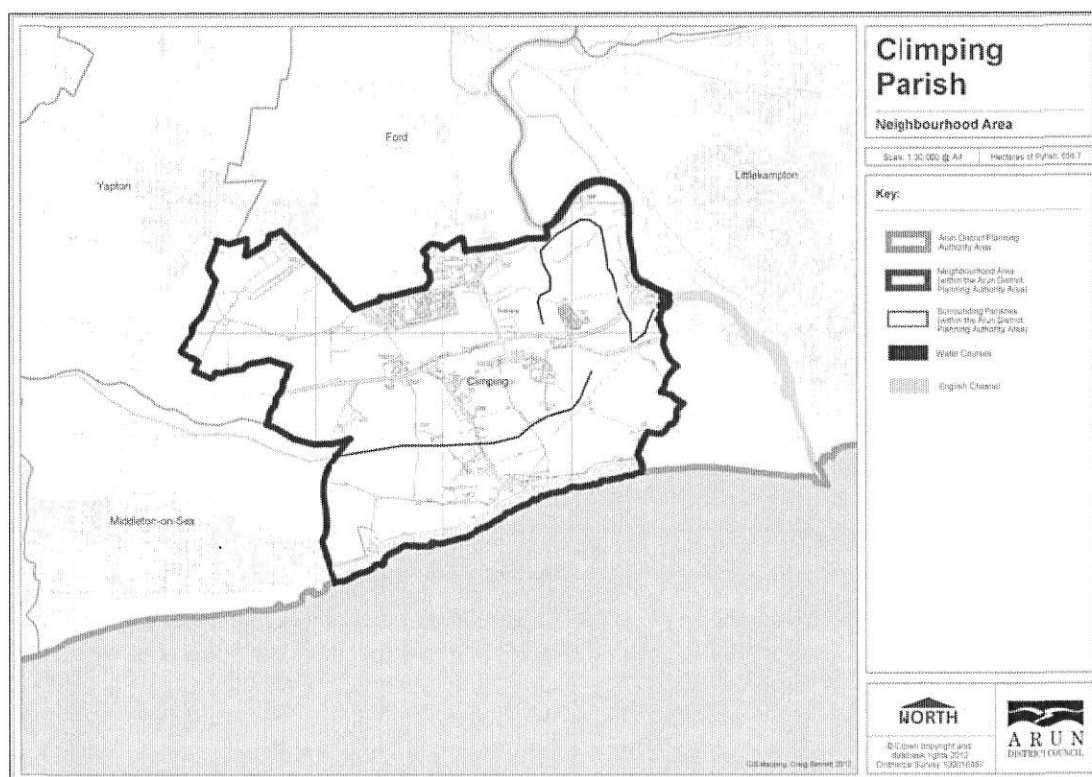


# Clymping Neighbourhood Plan – Pre-submission Consultation

## 3. Introduction

### Purpose

- 3.1 Arun District Council (ADC), the local planning authority, designated a Neighbourhood Area for the whole of Clymping Parish for the purpose of preparing the Clymping Neighbourhood Plan (referred to hereafter as the Plan) on 29 November 2012. Clymping is the more traditional spelling of Climping and will be used throughout the Plan.
- 3.2 Map showing the Neighbourhood Plan Designated Area (the parish boundary) in relation to the adjoining parishes in Arun District.



- 3.3 The Plan provides a vision for the future of the parish, and sets out clear policies and objectives to reflect this vision. The policies are in accord with higher level planning policy in the National Planning Policy Framework and the Arun District Council Local Plan 2003 as well as the emerging Arun District Local Plan 2011-2031 (October 2014 publication version) and West Sussex County Council strategic plans for minerals and waste, as required by the Localism Act.
- 3.4 The Plan has been developed through extensive consultation with the people of Clymping and others with an interest in the parish.
- 3.5 The Plan has been prepared in accordance with the Neighbourhood Planning (general) Regulations 2012, the Localism Act 2011 and Directive 2001/42/EC on Strategic Environmental Assessment (where applicable).

## Clymping Neighbourhood Plan – Pre-submission Consultation

- 3.6 The purpose of this Pre-Submission Plan is to consult the local community and statutory authorities and consultees on the plan's proposed policies in accordance with Regulations 14 of the 2012 Regulations.

### Neighbourhood Development Plans

- 3.7 Neighbourhood Development Plans have been prepared in England since provided for in the 2011 Localism Act. The National Planning Policy Framework states:

*"Neighbourhoods should develop plans that support the strategic development needs set out in Local Plans ... (and) ... plan positively to support local development, shaping and directing development in their area that is outside the strategic elements of the Local Plan."* (para. 16)

*"Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Parishes ... can use neighbourhood planning to set planning policies through neighbourhood plans to determine decisions on planning applications."* (para. 183)

*"Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community. The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area. Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan ... Neighbourhood plans should reflect these policies and neighbourhoods should plan positively to support them. Neighbourhood plans and orders should not promote less development than set out in the Local Plan or undermine its strategic policies."* (para. 184)

*"Outside these strategic elements, neighbourhood plans will be able to shape and direct sustainable development in their area. Once a neighbourhood plan has demonstrated its general conformity with the strategic policies of the Local Plan and is brought into force, the policies it contains take precedence over existing non-strategic policies in the Local Plan for that neighbourhood, where they are in conflict. Local planning authorities should avoid duplicating planning processes for non-strategic policies where a neighbourhood plan is in preparation."* (para.185)

### The Plan Preparation Process

- 3.8 The plan preparation process has been led by Clymping Parish Council, as a 'relevant body' under the Regulations, with the preparation of the Plan delegated to the Clymping Neighbourhood Plan Steering Group (hereafter referred to as the Steering Group).
- 3.9 The process up to Submission of the Plan includes:
- Gathering and summarising the evidence on which the Plan is based
  - Pre-Submission Plan – this document comprises the vision, objectives and policies and is subject to a six week public consultation period.
  - Submission Plan – this document, takes into account the representations received on the Pre-Submission Plan during the public consultation period, amended as necessary for

## Clymping Neighbourhood Plan – Pre-submission Consultation

submission to the local planning authority, together with the Basic Conditions and Consultation Statements.

- 3.10 Thereafter the Plan will be subject to independent examination and if successful will be put to a parish referendum. A majority vote will lead to the Plan becoming part of the development plan for the parish to manage future development decisions alongside the Arun Local Plan and National Planning Policy Framework.

### Consultation

- 3.11 Throughout the process the intention of the Steering Group has been to get as many members of our community as possible involved, using a variety of consultation techniques to ensure that we have a true picture of what the issues are for our community.
- 3.12 A full description of the consultation process is included in the separate Consultation Statement.

## 4. State of the Parish

### An Introduction to the Parish

- 4.1 Clymping is a parish of 690 hectares on the south coast to the west of Littlehampton. It is in West Sussex County Council area and within the Arun District. In the 2011 census it had a population of 771 with 348 dwellings. Whilst Clymping is the spelling used within this Plan the name is often spelt "Climping" and this is the way it usually appears on maps.
- 4.2 Clymping's history traces back to Saxon times - around 600AD - with a settlement protected by the ancient earth works still to be seen south east of the present church and listed as scheduled ancient monuments. By the time of the Norman Conquest there were important manors at Clymping and Atherington. The entry in the Domesday Book shows Clymping to be far more significant than Littlehampton. Clymping at that time lay within the remit of the abbey of St Martin at Sees and the monks established a grange for a bailiff to look after their affairs, at what is now known as Bailiffscourt.
- 4.3 By 1220 the wooden Saxon Church was replaced by the current St Mary's built from the finest Caen stone. A first mill on the current site worked for 700 years until replaced by the existing building in 1799. With no river crossing the village developed slowly as groups of houses that define the traditional parts of the village as they are today: around the Church and Church Farmhouse; around Kent's Farm and Brookpit Manor; at Atherington, and some cottages along Horsemere Green Lane. A first school is mentioned in 1808 and the first bridge across the river Arun opened in 1908.
- 4.4 The twentieth century has left its mark with the: arrival of an airfield at Ford (to the north of the parish and now defunct with much of the land being used for industrial units); use by the military of the Moyne family house at Bailiffscourt during World War II and its subsequent use as a hotel; the breakup of the original farms; and housing development along Horsemere Green Lane on land previously used for nurseries.

- 4.5 The Parish is both rural and coastal and has no defined built-up area. It is rich in farmland, together with a business park to the north of the Parish (which mainly falls within the neighbouring Parish of Ford) and other smaller business units within the parish mainly in converted agricultural buildings.



- 4.6 There are several busy roads running through Clymping. It is crossed roughly east to west by the A259 Littlehampton to Bognor Road which severs the north of the parish from the south with no controlled crossing points. The other main routes in the parish are Yapton Road (B2233) and Church Lane going from their junctions with the A259 north-west to Yapton and northward to Ford respectively. There is limited public transport directly serving the parish, but an Arun Community Transport service is available upon request. Most residents have access to a private car, with the remainder using a taxi, cycling or walking. The nearest train station is in the neighbouring parish of Ford.
- 4.7 The Parish is served by rural footpaths which provide access to the open countryside. Generally walking around the village can be hazardous due to traffic levels along busy roads, the limited extent of protected footpaths and lack of controlled pedestrian crossings across the main routes including the A259.
- 4.8 Whilst the Parish has limited facilities with no doctors or dentists surgeries, it is well served with facilities in nearby Parishes and Towns. The Parish does have a Parish Church, Primary School, Village Hall and Cricket ground, two public houses and a local Farm Shop. There is a large Hotel and Spa and several Bed and Breakfast establishments, as well as a popular beachside car park and cafe (outdoor seating only). More information about the buildings and landscape of Clymping can be found in the Clymping Character Assessment (Appendix 1)
- 4.9 The Parish has a high sunshine record historically making it an attractive area to reside, or holiday and to grow high value crops, but its setting on the flat coastal plain and at the River Arun estuary also means there is an exposure to coastal, river and surface water flooding during stormy weather that needs management.

### **Risk of Flooding**

- 4.10 Certain areas of the parish are naturally prone to flooding, although in recent years there have been only a few localised incidents. The emerging Arun Local Plan 2011-2031 uses maps (see Appendix 2) projecting the areas at risk of flooding over the next 100 years due



## Clymping Neighbourhood Plan – Pre-submission Consultation

to climate change, both from the river Arun (fluvial) and from the sea (tidal). This is a high priority concern for residents.

- 4.11 The Parish Council, Arun District Council, West Sussex County Council and local Landowners are working collaboratively with the Environment Agency to find long term solutions to this problem. The Environment Agency are presently consulting upon the future of the Clymping Sea and River Defences and have published a summary consultation document which is part of the Arun to Pagham flood and coastal erosion risk management strategy, they propose the recommendation for Clymping beach as 'Do Minimum' i.e. will try to maintain the existing defences to prolong their life, but assessing that Clymping beach has a limited remaining life as a flood defence (see Appendix 3 – Evidence), whilst Sustaining the River bank defences.

### Selected Parish Statistics

- 4.12 The following statistics are drawn from the **2011 Census data**. These are used to provide an overview of the current status of the community. For comparison the relevant % across England is shown in brackets.

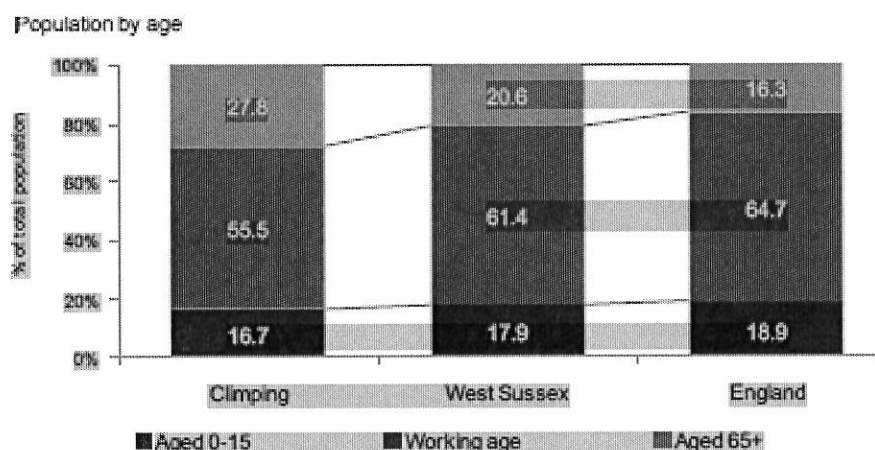
#### Demographics

The usual (permanent) resident population of the parish is 771 people (359 male, 412 female). Of these:

130 People aged 15 and under = 16.7% (18.9% across England)

425 People aged 16 to 64 = 55.5% (64.7% across England)

215 People aged 65 and over = 27.8% (18.9% across England)



Source: Census 2011 (table KS102EW)

#### Economic Status of residents

Of the 771 usual residents of the parish, 560 were aged between 16 and 74 of whom:

- a) 356 (63.6%) were economically active:

167 were Employed full-time = 29.8% (38.6% across England)



## Clymping Neighbourhood Plan – Pre-submission Consultation

76 were Employed part-time = 15.2% (9.8% across England)  
 85 were Self-employed = 15.2% (9.8% across England)  
 14 were Unemployed = 2.5% (4.4% across England)  
 14 were Full-time students = 2.5% (3.4% across England)

b) 204 (36.4%) were economically inactive:

149 were Retired = 26.6% (13.7 across England)  
 12 were Students = 2.1% (5.8% across England)  
 26 were Looking after home or family = 4.6% (4.4% across England)  
 11 were Long-term sick or disabled = 2% (4% across England)  
 6 were classified as Other = 1.1% (0.8% across England)

### Occupations

Of 340 residents in the parish in employment and aged between 16 and 74:

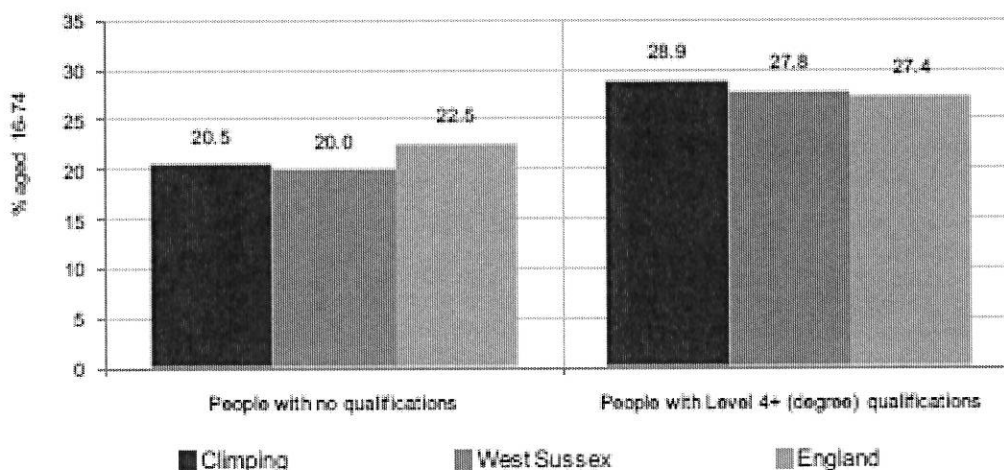
74 were Managers, Directors and Senior Officials = 21.8 % (10.9% across England)  
 62 were in Professional Occupations = 18.24% (17.5% across England)  
 48 were Associate Professional and Technical Occupations = 14.1% (12.8% across England)  
 44 were Administrative and Secretarial Occupations = 12.9% (11.5% across England)  
 38 were Skilled Trades Occupations = 11.2% (11.4% across England)  
 22 were Caring, Leisure and Other Service Occupations = 6.5% (9.3% across England)  
 14 were Sales and Customer Service Occupations = 4.1% (8.4% across England)  
 4 were Process, Plant and Machine Operatives = 1.2% (7.2% across England)  
 34 were in Elementary Occupations = 10% (11.1% across England)

### Qualifications & Skills

Of the 644 usual residents in the parish aged 16 and over:

132 possessed no qualifications = 20.5% (22.5% across England)  
 186 possessed Level 4 and above qualifications = 28.9% (27.4% across England)

People with no qualifications and degree level qualifications



### Housing

There are 323 households located within the Parish (a household means one person living alone, or a group of people living at the same address):

## Clymping Neighbourhood Plan – Pre-submission Consultation

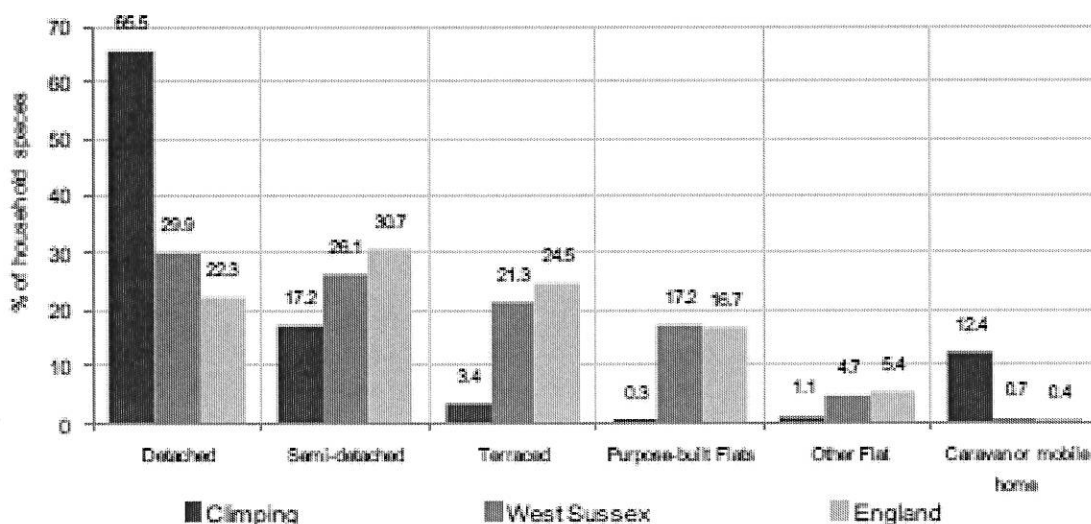
- 172 were Owner-occupied households, owned outright = 53.3% (30.6% across England)
- 126 were owned with a mortgage or loan = 39% (32.8% across England)
- 4 were Shared Ownership = 1.2% (0.8% across England)
- 2 were Social Rented from Council = 0.6% (9.4% across England)
- 2 were Social Rented Other = 0.6% (8.3% across England)
- 10 were Privately rented – by landlord or letting agency = 3.1% (15.4% across England)
- 5 were privately rented other = 1.5% (1.4% across England)
- 2 were rent free = 0.6% (1.3% across England)

### Dwellings

There are 348 dwellings located within the Parish (a dwelling means a self-contained household space): The figures show there is a significantly higher percentage of detached dwellings compared to the overall percentage across England with caravans/mobile homes also being higher than average, offset by lower percentages of semi-detached and terraced properties and flats:

- 228 dwellings are Detached = 65.5% (22.3% across England)
- 60 dwellings are Semi-detached = 17.2% (30.7% across England)
- 12 dwellings are Terraced = 3.4% (24.5% across England)
- 1 dwelling is a Flat/apartment - purpose built = 0.3% (16.7% across England)
- 4 dwellings are Flats/apartments - other = 1.1% (5.4% across England)
- 43 dwellings are Caravans/other Mobile/Temporary Structures = 12.4% (.4% across England)

Dwelling type breakdowns



Source: Census 2011 (table KS401EW)

Note: Information from Arun District Council shows there are 405 domestic properties subject to Council Tax assessment as at October 2014 (the difference being accounted for by the number of temporary holiday homes)

## Health

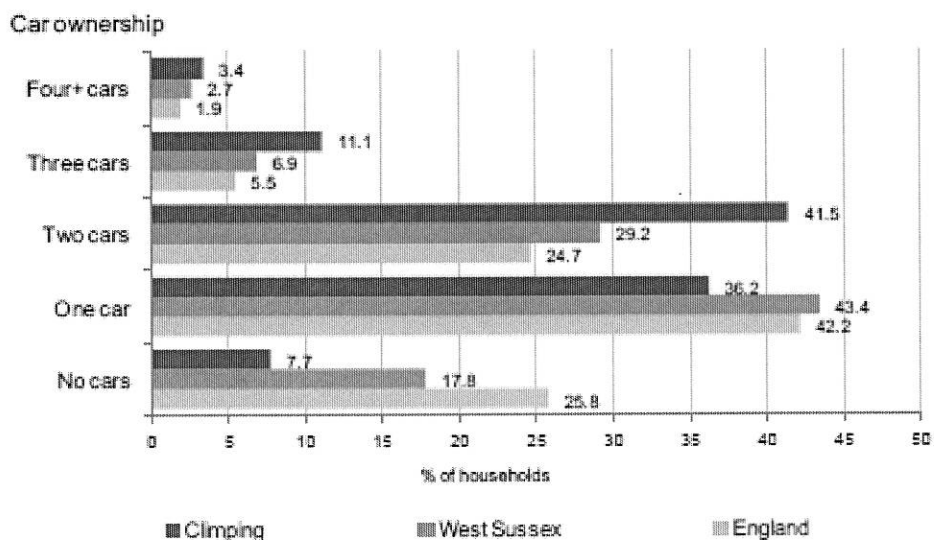
The health levels of residents is very similar to the overall levels across England - 771 residents of the Parish classified themselves as having the following health status:

- 374 were in Very Good health = 48.5% (47.2% across England)
- 271 were in Good health = 35.1% (34.2% across England)
- 94 were in Fair health = 12.2% (13.1% across England)
- 27 were in Bad health = 3.5% (4.2% across England)
- 5 were in Very Bad health = 0.6% (1.2% across England)

## Transport

The figures show there is a significantly lower percentage of households without a car compared to the overall percentage across England:

- 25 households had no car or van = 7.7% (25.8% across England)
- 117 households had one car or van = 36.2% (42.2% across England)
- 134 households had two cars or vans = 41.5% (24.7% across England)
- 36 households had three cars or vans = 11.1% (5.5% across England)
- 11 households had four or more cars or vans = 3.4% (1.9% across England)



Source: Census 2011 (table KS404EW)

## Biodiversity

- 4.13 The countryside surrounding Clymping is rich in natural wildlife that is detailed in a summary report from the Sussex Biodiversity Partnership contained in the Appendix of Evidence. A number of protected or endangered species of flora and fauna are recorded particularly in the areas to the South and East of the parish associated with the lower Arun valley, the coastal plain and the undeveloped coast with its natural dunes and vegetated

shingle. The area includes Mill Wood to the north of Clymping Mill and Sites of Nature Conservation Importance (SNCI) and of National importance for Nature Conservation (SNINC) and of Special Scientific Interest (SSSI). Some of the land has been identified as being in the Clymping to Houghton Biodiversity Opportunity Area (BOA) by the Sussex Biodiversity Partnership.

### Heritage

4.14 The Parish contains a large number of buildings and structures of special interest:

#### **Listed Buildings**

##### **Grade I**

The Parish Church of St Mary

##### **Grade II\***

Bailiffscourt Hotel and Country Club

Guest House to Bailiffscourt Hotel and Country Club

Chapel at Bailiffscourt Hotel

##### **Grade II**

Barn at Kent's Farm to the South East of the Farmhouse

Barn to the West of Nos 1 and 2 Church Farm Cottage

Brookpits Cottage

Brookpits Manor

Church Farmhouse East and Church Farmhouse West

Clymping Mill

Cottage to Bailiffscourt to the North East of the Hotel

Dove Cottage

Dovecote at Bailiffscourt on a Field to the North East of the Hotel

Kent's Farmhouse

Kent's Dairy Cottages

Outbuilding at Bailiffscourt to the North of the Chapel

Outbuilding at Bailiffscourt to the North of the Chapel and Adjoining the Stables

The Black Horse Public House

The Cottage, 1 Clymping Street,

The Gatehouse at Bailiffscourt to the North East of the Hotel

The Stables at Bailiffscourt to the North East of the Chapel

The Vicarage

Virginia Cottage

#### **Locally Listed Buildings or Structures of Character identified by Arun District Council**

March Elms, Horsemere Green Lane:

Southdown Cottage, Horsemere Green Lane:

#### **Ancient Monuments**

Medieval earthworks E and SE of St Mary's Church

#### **Landmark Buildings identified by the Clymping Character Assessment**

In addition to the buildings and structures listed above the Clymping Character Assessment (Appendix 1) identifies the following visual landmark buildings:

The Village Hall  
St Mary's Junior School  
The Farm Shop  
The Oystercatcher Public House

### Community Views

- 4.15 Since the launch of the Plan, the Steering Group has been keen to make sure residents know what is going on and have a chance to comment. An Open Day was held in September 2013 and regular updates have been given in the parish newsletter. There was a good response to the residents' survey carried out in 2012 with 184 responses from 348 dwellings (52.9%) and a full report is part of Appendix 3 - Evidence. Key results from the survey are:

#### **The Natural Environment:**

87% agreed the Rural Character is the most important feature of Clymping.

76% agreed that the beach is an asset that should be shared further with others in environmentally sensitive ways.

88% agreed that we should both protect and support natural development of the flora and fauna of the Infrastructure Green Corridor (now termed the Gap between Settlements) for future generations.

#### **Flood Risk:**

91% agreed that reducing flood risk is a priority and action should be taken to mitigate adverse effects of predicted climate change.

54% agreed that we should encourage commercial activities to provide jobs for people who live within the parish.

44% did not agree that more tourism-based developments would be beneficial to Clymping (20% neither agreed nor disagreed).

#### **Roads and Transport**

75% of residents agreed that traffic noise and pollution are a major environmental concern for the Parish.

70% agreed that major road infrastructure investment is needed to control the growth of traffic through the village.

86% agreed that there should be a footpath alongside all main thoroughways to the village.

90% agreed that safe crossing points are needed across the A259 for pedestrians and cyclists.

#### **Facilities and Services:**

34% felt there is a need for more local shops or medical and dental services in the parish.



## Clymping Neighbourhood Plan – Pre-submission Consultation

54% felt there are sufficient local education facilities within easy reach. 76% agreed more should be done to encourage local community Groups to make better use of the facilities (halls and sport fields) that are available in the village to meet the needs of our young and older residents.

### **Housing:**

68% agreed that future housing development should be based on a Clymping 'local needs only' basis.

88% agreed any new developments should take account of sustainable construction and energy efficiency and be designed in keeping with surrounding buildings.

41% agreed that small housing developments on the scale seen recently in Horsemere Green Lane would be acceptable if located outside of the Infrastructure Green Corridor (now termed the Gap between Settlements).

- 4.16 A Youth survey included in the Parish newsletter in September 2013 had 6 responses (Census 2011 showed there were 130 age 0- 16 in the Parish). Those who responded provide insights into possible issues:

Travel to school: 5 travelled to school in their parent's car with the option to use the train (67%). 1 walked or used the school bus.

Getting around the village: 4 said walking or by car 2 said they cycled.

Travel outside of the village: 5 travelled by car and 1 cycled. 3 also used public transport.

Employment: 4 would be interested in part time work if available in Clymping.

Road safety: 4 expressed a medium to high level of concern about the A259. 83% expressed a medium to high level of concern about other roads in the village.

What improvements would they like to see: a place for teens/children to go that is easy and safe to get to – an opportunity to socialise - a shop or café.

- 4.17 A survey included in the Parish newsletter in March 2014 had a response rate of 37 (10%): Key results from the survey are:

Assets of Community Value:

95% supported the registering of some Assets of Community Value

Clymping Beach:

86% supported an extended beach café to include indoor seating

97% supported free/subsidised parking for Clymping residents.

- 4.18 Businesses were also surveyed in 2013 with a response rate of 28.75%

Key results from the survey are:

## Clymping Neighbourhood Plan – Pre-submission Consultation

- Less than 5% of those working in Clymping live in the village. Most have good reasons for not living here. 20% of respondents cited a lack of affordable housing and 4% cited house prices as a deterrent to moving to Clymping.
- The majority of employees like Clymping as a place to work.
- Most of the businesses themselves seem happy with their Clymping location with their main concerns being:
  - Existing levels of congestion on the local roads
  - Poor public transport (especially to Rudford Industrial Estate)
  - Poor internet speeds
  - Availability of suitable business units and storage to grow

Full results of the above surveys can be viewed as part of Appendix 3 - Evidence.

### Current Issues for Clymping

4.19 Taking account of the survey responses and other developments in Arun District, the Steering Group summarised the current issues for Clymping as:

- Maintaining the rural identity of the Parish whilst managing change
- Improving local facilities to meet the needs of the community
- A fragmented village, severed by the A259 with no controlled crossing points for pedestrians and cyclists.
- Traffic congestion and safety hazards at junctions with the A259 and other local roads, which is likely to increase due to the impact of large commercial and housing developments in neighbouring towns and villages. To read more about the background work and ideas of the Roads and Transport Focus Group see Appendix 3 – Evidence.
- The impact of climate change and potential for flood (and drought) as witnessed in Horsemere Green Lane and on low-lying areas of agricultural land in recent years.
- The Environment Agency's proposals for the future of the local sea defences (currently 'Maintain')

Note re Housing: There is no Strategic Housing Allocation in the emerging Local Plan (publication version October 2014) and the lack of affordable housing is not a concern raised by our residents or in the Arun Housing Needs Survey. In the household survey residents supported the view that future housing development should be based on a Clymping 'local needs only' basis.

### Opportunities for the Clymping Neighbourhood Plan

4.20 Looking at these issues the Steering Group identified some key opportunities to be taken forward in the Plan or to be taken forward by Clymping Parish Council in a Community Action Plan if not within the remit of the Plan:

- Rural small village character enhanced.

## Clymping Neighbourhood Plan – Pre-submission Consultation

- Countryside retained between Clymping and surrounding villages/towns to ensure a separate identity:
  - Cooperation with Ford Parish Council to the north
  - Cooperation with Littlehampton Town Council, Middleton-on-Sea Parish Council and Arun District Council regarding the Littlehampton and Middleton Settlement Gap Policy in the emerging Local Plan 2011-2031 (Strategic Gap Policy in the 2003 Arun Local Plan). Further to this, it is noted that the emerging Local Plan establishes that an Area Action Plan be produced for the Littlehampton Economic Growth Area which includes Littlehampton Harbour and its West Bank, part of which falls within Clymping, and that a strategic policy in the Local Plan takes precedence over the Neighbourhood Plan.
- A stronger and more cohesive community:
  - Movement around the village enhanced despite traffic growth from surrounding district housing and commercial/industrial developments through improvements to key road junctions,
  - Ease of movement for pedestrians and cyclists also enhanced with appropriate footpaths, cycle-ways and controlled safe major route crossing points (e.g. A259) as part of District wide schemes,
  - The villages community and leisure assets (Village Hall/Playing fields, Church Hall, School) developed and well used by all in ways appropriate to the needs of those who live, work, study and play in Clymping.
- Land in the Settlement Gap and along the coast-line continues to be a protected environment.
- Tourism developments in keeping with the environment, the settlement gap policy and small in scale.
- Housing and commercial development supported where a local need has been demonstrated and at locations chosen in consultation with Clymping residents.
- Flooding risks from sea, river or surface water continuing to be managed effectively.

The Plan would include measures to:

- Retain the countryside between Clymping and surrounding neighbourhoods to ensure a separate identity
- Reduce flood risk.
- Protect the natural environment
- Retain the rural setting and character.
- Promote Improvements to footpaths and cycle-ways (including safe crossings at busy roads)
- Promote traffic management schemes and improve road junctions.
- Ensure that the design of any new housing or other development is sympathetic to the character of the neighbourhood.
- Retain and encourage more local use of the village's community assets (the halls, sports fields, play areas and countryside) by young and old.

### Shared Vision

- 4.21 The Steering Group used the evidence it had gathered to develop a shared vision for Clymping Parish that is set out in chapter 5.

### Planning Policy Context

- 4.22 The Parish is part of the Arun District and West Sussex County. Each of these administrations has policies and proposals that have a significant influence over the strategy and detailed content of the Neighbourhood Plan.
- 4.23 The National Planning Policy Framework (NPPF) published by the Government in 2012 is also an important guide in the preparation of local plans and neighbourhood development plans. The Neighbourhood Plan must demonstrate that it is consistent with the provisions of the NPPF.
- 4.24 The Neighbourhood Plan also has to be in general conformity with the saved policies of the adopted 2003 Arun Local Plan. Additionally the Neighbourhood Plan refers to draft policy in the emerging Arun Local Plan 2011-2031 as appropriate.

### The Arun Local Plan 2003

- 4.25 There are a number of saved policies of the 2003 Local Plan that remain especially relevant to the Plan, the majority of which have been updated in the emerging Local Plan:
- Protection of the Countryside (GEN3)
  - The Form of New Development (GEN7)
  - Inland Flooding (GEN11)
  - Public Access to the Coast (GEN13)
  - Buildings of Character (GEN22)
  - Areas of Special Character (AREA1)
  - Protection of Open Spaces (AREA5)
  - Strategic Gaps (AREA10)
  - Extension to existing residential buildings (DEV19)

### The Arun Local Plan 2011 - 2031 (publication version October 2014)

- 4.26 There are a number of policies in the emerging Local Plan which will be especially relevant to this Plan once they are adopted and they can be viewed on the Arun District Council website: <http://www.arun.gov.uk/>

## 5 Vision and Objectives

### Vision

- 5.1 Clymping is a very special coastal and rural community with a strong desire to maintain a sense of place whilst making community improvements through development and infrastructure improvements. Our Vision of Clymping in fifteen years' time has sought to capture all the community's views and aspirations for the parish. It therefore forms the basis on which the strategic objectives and proposed policies have been formulated.

*"Our vision is to retain the balance and character of Clymping, strengthening established features of our neighbourhood through supporting sustainable development and encouraging infrastructure improvements to mitigate the effects of through traffic and the severance of the Parish by the A259.*

*Clymping will remain a strong cohesive community where people want to live and work now and in the future. The community will meet the diverse needs of existing and future residents, being sensitive to the natural environment and thus contributing to a high quality of life.*

*While encouraging relevant development and infrastructure improvements to meet local needs, the community wishes for Clymping Parish to retain its unique and special character"*

*To achieve this the community will encourage and support:*

- Development which fits harmoniously within the local environment*
- Responsible and sustainable development along with enhanced provision of amenities, activities and facilities, and relevant infrastructure*
- Retention of our identity as a small rural and coastal community by maintaining the 'gaps' between neighbouring settlements and protecting important areas of countryside and coastline*
- Infrastructure improvements in particular to help mitigate concerns about the adverse effect of through traffic and flooding risks from sea, river or surface water.*

### Objectives

- 5.2 To achieve our vision four key themes and overarching objectives have been identified to provide a structure to our policies. The policies are grouped under the themes:

- Community Leisure and Wellbeing**  
**Objective:** The Plan seeks to ensure that there are adequate medical, educational and recreational facilities available for our residents and to secure the long term future of community facilities that make the parish special.
- Tourism and Employment**  
**Objective:** The Plan seeks to encourage small scale and appropriate tourism to help sustain the local economy and to help local businesses to remain viable as well as retaining and creating additional employment opportunities.



- **Environment, Sustainability and Design**

**Objective:** To retain Clymping's rural small coastal village character whilst meeting the aim of sustainability by locating any development in areas with existing services, infrastructure and facilities and protecting valuable agricultural land, countryside and coastline. Clymping does not have a housing allocation within the Arun Local Plan, however it is recognised that small scale development may come forward in the future on previously used land to meet demonstrated local housing needs, and the Plan allows for sensitive, appropriate, well designed development.

- **Roads and Transport**

**Objective:** To reduce traffic impact, including that from HGVs, on the local community and its environment and improve accessibility and safety for travel around the parish for drivers, pedestrians and cyclists.

- 5.3 The objectives cover a range of economic, social and environmental issues that together provide a basis on which the sustainability performance of the Plan can be judged.
- 5.4 They reflect the nature of the parish and the direction the local community wants the Plan to take, especially in securing the long term future of those community and environmental assets most precious to local people. They also accept and welcome change that will enable the community to grow in a sustainable way.

### Implementation, Monitoring & Review

- 5.5 The Clymping Neighbourhood Plan, if approved in the referendum, will become part of the Arun Local Plan. Its policies will therefore carry the full weight of the policies of a development plan and, in Clymping, they will have precedence over the non-strategic policies of Arun's Local Plan. Applications will be determined by Arun, as they now are, but the policies against which they will be judged will be those of the Neighbourhood Plan.
- 5.6 The Plan will be monitored by Clymping Parish Council on an annual basis, using the planning data collected by Arun District Council and any other data collected and reported at a parish level relevant to the plan. The Parish Council will be particularly concerned to judge whether its policies are being effectively applied by Arun's officers.
- 5.7 The extensive survey work carried out to create this plan identified a number of issues and projects that residents feel are important (such as developing a Traffic Management Plan) which cannot form part of the Neighbourhood Plan as they do not relate to land use. It is intended that these issues will be picked up and dealt with by Clymping Parish Council via a Community Action Plan,
- 5.8 The Parish Council proposes to complete a formal review of the Plan at least once every five years or earlier if necessary to reflect changes in the Arun Local Plan or the NPPF (National Planning Policy Framework) and other local factors relevant to the Plan.

### 6. POLICIES - INTRODUCTION

This section sets out the policies to support and deliver our vision.

- 6.1 The Plan contains a series of policies, the successful delivery of which during the plan period will help to achieve the community's vision for the parish.
- 6.2 It is not the purpose of this Plan to include all land use and development planning policy relating to the parish. The saved policies of the 2003 Arun Local Plan and policies of the emerging Arun Local Plan 2011-2031, will also be used by the local planning authority to consider and determine planning applications.
- 6.3 Each policy is numbered and is accompanied by a reference to its conformity with the National Planning Policy Framework (NPPF) and the Local Plan 2003 Saved Policies (LP saved) and where relevant with the policies of the emerging Arun Local Plan 2011-2031 publication version October 2014 (emerging LP 2011-31).

There is a short explanation of the policy intent and a justification, including a reference to the relevant key evidence (listed in the Appendix of Evidence ).

### 7. COMMUNITY LEISURE AND WELLBEING POLICIES

**Objective:** The Plan seeks to ensure that there are adequate medical, educational and recreational facilities for our residents and to secure the long term future of community facilities that make the parish special

#### **Policy CPN 1: Protect Community Facilities and Assets of Community Value (ACVs)**

In order to promote a thriving village for all ages, there will be a strong presumption against the redevelopment of community facilities or registered ACVs for non-community uses. Identified Community Facilities are:

Clymping Village Hall and Playing fields	The Black Horse,	The Oyster Catcher
Clymping Beach Car Park & Café	Bairds Farm Shop	St Mary's Church Green
St Mary's Church Hall		

Development proposals to sustain or extend the viable use of existing community facilities and the development of new facilities will normally be supported if they comply with other policies in this Neighbourhood Plan.

Development proposals that will result in the loss, or significant reduction in the scale and value, of a community facility or ACVs will be resisted, unless alternative facilities of equal or better accessibility, size and suitability are provided or it can be clearly demonstrated that the operation of the asset, or the ongoing delivery of the community value of the asset, is no longer economically viable typically because the site has been marketed at a

reasonable price for at least a year for that and any other suitable employment or service trade uses and no interest in acquisition has been expressed.

(Conformity Reference: NPPF para 70)

- 7.1 The policy intent is to protect the popular and valued community facilities in the parish from harmful development proposals but encourages proposals that are intended to sustain or extend those facilities.
- 7.2 Our community facilities are seen as vital to maintaining a happy, healthy and cohesive community. In our household survey 76% agreed more should be done to make better use of the facilities that are available in the village to meet the needs of our young and older residents’.
- 7.3 In a survey on ACVs, 37 responded (10%). Of these 95% supported consideration of community facilities for registration as ACVs. It is outside of the remit of the Plan to register ACVs and this will be included in the Community Action Plan for the Parish Council to take forward. (Conformity Reference: NPPF para 70 )

### **Policy CPN 2: Designation and protection of Local Green Spaces:**

The Plan designates the following locations as Local Green Spaces. These are shown in Green on the Plan Proposals Map.:

Clymping Village Hall Sports field  
Horsemere Green Lane – Pond area

St Mary’s Church Green

The justifications for designating these spaces are as follows:

Clymping Village Sports Field is a key recreational facility for the village. It is used as a community recreation area for sports such as cricket, football and stoolball, and for community events and fetes.

St Mary’s Church Green is an important historic open space and is used for community events as Clymping Open Gardens. There is a seating area and an area used for occasional parking by Church visitors.

Horsemere Green Lane Pond Area is an ecological and visual amenity for residents to enjoy.

Development of Local Green Spaces that does not enhance their value as a Local Green Space will not be permitted.

(Conformity Reference: NPPF paras 76 and 77)

- 7.4 This policy designates important open spaces in the parish as Local Green Spaces in accordance with the criteria of the NPPF (para’s 76 and 77) in line with its provision for local communities to “identify for special protection green areas of particular importance to them” (para 76).

### Policy CPN 3: Protection of Open Spaces:

Development that results in the loss of, or harm to, the following areas of Open Space as shown on the Plan Proposals Map will be resisted:

Croptorne Drive – Open space with play equipment

May Close - Open space with play equipment

Wooldridge Walk – Open space

Development that results in any harm to their character, setting, accessibility, appearance, general quality or amenity value would only be permitted if the community would gain equivalent benefit from the provision of suitable replacement open space or gain significant social, economic or environmental benefits from an alternative facility.

(Conformity Reference: LP Saved Policy AREA5, NPPF para's 28 & 73)

- 7.5 This policy protects the identified open spaces from inappropriate development.
- 7.6 These areas provide relief to the built form of the parish. They are an important feature in the parish and contribute to its character, adding to the distinctive open feel. Open Spaces equipped with play equipment provide an important recreational facility for families as well as being used for local community events.

## 8. TOURISM AND EMPLOYMENT POLICIES

**Objective :** The Plan seeks to sustain the local economy and to help local businesses to remain viable as well as retaining and creating additional employment opportunities.

### Policy CPN 4 Protection of existing commercial premises or land

Proposals to upgrade or extend existing employment sites will be supported provided that:

- the impact on the amenities of surrounding properties is acceptable ;
- they do not compromise the character of the area or views of the countryside or beach;
- any traffic impact is mitigated and an independent traffic impact analysis provided with any planning application;
- they comply with other policies in this Neighbourhood Plan.

There will be a strong presumption against the loss of commercial premises or land which provide employment and are of demonstrable benefit to the local community. Applications for a change of use to an activity that does not provide employment opportunities will only be permitted if it can be demonstrated that:

- the commercial premises or land in question have not been in active use for at least 12 months; and there is little or no prospect of the premises or land being reoccupied by

an employment generating user. This must be proven through a sustained marketing campaign lasting for a continuous period of at least six months

- the new use will improve the traffic situation
- the application complies with other policies in this Neighbourhood Plan.

(Conformity Reference: LP saved Policy DEV30, GEN7 and NPPF para 28 and 70)

- 8.1 The intention is to help local businesses to remain viable, sustaining the local economy and protecting or creating employment opportunities.
- 8.2 The majority of businesses are located to the north on the Rudford Industrial Estate (most of which falls within the Parish of Ford) or in smaller business units to the south. Bailiffscourt Hotel and Spa is a large hotel set back from the beach in 30 acres of private parkland. There are smaller Bed and Breakfast establishments dotted around the parish. Additionally there is a Farm shop, a beach café, rifle range and a paintballing centre.
- 8.3 Encouraging business in Clymping is important given the limited amount of employment opportunities. No new land has been specifically designated in this Plan for business development recognising that many new businesses start at home or may use existing or extensions to existing employment sites.

### **Policy CPN 5 Support and Promote Recreation and Tourism**

Proposals for small scale recreational and tourism facilities or small scale improvements to recreational and tourism facilities will be supported provided that:

- the siting, scale and design has strong regard to the local character, historic and natural assets of the surrounding area and complies with the Clymping Character Assessment,
- the design and materials are in keeping with the local style and reinforce local distinctiveness and a strong sense of place and complies with the Clymping Character Assessment
- any traffic impact is mitigated and an independent traffic impact analysis is provided with any planning application
- the proposed development complies with other policies in this Neighbourhood Plan

(Conformity Reference: NPPF Paras 20, 56, 58)

- 8.4 The intention is to help local tourist facilities to remain viable and maintain the level of tourism and visitor facilities.
- 8.5 Tourism amenities are used and enjoyed by residents and tourists. The beautiful unspoilt beach is a popular destination and in a survey for residents in March 2014 on the Beach Car Park and Café, 86% supported an extended beach café to include the introduction of indoor seating.



- 8.6 It is important that any such minor development complies with the strategic gap policy in the 2003 Arun Local Plan and Settlement Gap Policy in the emerging Local Plan in order that the integrity and tourist appeal of Clymping is maintained.

### **Policy CPN 6 Retention of Car Parking**

Change of use of existing Car Parking areas will not be permitted unless equivalent and equally accessible parking can be provided as a replacement

(Conformity Reference: NPPF para 28)

- 8.6 The intention is to maintain levels of public car parking around the Parish.
- 8.7 Retention of car parking provides an important amenity for residents and for tourists. In a survey for residents in March 2014 on the Beach Car Park and Café, 89% supported limited hard standing for the beach car park during the winter months.

## **9. ENVIRONMENT, SUSTAINABILITY AND DESIGN POLICIES**

**Objective :** To retain Clymping's rural small coastal village character whilst meeting the aim of sustainability by locating any development in areas with existing services, infrastructure and facilities and protecting valuable agricultural land, countryside and coastline.

Clymping does not have a housing allocation within the Arun Local, however it is recognised that small scale development may come forward in the future on previously used land to meet demonstrated local housing needs, and the Plan allows for sensitive, appropriate, well designed development.

### **Retaining Local Identity**

#### **Policy CPN 7 Area of Separation**

New development in the defined area of separation between Clymping and neighbouring settlements to the north and west (as marked on the Plan Proposals Map), will be required to maintain the visual separation of settlements, and be of an unobtrusive and small scale. Generally appropriate replacement or minor extensions of an existing building, or small scale development will be permitted subject to compliance with other policies in this plan.

(Conformity Reference: NPPF para 58)

- 9.3 The policy seeks to retain Local Identity by preventing development coalescence with neighbouring parishes
- 9.4 It is important for the community that Clymping retains its distinctive character and sense of place.
- 9.5 As well as preventing coalescence between communities the Areas of Separation and strategic gaps provide space for wildlife habitats and ecosystems. In our household survey 2012, 88% agreed that we should protect and support natural development of the flora and fauna in the Gap between Settlements designated in the emerging Local Plan (then termed the Infrastructure Green Corridor)
- 9.6 There is already an area along Horsemere Green Lane which is built close to the boundary with Ford and therefore this Plan cannot make any provision for an Area of Separation at this point. Ford Neighbourhood Plan Group has been asked to consider including an Area of Separation Policy in the Ford Neighbourhood Plan.
- 9.7 Development proposals in Clymping should also comply with the strategic gap policy in the 2003 Arun Local Plan and Settlement Gap Policy in the emerging Local Plan

### Protection of Important Features

#### Policy CPN 8 Protection of Open Views

Open views towards the countryside or across open spaces or the beach should be maintained. An assessment of impacts on views to and from any proposed development should accompany a planning application wherever relevant.

Key views which enhance local distinctiveness are set out in the Clymping Character Assessment (Appendix 1)

(Conformity Reference: NPPF Para 58)

- 9.8 The policy seeks to protect the views which enhance local distinctiveness and give Clymping its open rural character, as assessed in the Clymping Character Assessment. Retaining the open aspect is crucial for the maintenance of visual separation in the gaps between settlements. This is important for both residents and Tourists.
- 9.9 In our household survey 2012, 87% agreed that the rural character is the most important feature of Clymping.

### **Policy CPN 9 Protection of Trees and Hedgerows**

Development requiring planning permission that damages or results in the loss of ancient trees or trees or hedgerows of arboricultural and amenity value will not be permitted.

Development proposals must be designed to retain trees or hedgerows of good arboricultural and amenity value. Trees, woodlands and hedgerows which are important to the generally open rural environment of the Parish are identified in the Clymping Character Assessment (Appendix 1)

Development proposals should be accompanied by a survey that establishes the health and longevity of any affected trees or hedgerows and a management plan to demonstrate how they will be so maintained.

(Conformity Reference: NPPF Para 118)

- 9.9 The policy seeks to protect and actively manage the trees, woodlands and hedgerows that are an important feature in the generally open rural environment of the Parish. Protection will enhance the landscape character of the area as set out in the Clymping character Assessment and provide an important habitat for wildlife and plants.
- 9.10 87% of residents agreed in the household survey 2012 that Rural Character is the most important feature of Clymping and 88% agreed that we should both protect and support natural development of the flora and fauna of the Green Infrastructure (then termed the Green Infrastructure Network in the emerging Local Plan) (for future generations

### **Policy CPN 10 Protection of Natural Habitats**

Development that results in harm to existing national and locally protected habitats will not be permitted unless the proposal is accompanied by:

- An independent assessment of the overall net environmental impact, and
- Acceptable proposals to mitigate harm, or
- Acceptable proposals for the provision of equivalent alternative habitats

The following sites are to be protected as locally important wildlife sites:

- Those identified on the Map re Nature Designations from the emerging Local Plan 2011-31 (October 2014) (See Appendix 2 – Maps )
- Mill Wood (to the north of Clymping Mill)
- Clymping Beach

(Conformity Reference: NPPF Para 118)

- 9.11 The policy seeks to protect and maintain valuable flora or fauna that are an important part of the local ecology system.
- 9.12 There is an extensive biodiversity area to the South and East of the parish associated with the lower Arun valley, the coastal plain and the undeveloped coast with its natural dunes

and vegetated shingle. The area includes an area of woodland to the north of Clymping Mill and Sites of Nature Conservation Importance (SNCI) and of National importance for Nature Conservation (SNINC) and of Special Scientific Interest (SSSI). Some of the land lies within the Clymping to Houghton Biodiversity Opportunity Area (BOA). (see Appendix of Evidence.

- 9.13 The Sussex Biodiversity Record report (see Appendix of Evidence) demonstrates a rich diversity of wildlife in the Clymping countryside. Some species will be transient visitors whilst others have made the Clymping countryside home. The report specifically avoids mention of Badgers or Otters but includes:
- 5 protected species, including Great Crested Newt, and European Water Vole
  - 4 species of bats,
  - sightings of 262 species of birds 132 of which are protected, are on the priority list of UK Biodiversity Action Plan list, or are on the Red List of Globally threatened species
  - 36 species of flowering plants, insects, mollusc, amphibians, reptiles and mammals that have species action plans under the UK Biodiversity Action list
  - 104 species of flowering plants, insects, mollusc, amphibians, reptiles and mammals that appear in the Sussex rare species lists
- 9.14 88% of residents agreed in the household survey 2012 that we should both protect and support natural development of the flora and fauna of the Green Infrastructure (then termed the Green Infrastructure Network in the emerging Local Plan) for future generations

### **Policy CPN 11 Protection of high grade agricultural land**

Development will not normally be permitted on the best and most versatile agricultural land, defined for the purposes of this policy as land graded 1, 2 or 3A in the national farmland grading scheme. Planning applications for development on agricultural land should include an independent land quality survey with the land graded according to current guidelines (currently MAFF, 1988)

(Conformity: NPPF Para 112)

- 9.15 The policy seeks to protect valuable agricultural land classified as Excelled quality (Grade 1), Very good quality (Grade 2) and Good quality (Grade 3a) which contribute to the sustainability of the area given the importance of farming to the economy of Clymping and the surrounding farmland to the village's setting.

### **Development Features**

#### **Policy CPN 12 Quality of Design**

New development, including, rebuilding or alterations, must be of a high quality of design and protect and enhance local character as assessed by the Clymping Character Assessment (Appendix 1).

Good design in Clymping means:

## Clymping Neighbourhood Plan – Pre-submission Consultation

- a) responding to and integrating with the local built environment and landscape context as described in the Clymping Character Assessment
- b) respecting established building set back, using boundary treatments than reflect local context, and arrangements of front gardens, walls or trees and hedges;
- c) using good quality materials that complement the existing palette of materials used within Clymping;
- d) adopting the principles of sustainable urban drainage;
- e) meeting the requirements of 'Secure by Design' to minimise the likelihood and fear of crime;
- f) using innovation to achieve low carbon sustainable design;
- g) providing for:
  - sufficient external amenity space,
  - refuse and recycling storage
  - car and bicycle parking
  - the Integration of meter boxes, lighting, flues and ventilation ducts, gutters and pipes, satellite dishes and telephone lines

Development proposals of poor design that fail to take the opportunities available for improving local character and quality of an area and the way it functions will not be permitted.

(Conformity Reference: Emerging LP Policy D SP1, NPPF Para 58)

- 9.16 Clymping is a small village in a sensitive location being partly within in an area of beautiful countryside with an undeveloped coastline rarely found along the south coast.
- 9.17 The policy seeks to ensure that new development, including, rebuilding or alterations, is sustainable and contributes to local character by creating a sense of place appropriate to its location and well integrated into local drainage systems.
- 9.18 In the household Survey 2012, 88% agreed any new developments should take account of sustainable construction and energy efficiency and be designed in keeping with surrounding buildings.

### Management of Surface water

#### Policy CPN 13 Reducing the risk of flooding

All developments in flood sensitive areas, including new green spaces, will be designed and constructed to reduce the level of flood risk when compared to current risk in the parish.

All development proposals other than minor household or commercial extensions (less than 10% increase in floor space) will be required to provide a surface water management plan detailing methods of dealing with surface water arising from development



Proposals for coast protection and sea flooding defence works will be supported provided that they reflect the visual character of the area, would maintain the attractiveness of the beach, and retain access to the beach. Where harm to existing coastal and related inland habitats is threatened, an assessment of the environmental impact, and proposed mitigation measures must be submitted with any planning application in order that the proposal be adequately assessed.

(Conformity Reference: Emerging LP ECC SP1, W DM3 and DM4, NPPF Para 99)

- 9.19 The intention of this policy is to meet the concerns expressed by the residents for the management of water so as to minimise the risk of flooding either from the sea, watercourses or from surface water. It is also intended to safeguard both the important coastal habitats and those behind the beach in the event of flood defence work by ensuring harm is minimised or alternative habitats created.
- 9.20 Certain areas of the parish are naturally prone to flooding both from the river Arun (fluvial) and from the sea (tidal). Recent years have witnessed significant surface water flooding with locally persistent flooding of fields, significant run off across the lower parts of Church Lane (by Field Place), flooding of the A259 at the Church Lane roundabout and in Horsemere Green Lane. Maps highlighting the areas at risk of flooding are contained in Appendix 2 - Maps.
- 9.21 The proposed Arun to Pagham Flood and Coastal Erosion Risk Management Strategy November 2014, defines the strategy for Clymping beach sea defences as 'Do Minimum' i.e. will try to maintain the existing defences to prolong their life, whilst assessing that Clymping beach has a limited remaining life as a flood defence (see Appendix 3 – Evidence).
- 9.22 In our household survey 2012, 91% agreed that reducing flood risk is a priority and action should be taken to mitigate adverse effects of predicted climate change.
- 9.23 The creation of a Flood Action Plan and formation of a community Flood Action Group is outside of the remit of the Plan and this will be included in the Community Action Plan for the Parish Council to consider taking forward.

### **Policy CPN 14 Reducing the risk of Drought**

All new dwellings will be designed to have a predicted water discharge of no more than the number of litres of water per person per day defined in the most recent relevant national standards, unless it can be shown that achieving this standard would not be viable.

(Conformity Reference: Emerging LP ECC SP1, NPPF 156)

- 9.24 The policy seeks to ensure the new dwellings are more resistant to drought. Current Climate Change predictions for the area include increased incidence of extremes of rainfall and drought.

- 9.25 In 2012, from April – June, Southern Water imposed a hosepipe ban to conserve depleted water reserves for much of the coastal area from Littlehampton east i.e. excluding Clymping which is served by Portsmouth water. Extensive development in the Arun District will lead to increased water stress during spells of drought.

### Energy Efficiency

#### Policy CPN15 Energy efficiency of new development

All new housing development with the exception of the conversion of listed historic buildings, should contribute to reducing carbon emissions through incorporating measures which are strongly linked to the measures set out in the Code for Sustainable Homes (CfSH), with a minimum energy efficiency standard equivalent to Level 3 of the CfSH and regard given to achieving Level 4 CfSH or any equivalent national standard applicable at the time of submission.

(Conformity Reference: emerging LP policy ECC SP2)

- 9.26 The policy seeks to encourage energy efficiency improvements to new and existing buildings.
- 9.27 Increasing the energy efficiency of buildings makes a positive contribution towards a reduction in CO2 emissions.
- 9.28 In the emerging Local Plan October 2014 (para 13.5.10) Arun “recognises the additional costs associated with sustainability standards of new homes. However the achievement of CfSH levels 3 & 4 has been proven to be less onerous for developers and local evidence (60) indicates that achievement of these levels adds a small amount to average costs of around 1% per dwelling.”
- 9.29 In our household Survey 2012, 88% agreed any new developments should take account of sustainable construction and energy efficiency.

### Heritage

#### Policy CPN 16 Retain buildings or structures of character

Besides nationally listed buildings and scheduled ancient monuments, the key buildings or structures which are of significant local interest and contribute to Clymping's distinctiveness are set out in the Clymping Character Assessment (Appendix 1)

Development proposals will be expected to retain and enhance the local distinctiveness of the identified buildings and structures and their setting.

(Conformity Reference: Emerging LP HER DM2, NPPF Para 58 and Para 60)

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- 9.30 The policy seeks to protect buildings or structures which make a positive contribution to the character of Clymping
- 9.31 It is important to protect buildings or structures which reflect the local character of Clymping to retain the sense of place felt by the community.

### 10. ROADS AND TRANSPORT POLICIES

**Objective:** Objective: To reduce traffic impact on the local community and its environment and improve accessibility and safety for travel around the parish for drivers, pedestrians and cyclists.

#### **Policy CPN 17 Mitigating the adverse traffic effects of development in the surrounding area**

Proposals to mitigate the various effects of any development where the assessed traffic impacts within the parish have a material adverse effect on the roads and amenity of the parish, will be supported providing:

- they are in compliance with other policies in this Neighbourhood Plan and
- there has been prior consultation with the Parish Council where such an impact has been demonstrated.

Wherever possible, the mitigation measure should be in place before the development itself is permitted to be used.

(Conformity: saved LP policy GEN7, emerging LP policy T SP 1, NPPF para 32)

- 10.1 The policy seeks to encourage and facilitate the introduction of measures to mitigate adverse traffic impacts on Clymping roads and the environment arising from development in the surrounding area.
- 10.2 Whilst Clymping currently has no strategic housing allocation within the Local Plan it is impacted by all of the planned housing and industrial developments in the surrounding areas. It is therefore essential that the various impacts on the Clymping roads – e.g. additional congestion and pollution - are properly evaluated, and that the necessary mitigating measures are implemented.
- 10.3 This principle also applies to other infrastructure such as school places, sewerage and drainage, social and environmental impacts as well as transport and an action for this to be monitored by the Parish Council is included in the Community Plan.
- 10.4 In our household survey 2012 75% of residents agreed that traffic noise and pollution are a major environmental concern for the Parish and 70% agreed that major road infrastructure investment is needed to control the growth of traffic through the village.

### Policy CPN 18 Traffic and the Environment

Development with material traffic implications will not be permitted unless an appropriate contribution is made towards traffic management and/or traffic calming measures.

Priorities for Clymping are:

- safe crossing points for pedestrians, cyclists and equestrians to reduce the severance effect of the A259, traffic calming measures on local roads whilst retaining their essentially rural character,
- measures that reduce the impact of heavy goods vehicles on local roads such as:
  - restrict commercial traffic to designated routes;
  - provide a signing strategy to ensure that only the most appropriate roads are used and unsuitable traffic is kept away from residential areas;
  - control traffic speeds to improve road safety and reduce environmental impact;
  - promote adequate enforcement of any measures used

Wherever possible, the mitigation measure should be put in place before the development itself is permitted to be used.

(Conformity: Saved LP policy GEN 7, emerging LP policy T SP 3, NPPF Para 35 )

- 10.5 The policy seeks to reduce traffic impact from development on the local community and its environment and improve accessibility and safety for travel around the parish for drivers, pedestrians and cyclists. An appropriate contribution will be decided for each individual application influenced by an assessment of the impact, the possible mitigation measures and their viability.
- 10.6 Extensive background research has been carried out by the Neighbourhood Plan Steering Group and this is set out in the Roads and Transport Evidence Document (see Appendix of Evidence).
- 10.7 Local roads have high traffic levels which have an adverse effect on the local amenity and make getting around the parish difficult. The A259 bisects the village of Clymping and effectively severs the areas to the north and south of it. There is no signalled or other crossing point on the A259 through Clymping, although most of the residents live to the north of the A259 and many of the village facilities are to the south of it (e.g. primary school, shop, beach, walking and cycle paths) whilst children from the primary School have to cross the A259 if they wish to use the Village Hall playing field to the north.
- 10.8 Residents have expressed their considerable concerns about the ever increasing effects of traffic, but there is particular concern about the impact of heavy goods vehicles accessing the nearby industrial estate and waste management plants, the majority of which passes directly through the village.
- 10.9 In our household survey 2012 90% agreed that safe crossing points are needed across the A259 for pedestrians and cyclists.
- 10.10 West Sussex County Council have recorded the need for slower speeds and safer pedestrian and cyclist crossing points in both Church Lane and Yapton Road and along Horsemere Green Lane.10.11 In our Household Survey 2012, 76% agreed that the re-routing of Yapton Road to join the A259 at a proper roundabout is vital for the future safety of road

users and 69% agreed there is a need to provide a new A259 road layout to allow safer exit from both Clymping Park and Ferry Road

- 10.12 It is essential that both development and strategic funding is provided to mitigate the adverse effects on road safety, accessibility and social impact of what will inevitably be increased traffic flows along the A259. Improvements to the A259 junctions with crossing facilities are vital and this will be included in the Community Action Plan for the Parish Council to investigate further. This will be considered together with other issues identified in the Roads and Transport Evidence Document with a view to creating a Traffic Management Plan for Clymping.

### **Policy CNP19 Encouraging walking and cycling**

Proposals to improve existing or provide new footways and cycle paths around the parish, to facilitate and encourage safe alternatives to the use of the private car, will be supported providing they are in compliance with other policies in this Neighbourhood Plan and

Development (including highways mediation works and development) with material traffic impact will be required to contribute to enhancing the capacity of cycle and pedestrian networks and to extend and maintain routes directly affected by the development.

(Conformity: emerging LP policy T DM1, NPPF para 9 and para 35)

- 10.13 The policy seeks to encourage walking and cycling for travel and recreational purposes by enhancing the footpath and cycle network and as an alternative to the use of a private car.
- 10.14 Existing footways, footpaths and cycle ways are inadequate even for existing demands and there are no proper crossing facilities across any of the main routes (A259, Church Lane, Yapton Road B2233) through the village. The existing unsatisfactory situation is likely to deteriorate further with the increased traffic resulting from major developments in closely adjacent areas, including the proposed Grundon waste treatment facility on Ford Aerodrome.
- 10.15 In our household survey 2012 86% agreed that there should be a footpath alongside all main thoroughways to the village. In our Youth Survey 67% expressed a medium to high level of concern about the A259. 83% expressed a medium to high level of concern about other roads in Clymping.
- 10.16 Cycling and walking provide good exercise and are a popular recreational activity.
- 10.17 Better active and sustainable travel facilities will promote tourism and local businesses.

### **Policy CPN 20 Improving Provision and Access to Public Transport**

This plan supports the provision of additional bus and community public transport services to provide an attractive and viable alternative to the use of the private car to access work, education, shopping, and recreational facilities in both nearby and more distant places.

(Conformity: emerging LP policy T DM1, NPPF para 35)

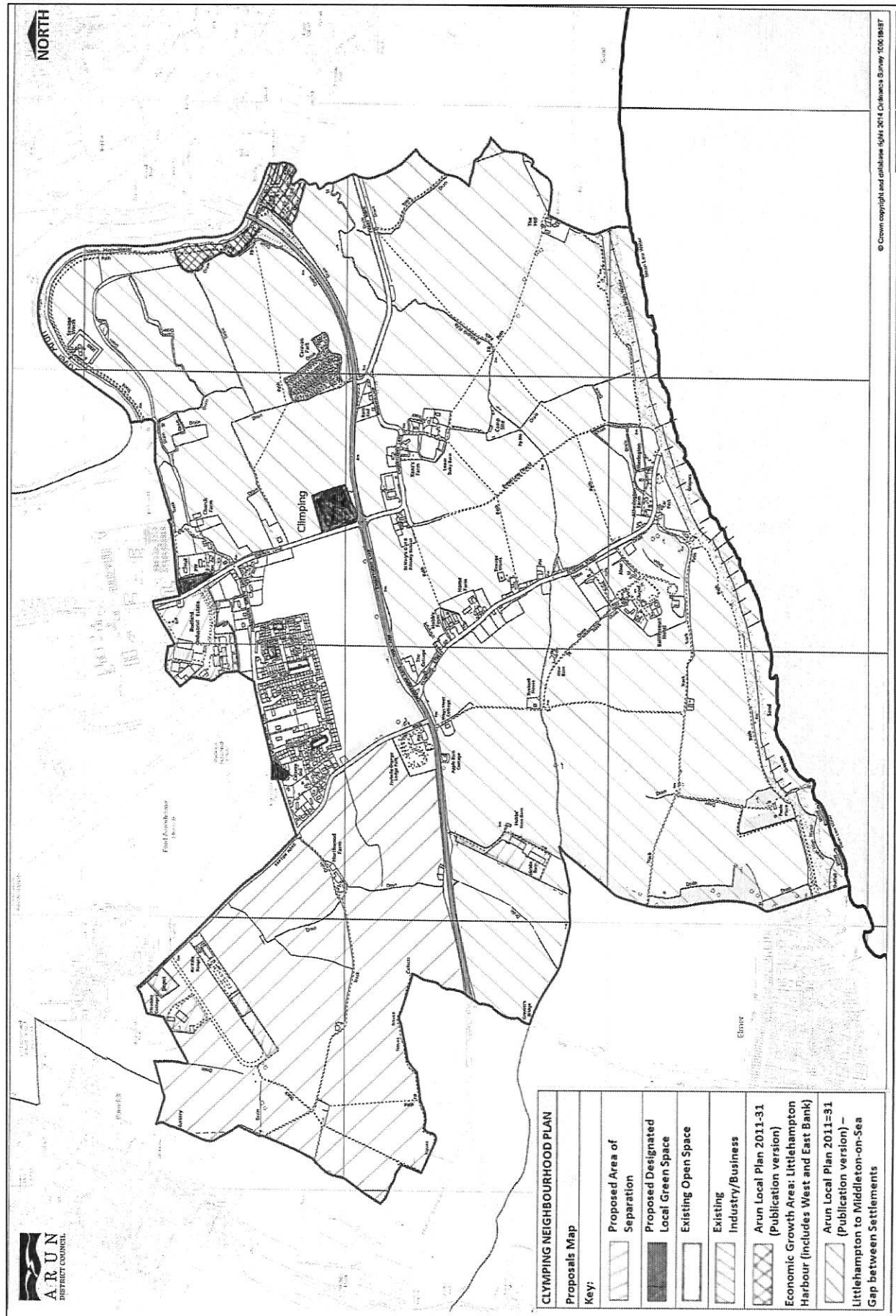


## Clymping Neighbourhood Plan – Pre-submission Consultation

- 10.19 The intention is to support sustainable transport options by improving access to public transport.
- 10.20 At present there is little feasible alternative to the use of the private car for most trips.
- 10.21 Better and more frequent bus and community services would help, particularly for the relatively large number of elderly people who live within the village, but also for those who work locally or wish to commute longer distances.
- 10.22 More parking facilities at Ford station so that the railway can be used more conveniently for both coastal services and to London would encourage more use of this form of public transport. Ford station is not within Clymping so this is not within the remit of this Plan and this will be included in a Community Action Plan for the Parish Council to take forward.

# Clymping Neighbourhood Plan – Pre-submission Consultation

## CLYMPING NEIGHBOURHOOD PLAN - PROPOSALS MAP



## CLYMPING COMMUNITY ACTION PLAN

The extensive survey work carried out to create this plan identified a number of issues that residents feel are important but which cannot form part of the Neighbourhood Plan as they do not relate to land use. It is proposed that these issues will be picked up and dealt with by Clymping Parish Council via a Community Action Plan:

1. **Traffic Management Plan for Clymping** – Create a Traffic Management Plan (including a strategy for an improved -cycle and footpath network), with reference to the evidence collected and priorities identified by the Neighbourhood Plan Steering Group and set out in the Roads and Transport Evidence Document (see Appendix of Evidence).
2. **Public Transport Strategy** – Develop a Strategy to improve access to Public Transport, including more frequent public and community bus services for Clymping and supporting improved parking facilities at Ford Railway Station.
3. **Infrastructure Evaluation and Monitoring** - Whilst Clymping currently has no strategic housing allocation within the Local Plan it is impacted by all of the planned housing and industrial developments in the surrounding areas. It is therefore essential that the various impacts on the Clymping infrastructure e.g. road congestion and pollution, school places, sewerage and drainage, social and environmental, are properly evaluated, and mitigation measures monitored.
4. **Flood Action Plan** – Create a Community Flood Action Plan and consider setting up a Community Flood Action Group.
5. **Assets of Community Value (ACVs)** - Identify community facilities which are important to the community and request Arun District Council to register them as ACVs where this adds to their protection for community use. The Neighbourhood Plan Steering Group has identified the following community facilities for potential registration as ACVs:

Clymping Village Hall and Playing fields    The Black Horse,    The Oyster Catcher

Clymping Beach Car Park & Café    Bairds Farm Shop

St Mary's Church Green    St Mary's Church Hall

## APPENDICES

These are available to view online: <http://clympingnp.org.uk> :

### **Appendix 1: Clymping Character assessment**

### **Appendix 2: Maps**

### **Appendix 3: Schedule of Evidence:**

*List of evidence documents:*

*Road and Transport – Review by the Clymping Neighbourhood Plan Steering Group*

*Sussex Biodiversity Record report*

*Environment Agency- Sea Defence Strategy*

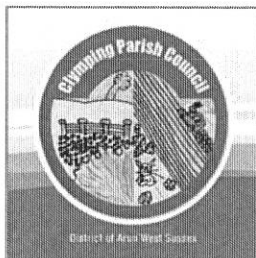
*ACRE Parish profile 2013*

*Survey – Household September 2012*

*Survey – Clymping Businesses Report July 2013*

*Survey – Youth September 2013*

*Survey – ACVs March 2014*



## PUBLIC CONSULTATION RESPONSE FORM

**COMMENTS BY 14 TH MARCH, 2015 PLEASE**

1. Please use this form to comment on the Pre-Submission (draft ) Plan
2. Return the form to 16 Cropthorne Drive, Clymping, West Sussex BN17 5GG or e-mail as an attachment to [info@clympingnp.org.uk](mailto:info@clympingnp.org.uk)
3. If using additional pages please write your name at the top of each page and clip together
4. Complete in full the Personal Details section \*
5. Note that all forms must be available for public inspection
6. **ALL COMMENTS MUST BE RETURNED BY 5pm ON SATURDAY 14 TH MARCH, 2015**

### PERSONAL DETAILS

NAME .....

ADDRESS .....

ARE YOU A RESIDENT, OR AGENT OR ORGANISATION?	
TELEPHONE	
EMAIL**	
IF RESPONDING AS AN AGENT NAME OF CLIENT	
HAVE WE IDENTIFIED THE IMPORTANT ASPECTS BOTH GOOD AND BAD OF LIVING IN CLYMPING?	Yes      No
OVERALL DO YOU SUPPORT THE CLYMPING NEIGHBOURHOOD PLAN?	Yes      No

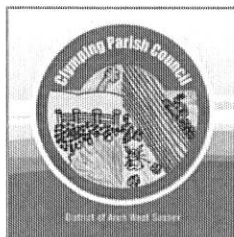
\* Any forms that do not have the mandatory personal details will be logged but not considered

\*\* Non-mandatory

Details will not be passed on to a third party

Continued overleaf/





## PUBLIC CONSULTATION RESPONSE FORM (Continued)

### COMMENTS BY 14 TH MARCH, 2015 PLEASE

If you would like to comment on a particular policy then please state the policy number, indicate whether you agree or disagree and add your comments and/or suggested changes.

Policy Number	Do you agree or disagree?	If you disagree, what changes would you suggest we make?
Additional Comments:		

FOR OFFICE USE ONLY: REFERENCE NUMBER

DATE RECEIVED

Please cut here .....