

# **CLYMPING NEIGHBOURHOOD PLAN**

## **EVIDENCE DOCUMENT**

### **CLYMPING CHARACTER ASSESSMENT JANUARY 2015**

#### **1. Clymping Location and setting**

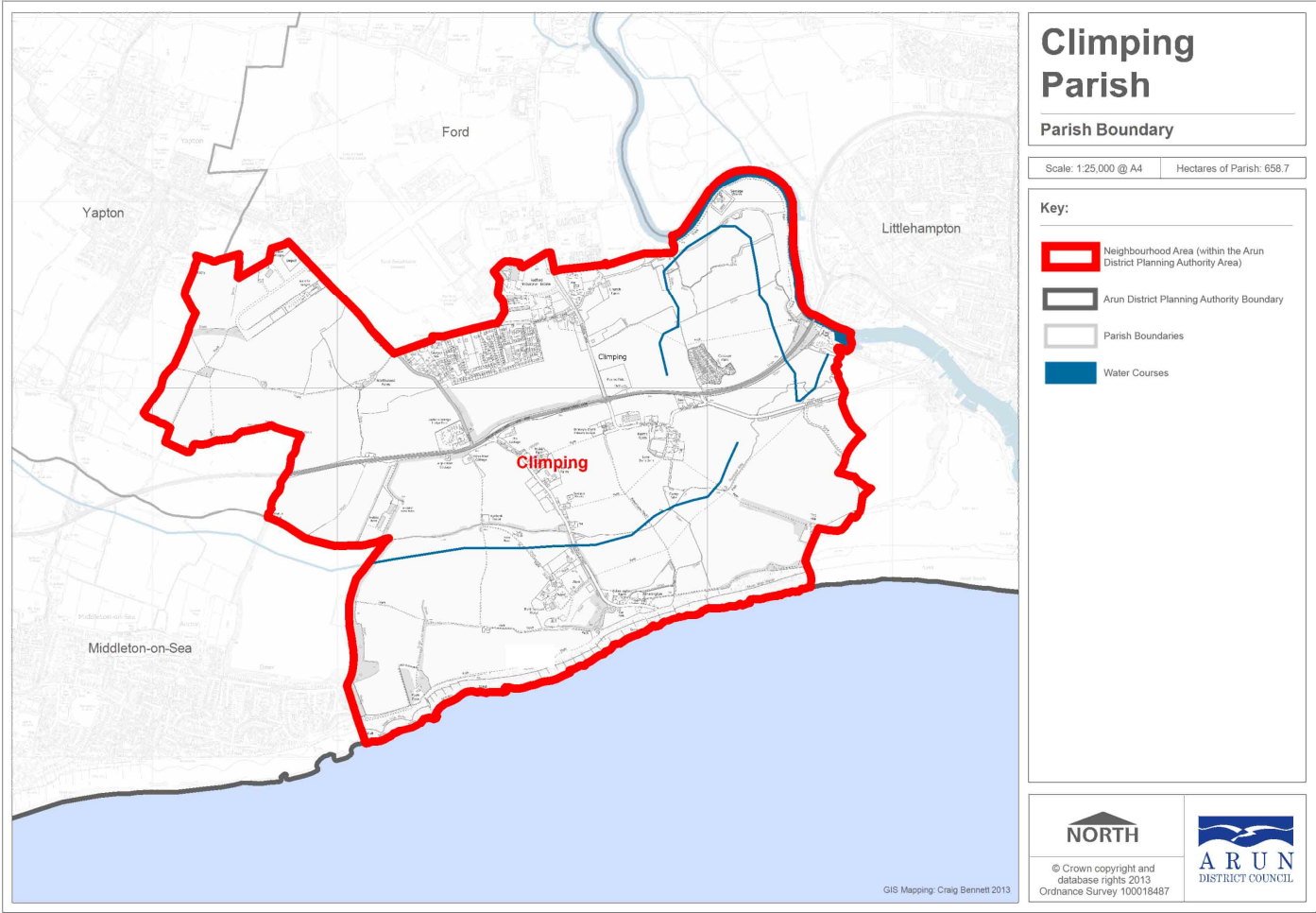
- 1.1 The village of Clymping lies on the West Sussex Coastal Plain between Bognor Regis and Littlehampton. The location and extent of the village is shown below on Figure 1. It is in the lower Arun Valley and the Parish boundary extends eastwards to the west bank of the Arun. To the north and west are the villages of Ford, Yapton and Middleton on Sea, all set within a rural landscape that has been increasingly urbanized over the last hundred years. Clymping is an important strategic gap in the mainly urban coastal region of this part of the south coast of England.
- 1.2 The name derives from that used in the Domesday Book “Clympinges” and the use of the older name reflects the village’s historical roots that have shaped the character. Many, including Arun District Council (DC), use the more modern spelling Climping and this appears on a number of the Arun DC maps used in this assessment.
- 1.3 The setting of the village is characterised by:
- the low lying, flat and open landscape, drained by important rife and drainage ditches.
  - an undeveloped section of coastline with shingle banks, sandy beaches, rock and wooden groynes and breakwaters in the west giving way to open dunes in the east.
  - The extensive biodiversity area to the South and East associated with the lower Arun valley, the coastal plain and the undeveloped coast. It includes sites of nature conservation importance and of national importance for nature conservation.
  - open views to the South Downs and Arundel.
  - the meanders for the River Arun to the East with its steep dyke banks protecting drained fields.
  - the open farmland that separates the village from neighbouring towns and villages, thereby giving the village its distinctive and separate identity.
  - large scale arable farming with few hedgerows and wooded areas north of A259; arable fields with wooded boundaries south of A259.
  - severance by the A259 east west Principal route.
  - country roads and lanes lined with trees and hedges with grass verges; with pavements limited to the northern side of A259, Ferry Road, Church Lane and parts of Horsemere Green lane.
  - A feature of the older parts of the village is extensive stretches of Sussex flint walls.
  - The lack of a formal built up boundary reflecting the dispersed nature of the village defined by an earlier distribution of farms, farm buildings and country houses on higher ground.
  - More recently (1990s onwards), more extensive housing development close to the northern parish boundary, off Horsemere Green Lane on the sites of former nurseries.

- Industrial uses within an agricultural setting, particularly around the former Ford Aerodrome, utilising former runways and other features. .
- The village's history includes the remains of an ancient settlement at Church Farm, its mention in the Domesday Book, the site at Bailiffscourt, home of the bailiff from St Martins Abbey at Sées from 1100, and the Church dating back to 1220 built from Caen stone on the site of an earlier Saxon church.
- The lack of a formal central focus for the village.

## **2. Character Assessment**

- 2.1 This assessment follows the approach of Bath and North East Somerset, who have provided helpful guidance for groups assessing their local area. We have focused on the following 5 distinct areas to discuss the character of Clymping:
- The Open Countryside
  - The Beach and Clymping coastline
  - Traditional Clymping
  - Horsemere Green Lane and recent associated housing developments
  - Along the A259
- 2.2 For each we have included a commentary of both settlement and landscape characteristics supported with annotated maps and photographs that are appended. The decision to consider separate areas within the parish is based on the dispersed and varied nature of the built environment of the parish, and any development in the separate areas will be expected to respect the character as found. However there are over-arching characteristics of the parish that are also emphasized in a final section.
- 2.3 Figure 2 shows the five character areas. The bulk of the land within the parish boundary is open farmland and countryside. The beach and coastline is highlighted in hatched blue, the more traditional developments in hatched green, the more recent developments along Horsemere Green Lane in hatched black and the corridor along the A259 in hatched orange. Figure 2, along with Figures 6, 8, 10, 11, 12, & 13, have been drawn as visual aids to illustrate the descriptive text of this assessment. Specific planning matters should be referred to Arun District Council who holds the relevant reference planning data, maps and plans.

Figure 1 Clymping Parish Boundary



**Clymping Character Assessment**

**Figure 2: Character Areas**  
(Illustrative as per section 2.3)

**Key:**

- Parish & Countryside
- Coastal
- Traditional Clymping
- Horsemere Green Lane
- A259 Corridor

The map illustrates the Clymping area, showing various character zones. The zones are defined by different colors and patterns: red outline for Parish & Countryside, blue diagonal lines for Coastal, green diagonal lines for Traditional Clymping, black diagonal lines for Horsemere Green Lane, and orange diagonal lines for A259 Corridor. The map also shows the location of Clymping, Climping, and the A259 road. A north arrow is present in the top right corner.



### **3. The Open Countryside**

- 3.1 This character area is described in pictures in an annex of views 1 -14.
- 3.2 Clymping is separated from the neighbouring parishes by flat open arable farmland and countryside. This separation is important for the village's distinctive identity.
- 3.3 The Arun District Council Landscape Constraints map Figure 3 shows that the village occupies large parts of the Lower Clymping Coastal Plain and the Lower Arun Valley Floor. "Constraints" refers to the constraints on future development and derive from an analysis for Arun DC of the capacity of the landscape to absorb development. This capacity is based on the sensitivity of the landscape to further development and the inherent values of the landscape as it is today. For the Lower Clymping Coastal Plain this capacity was assessed as "negligible/low" and for the Lower Arun Valley Floor "low".
- 3.4 Figure 3 also highlights the developed residential and industry areas in the north of the parish, and the coastal character area along the shoreline. The whole area south of the A259 represents one of the few remaining undeveloped gaps along the Sussex coast and is in part protected by a covenant with the National Trust. The farmland is open with some hedges and woodland at the field edges. It is crossed by a number of deep drainage ditches and the Ryebank Rife. The fields themselves are intensively farmed but the margins; the hedges, woodland and the banks of the drainage ditches, are a network of important habitats for wildlife, the natural flora and fauna of the West Sussex rural coastline.
- 3.5 To the west of the Yapton Road and north of the A259 the farmland is open with relatively few hedgerows and wooded areas. To the south there are large arable fields but with wooded boundaries.
- 3.6 There are many open views towards Arundel and the South Downs, of the River Arun valley and to the coast and sand dunes that are indicated on Figure 6 below, with photographs correspondingly numbered in the photographic annex.
- 3.7 The open areas to the south and east are crossed by footpaths and a byway. The byway, Bread Lane provides a direct link from the school and Brookpit Lane down to the beach. There are paths along the west back of the river Arun leading to Arundel and along the beach from Littlehampton to Middleton on Sea. These are important assets for recreation and leisure. The paths and byway are highlighted in green on Figure 6 that also shows an air rifle range on the former aerodrome runway and an area of private land used for paintball games (in hatched green) both well known in the village.
- 3.8 Industry has developed on parts of the former Ford Aerodrome that opened in 1917 on the northern boundary of the village; it eventually closed in 1959. Much of the aerodrome remains open farmland however it has seen development for waste treatment (water treatment and waste recycling). Areas of hard standing and hangars within the Clymping Parish boundary became part of the Rudford industrial estate with a number of moderately heavy engineering activities present – it is a true industrial park rather than a business park. Ford Open Prison was also established just to the north of Clymping in the former

administrative buildings of the airfield. Further to the west other parts of the former aerodrome have been developed for industry. A screened area of the old runway is used for parking commercial vehicles, another for the storage of caravans and motor-caravans, and former airfield buildings have been developed as a waste transfer station. These industry developments are marked on Figure 6 with black hatching. Further industrial development to the north of Clymping, for instance in Ford, poses a risk of environmental and safety impacts arising from large increases in numbers of HGVs on Clymping's country roads, particularly Church Lane.

- 3.9 Industry has also developed in other parts of the parish based in former agricultural buildings. Examples include Hobbs Barn, which is also now a strategic site within the West Sussex Country Council Waste Local Plan, and Concrete Mouldings at New Barn/Ryebank Farm both south of A259. A more recent example of this type of change is at Kents Farm, Crookthorn Lane granted prior approval for use for storage and distribution. These are also marked on Figure 6.
- 3.10 The whole area is low lying. Figure 6 also shows the important drainage ditches and Ryebank Rife highlighted in blue. The land rises from sea level to approximately 6m, the lack of gradient impeding surface water runoff and drainage. Towards the coast and the river Arun there are areas that face river (fluvial) and tidal flooding given current predictions of the impact of climate change over the next 50 to 100 years (figures 4 & 5) if the appropriate protective actions are not taken. This is not a new phenomenon for Clymping. In the past the area between the village settlements and Littlehampton was salt marsh that flooded every spring tide. The present river course was cut and dykes put in place by 1733 however there was still serious flooding in 1913 due to a breach in the river bank and as recently as the 1960 flood waters reached almost as far as the present farm shop. The current approaches to flood prevention must be maintained if the area is not to revert to its more "natural" state. This is why there is so much local interest in new proposals being developed by the Environment Agency and Arun DC.
- 3.11 A further implication of climate change is the increased incidence of severe weather including periods of heavy rainfall. Recent years have witnessed locally persistent flooding of fields with 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. The latter has prompted Parish Council projects to improve lane drainage.

### **Design Guidance for the Area of Open Countryside**

- 3.12 There are many open views towards Arundel and the South Downs, of the River Arun valley and to the coast and sand dunes (Figure 6), which are important to maintain. Most of this area is covered by policies restricting development inappropriate to a rural setting. Much of it forms the strategic gap between Littlehampton and Middleton on Sea and a gap between the village and neighbouring Ford and Yapton. It is an important area for wildlife particularly along the field boundaries. The area is naturally prone to flooding and due consideration for any potential development would include assessment of any impacts on existing flood defences, and the limited capacity of the area's drainage systems.

Figure 3 Landscape Constraints

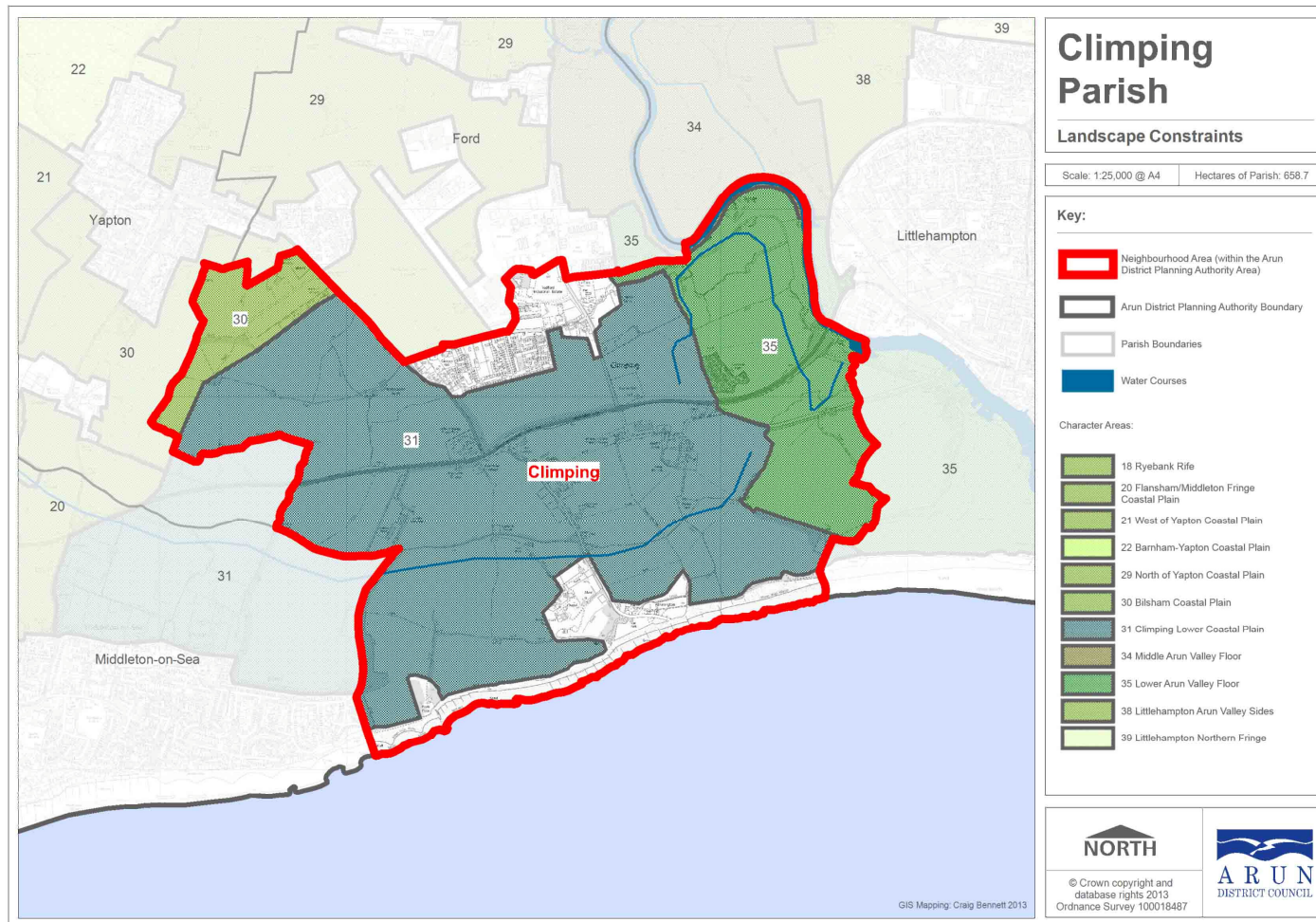


Figure 4 Potential areas affected by river (fluvial) flooding

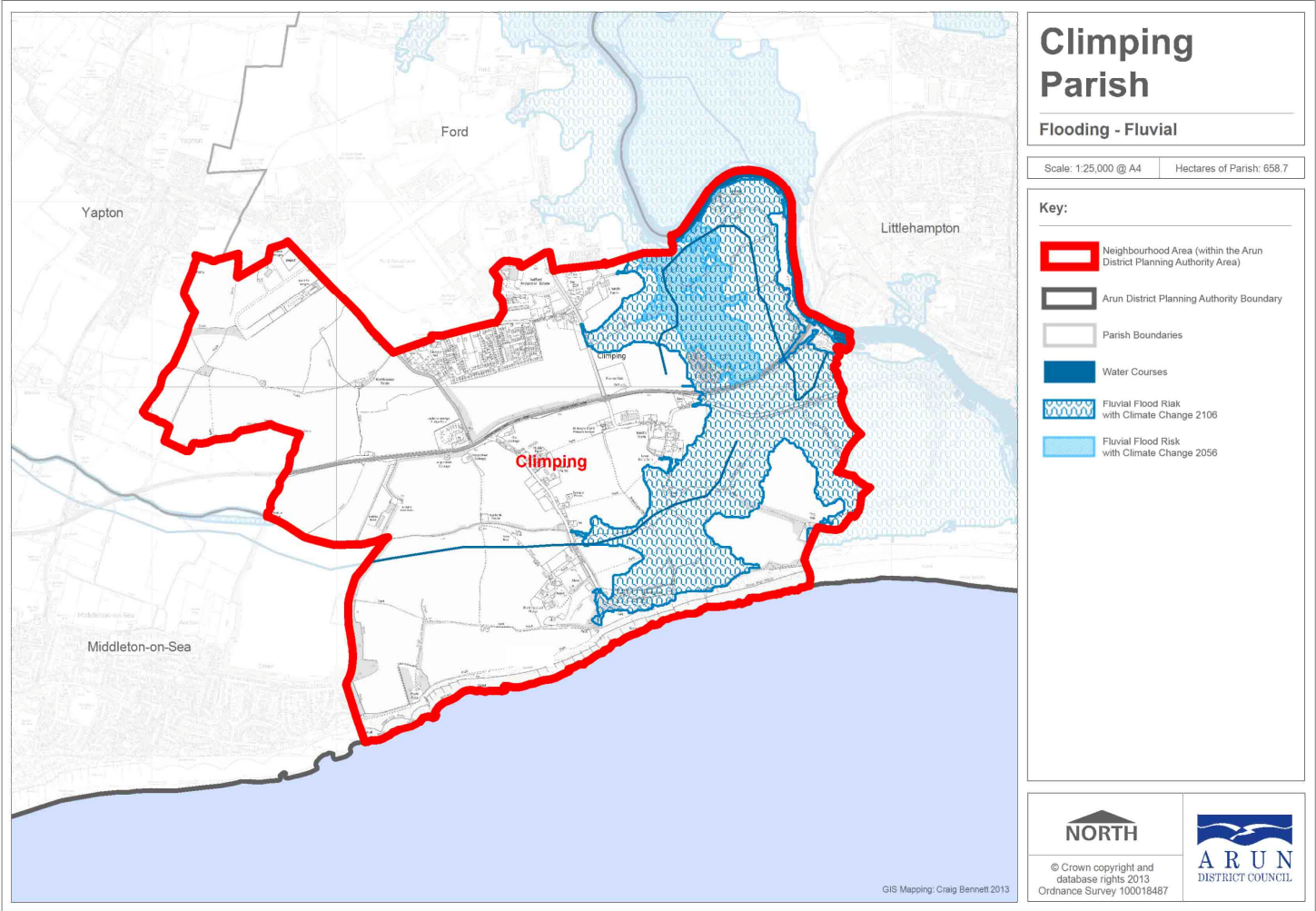
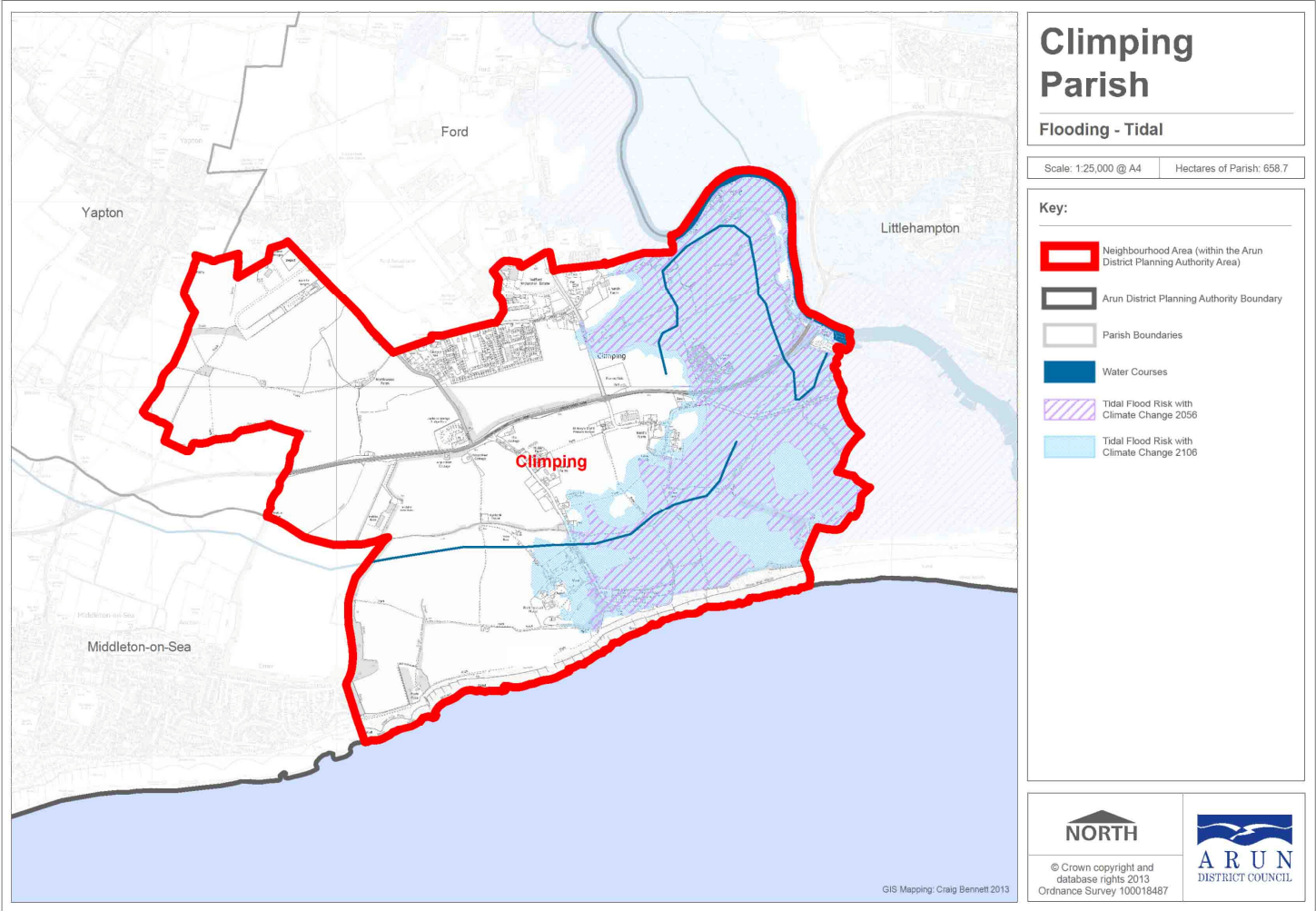




Figure 5 Potential Areas affected by tidal flooding







#### **4 Clymping Beach and Coastline.**

- 4.1 This character area is described in pictures in an annex of views 15 -22.
- 4.2 The coastline is protected by a shingle bank that is currently maintained by the Environment Agency. The bank is supported in places by substantial wartime concrete blocks, and there is also evidence of other wartime defences.
- 4.3 In the west are large rock groynes that form part of recent coastal defences for Middleton on Sea. There is a country/beach house (Poole Place) set in a tree-screened garden just behind the beach. There are views from the beach across the farmland to the north and to Bailiffscourt Hotel. Originally a house built in 1927 on the site of the old Bailiffscourt, the hotel is built of traditional materials sourced from older properties from rural Sussex. Some of the outbuildings were moved and re-constructed from other sites in the county. The effect is to create a very traditional collection of stone buildings set in the peace of the open countryside close to the sea. Many are nationally listed buildings:

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

Bailiffscourt Hotel and Country Club  
Guest House to Bailiffscourt Hotel and Country Club  
Chapel at Bailiffscourt Hotel

##### **Grade II**

Cottage to Bailiffscourt to the North East of the Hotel  
Dovecote at Bailiffscourt on a Field to the North East of the Hotel  
Outbuilding at Bailiffscourt to the North of the Chapel  
Outbuilding at Bailiffscourt to the North of the Chapel and Adjoining the Stables  
The Gatehouse at Bailiffscourt to the North East of the Hotel  
The Stables at Bailiffscourt to the North East of the Chapel

- 4.4 Further east there are more conventional wooden groynes and small rock mounds designed to control coastal erosion and to limit the migration of sand and shingle to the east. The shingle bank is currently maintained by the Environment Agency. The first groynes were installed in the 19<sup>th</sup> century. At the end of Clymping Street is a popular car park with a toilet building and a temporary café building used by seasonal visitors to the beach. Behind the car park are the remaining properties of Atherington and an area of woodland that extends up Clymping Street. A number of the Atherington properties are traditional flint farm buildings now converted into dwellings and for visitor (B&B) accommodation.
- 4.5 Further to the east the beach curves naturally towards Littlehampton with a backdrop of sand dunes. These dunes have developed in the past 150 years (a 19<sup>th</sup> century fort at the river Arun estuary is now hidden behind them, out of sight of the sea). It is a naturally fragile area of coastal vegetation that is protected as sites of nature conservation importance and national importance for nature conservation. These sites form part of the wider biodiversity area in Clymping (figure 7). Climping Mill, a nationally listed Grade II

building is situated within the biodiversity area, set back from the beach on the eastern boundary of Clymping.

- 4.6 Fine views are afforded from the beach across the coastal plain to Arundel and the South Downs. The whole area in Clymping between the beach and the A259 has been protected from large-scale development by covenants with the National Trust since it was sold in 1974, and it also forms the Littlehampton to Middleton on Sea gap designated in the Arun DC Local Plan.

#### **Design Guidance for the Coastline and Clymping Beach**

- 4.7 This stretch of undeveloped coast is exceptional in its local context of the urban south coast between Brighton and Bognor Regis. It is crucially important to conserve this uniqueness, and Arun Local Plan policy as well as covenants on the land aim to do this. Any development within this area would need to respect the quiet, open and undeveloped nature, the views from the coast and from access points to the beach. It is a natural area for all to enjoy and consideration should be given to improving access for ramblers and cyclists from the neighbouring towns. Increased visitor numbers would help support the local visitor economy.

Figure 7. Nature Designations

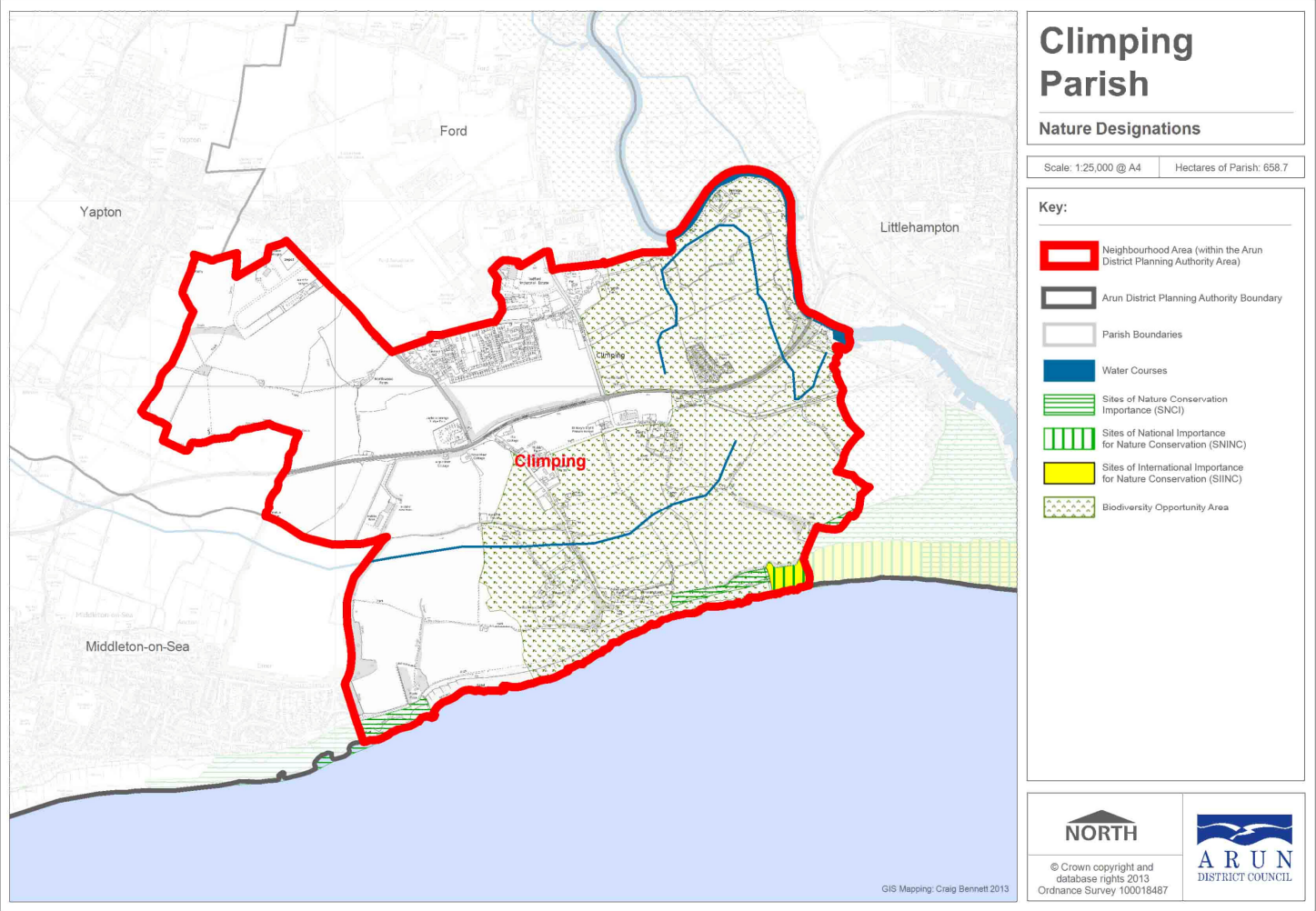
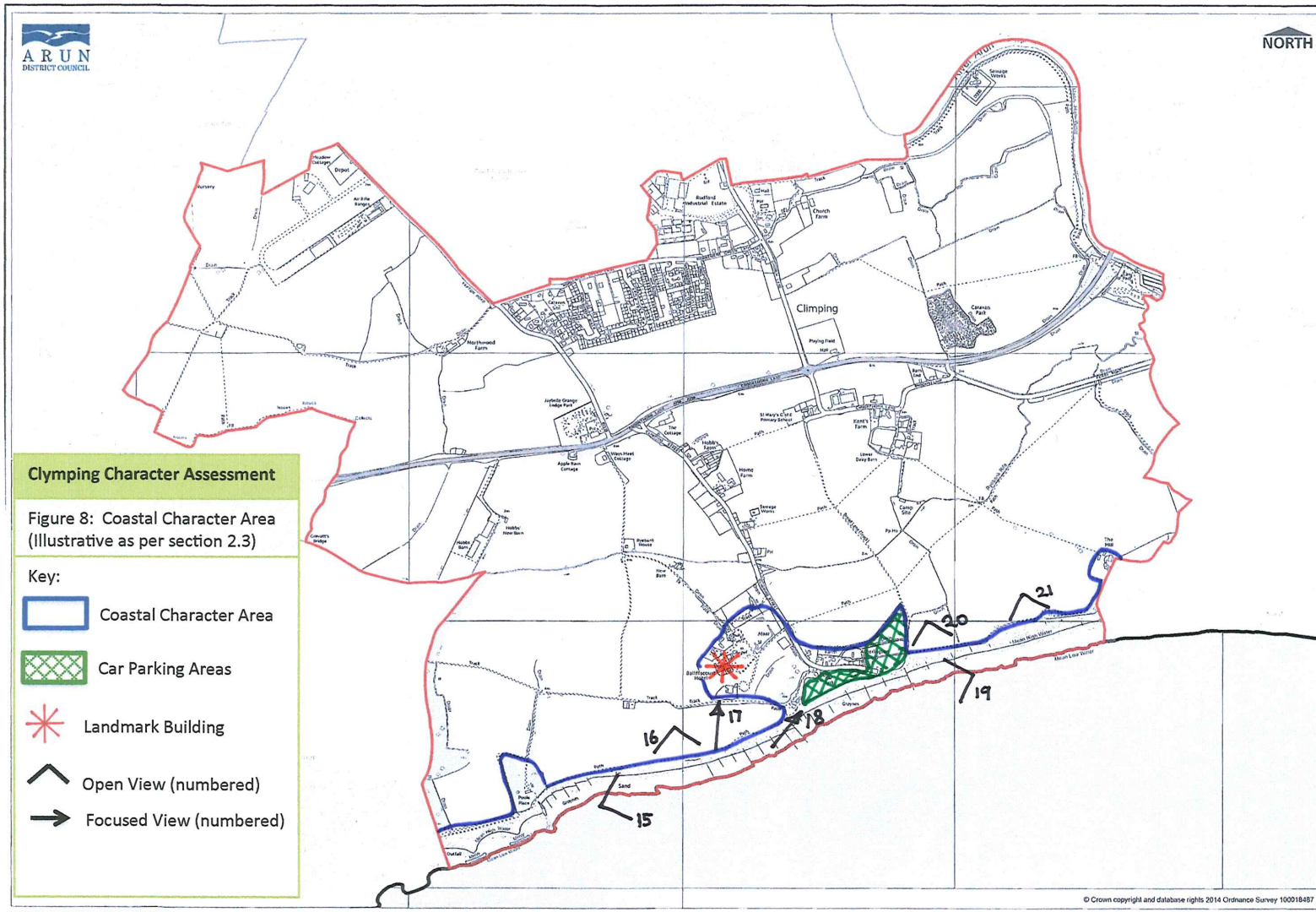


Figure 8. Clymping Coastal Character Area Highlighting the main open views



## **5. Traditional Clymping**

5.1 This character area is described in pictures in an annex of views 23 - 51.

5.2 In 1988 the village comprised just 95 brick or flint built houses loosely grouped in four areas:

- At the eastern end of Horsemere Green Lane and Church Lane close to the Church
- South of Horsemere Green Lane to the east of the Yapton road
- In Brookpit Lane area and adjoining Kents Farm
- Along Clymping Street to Atherington

These mark the higher ground that was sensibly developed in the past.

5.3 In addition there were mobile homes more recently sited off Horsemere Green Lane and at Clymping Park in the 20<sup>th</sup> century.

5.4 Overall across the whole village there are 24 nationally listed buildings and some Scheduled Ancient Monuments that are shown on Figure 9. Figure 9 illustrates the traditional pattern of dispersed rural settlement. Traditional Clymping is an eclectic mix of historic development ranging from the Church dating from 1220, with many of today's buildings constructed from the 19<sup>th</sup> century.

Listed buildings within this Character Area of Clymping are:

### **Listed Buildings**

#### **Grade I**

The Parish Church of St Mary

#### **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

Dove Cottage

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

Kent's Farmhouse

Kent's Dairy Cottages

The Black Horse Public House

The Cottage, 1 Clymping Street,

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

### **Other Buildings and Structures of Local Character**

The Village School - St Mary's Primary School, Brookpit Lane,

- 5.5 Clymping does not have an obvious village centre with the Church, and Church Hall on Church Lane to the north of the A259 and the village school located to the south. There are some local facilities along the A259 described in section 7 of this Character Assessment. The Clymping community travels out of the village for most key services including doctors and dentists.
- 5.6 The village school is a purpose-built building much loved in the village, of traditional nineteenth century design, with a steep tiled roof and gables. The facing materials are local brick, and the front boundary wall is of traditional Sussex flint construction. The frontage is particularly striking in its setting looking out over the countryside towards the sea.
- 5.7 Clymping Village Pound adjoining the Blacksmith building is a feature in Clymping Street of local historical interest. The Blacksmith building is of brick; the Pound bounded on other sides by Sussex flint walls. It was restored by the Parish Council in 1984 as a public open space with bench seats. Plaques on the Blacksmith wall show the Pound was the place where stray animals were impounded until payment of a fine. They also note the village as recorded in the Domesday Book.
- 5.8 The layout of the properties is varied with most set back from the road with enclosed front gardens or built around private drives or roads. Much of the construction is traditional rural with pitched roofs of slate tiles or of thatch, some timber framing, and flint or rendered walls. Some are single storey or chalet homes but most are two storey buildings with 3 bedrooms or more. There are a number of similar semidetached cottages built across the village circa 1880 with flint walls and slate roofs.
- 5.9 Some dwellings have been extended or have added garages or outbuildings and it is important to ensure such future developments are kept in keeping with the surrounding area, do not over-develop the plot and are in proportion to the original building. A number of buildings are holiday or second homes, some offered to let and some offer B&B.
- 5.10 Examples of the buildings are shown in the attached photographs.
- 5.11 The roads and country lanes are for the most part simply grass verged with hedges and trees screening many of the properties. Traditional Sussex flint walls feature extensively



along the lanes as well, particularly on Clymping Street and Brookpit Lane. Clymping Street also has a number of older properties built adjacent to the lane.

- 5.12 As traffic increases the lack of pavements and cycle-ways will lead to increased hazard for those wishing to safely travel around the village without using a car especially for those with mobility problems. Particularly pressing examples of this are located along the southern part of the Yapton Road from Horsemere Green Lane to the A259 junction, and along parts of Horsemere Green Lane to the west; important for the closest 700 Coastal route bus stops. The absence of any controlled crossing points on the A259 is itself a major barrier to pedestrian and cycle movement around the village. The character of the lanes is shown on Figure 11.
- 5.13 On Church Lane there is a paved footway (on the east side) that extends from Ford down to the A259/Crookthorn Lane junction. This footway passes the green open space in front of the Church and Church Hall. The green is divided into a car parking area for the Church and a memorial park in celebration of the Queen's Golden Jubilee. Linking into this is a footway that runs east from May Close along Horsemere Green Lane to the junction with Church Lane. This junction is on a bend with fast moving traffic and poor visibility and also lacks a controlled crossing point to reach the Church Lane pavement on the opposite side. A solution needs to be found but in these more traditional areas of Clymping there are objections to the street lighting associated with controlled crossings. West Sussex County Council is progressing plans to reduce the speed limits in several locations from 40mph to 30mph and to provide traffic calming in Horsemere Green Lane.
- 5.14 There are a number of important visual landmarks within the Character Area:
- (i) St Mary's Church and Church Hall
  - (ii) Church Farm House
  - (iii) Kents Farmhouse and screening trees
  - (iv) St Mary's Primary School
  - (v) Black Horse Public House

### **Design Guidance for Traditional Clymping**

- 5.15 Any new development in this area will need to respect its historic and visual context. The scale and siting of any new development will need to be appropriate to surrounding properties and suitably landscaped for the rural and historic setting. Boundary treatments will need to be flint wall construction where this is the predominant form, otherwise native hedgerows will be acceptable.
- 5.16 Construction materials will need to be chosen from a palette that respects the historic form of the village, and other features such as porches, roofs and gables should reference Sussex rural vernacular.
- 5.17 Any development needs to consider the impact on the village infrastructure: on drainage, road and footpath access and free movement around the village.

Figure 9. Locations of listed buildings and ancient monuments in Climping

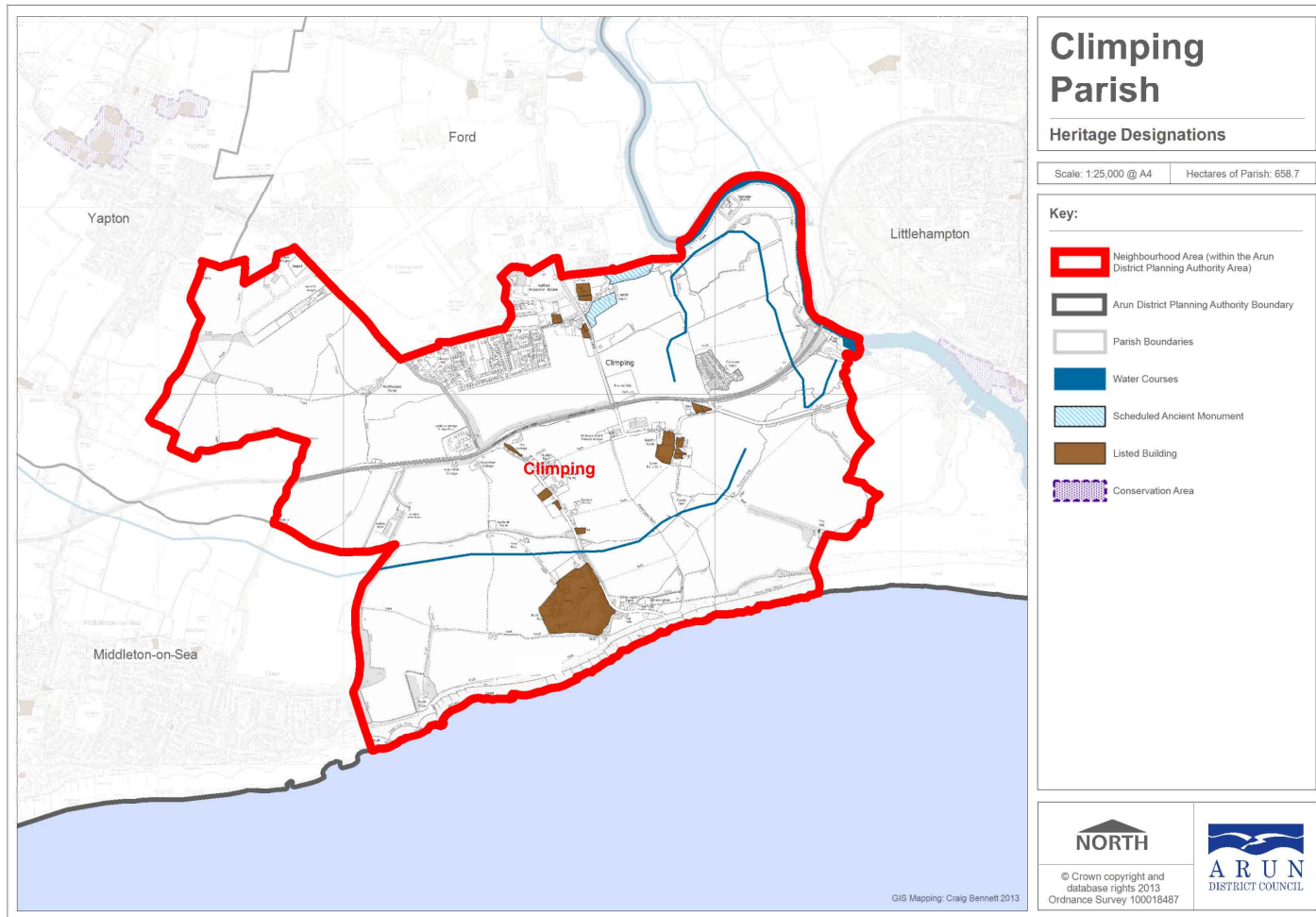


Figure 10 Traditional Clymping – Photographs and Landmark Buildings

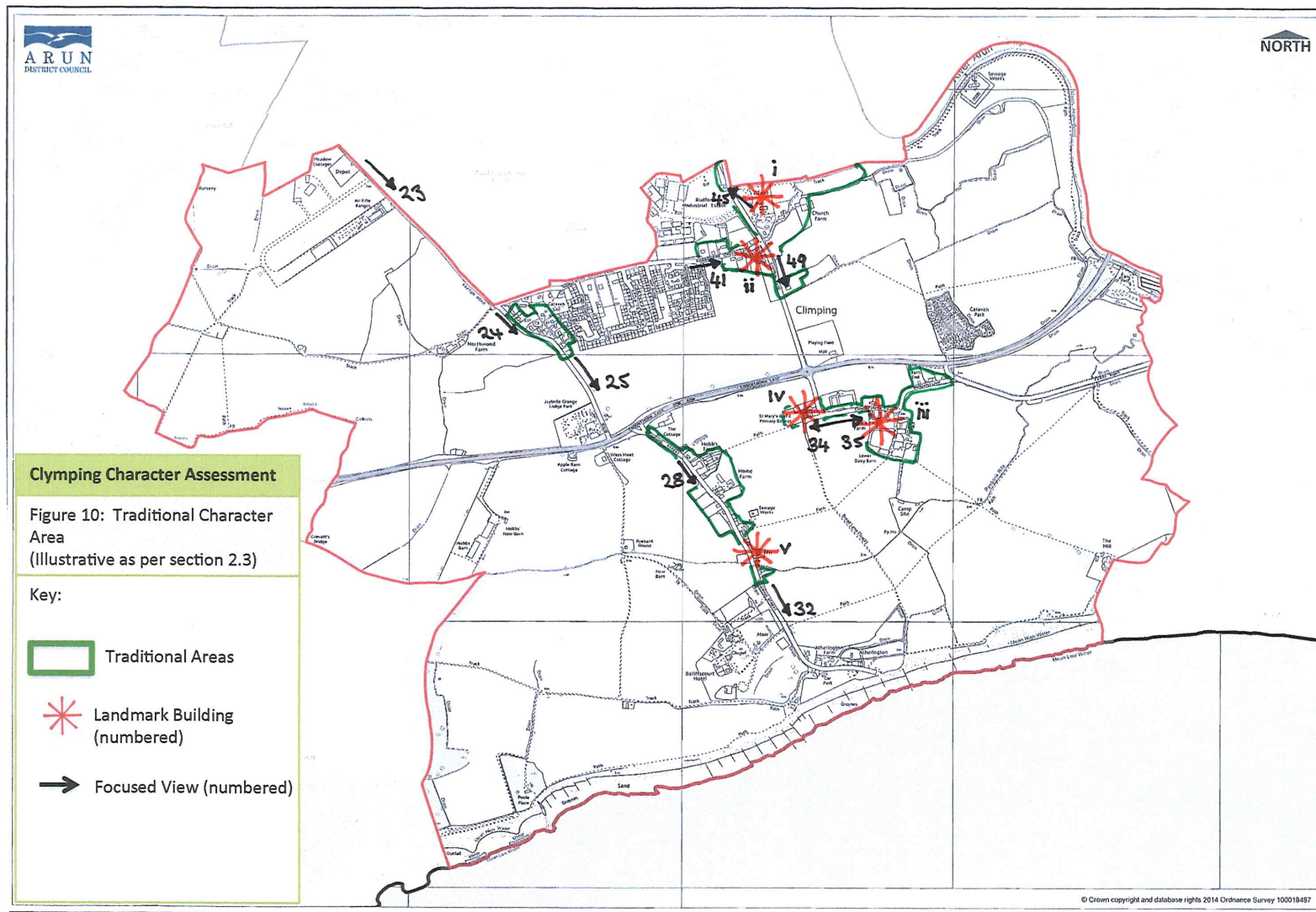
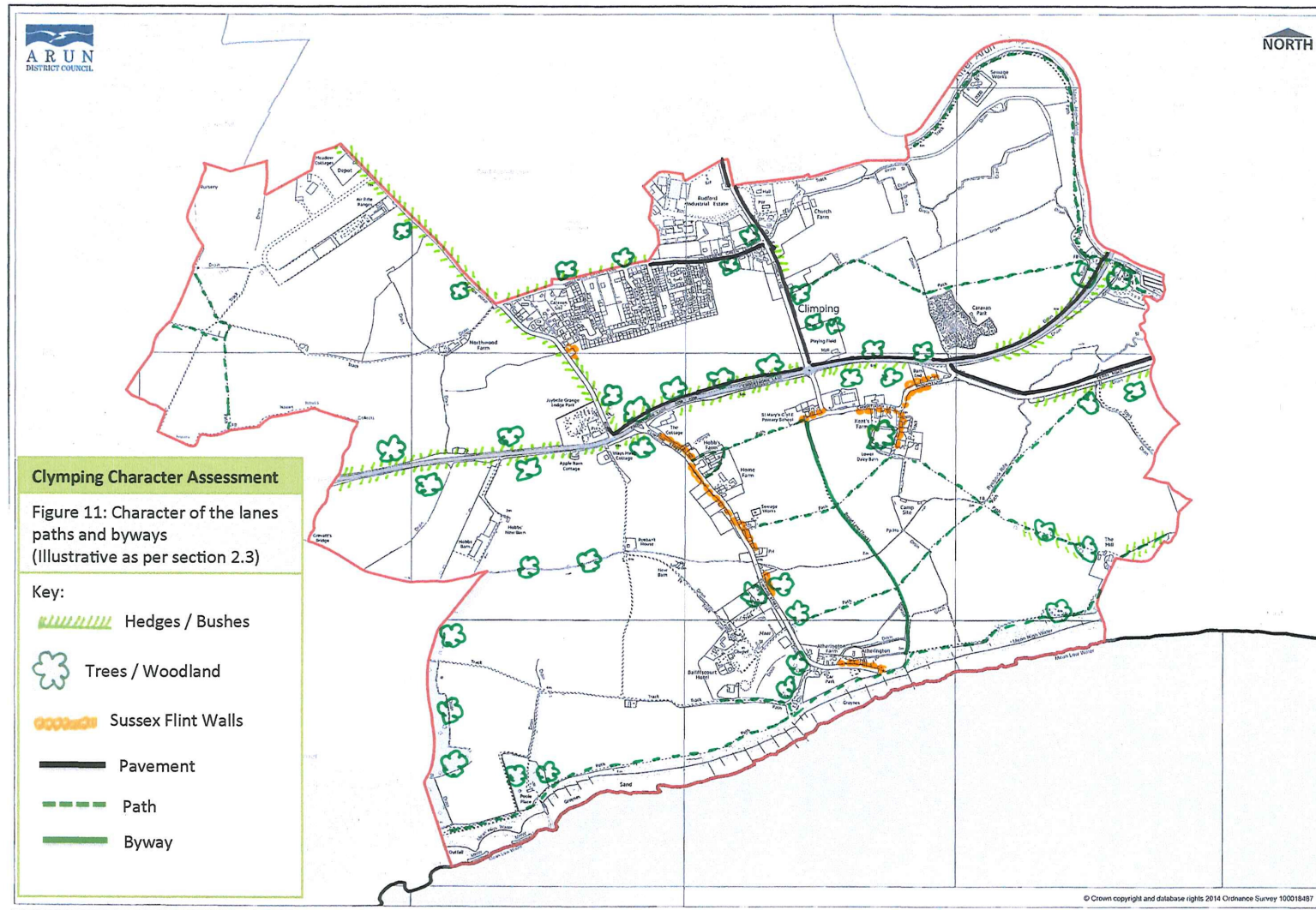


Figure 11. Clymping highlighting the hedge/wood lined lanes, pavements (in black on the appropriate side of the road, Sussex flint walls (in orange) and the footpaths and byway in green



## **6. Developments along Horsemere Green Lane**

- 6.1 This character area is described in pictures in an annex of views 52 -64.
- 6.2 Since 1988 the number of homes in Clymping has more than doubled with much of this development taking place on the south side of Horsemere Green Lane. The detail is shown on Figure 12 .
- 6.3 The area is flat with Horsemere Green Lane itself winding gently east - west. The original houses are of moderate size along the lane and are mostly set back in a non regular pattern, many with long plots extending south. The oldest properties date from the late nineteenth century. There is a mix of one and two storey detached and semi-detached houses of varied designs with tiled roofs, some of which are traditional slate. Most are built with brick, some are rendered or tile hung and some faced with Sussex flint.
- 6.4 A pavement extends from May Close to Church Lane in the east along the south side of the lane. The remainder of Horsemere Green Lane has grass verges with hedges and some trees providing screening for the properties to the south and for the open arable fields across the airfield to the north.
- 6.5 By the Ni Ni Hi caravan site of mobile homes, there is an open space including a recently restored village pond important for its pond life. Opposite the pond there is a small wild flower meadow.
- 6.6 Large scale development occurred on the sites of former nurseries which lined the lane. There are five modern estates of houses, the last completed in 2003. These estates are laid out in more regular patterns, with houses built on smaller plots with open front gardens and pavements; typical of modern developments. Most of the houses are detached with only smaller numbers of semidetached houses. Most are brick built with pitched tiled roofs and some modern thatches. Some reference traditional flint and render in their construction details.
- 6.7 Cropthorne Drive is a development of 28, five bedroom detached houses with a small open green space and childrens' playground. It is a mix of two and three storey properties, although the building heights are very similar. There is a mix of brick, rendered and Sussex flint facings.
- 6.8 In Waterford Gardens there are 42 properties including a number of more traditionally designed houses with thatched roofs and rendered walls.. Part of the development (the Beaches) is clustered around a small open space and pond. The Houses are a mix of three bedroom (semidetached) and four or five bedroom detached houses.
- 6.9 May Close is a development of 36 houses some semi detached (3 bedroom) but most detached (3 and 4 bedroom), with a small open space and childrens playground.

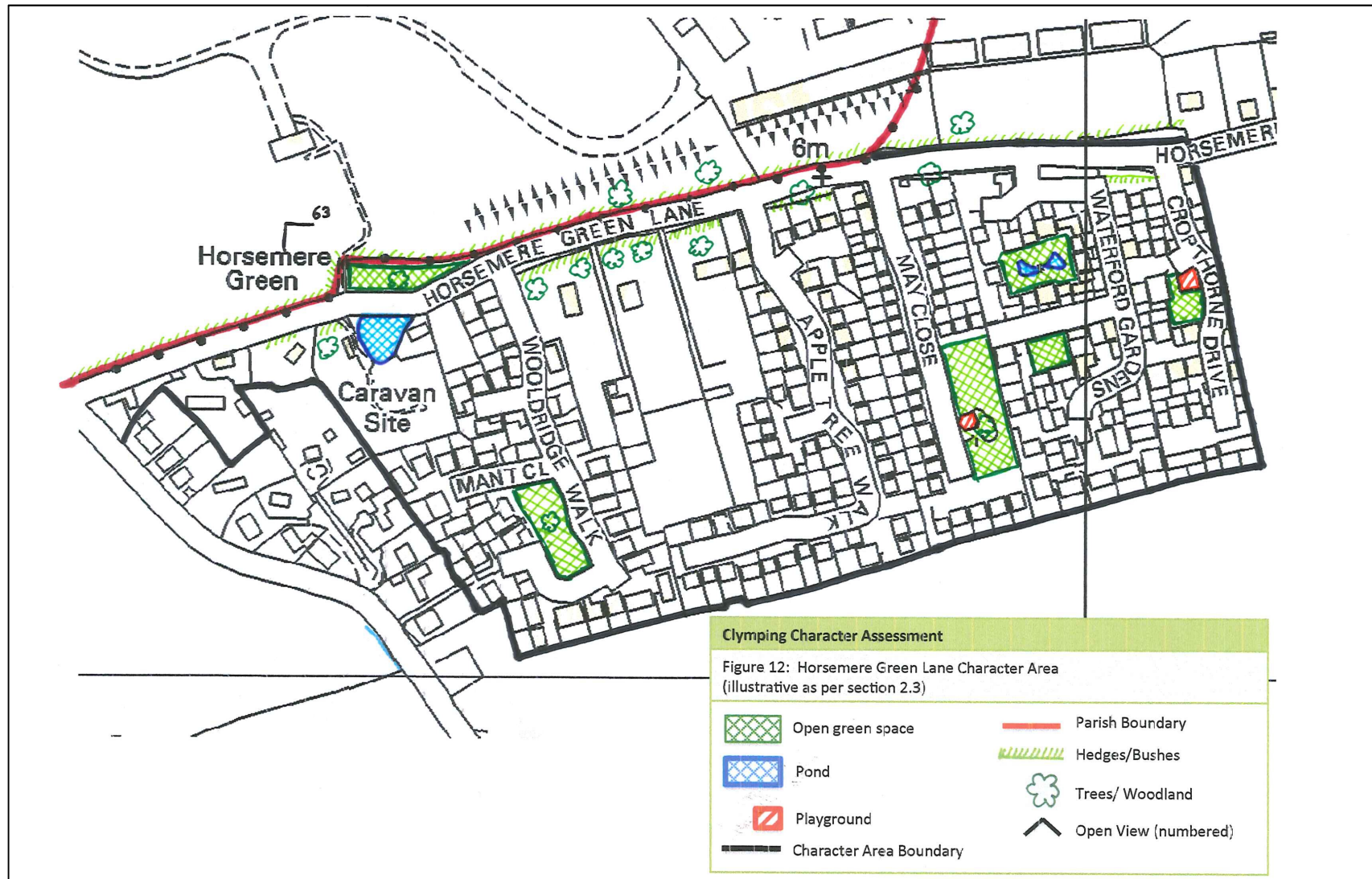
- 6.10 Appletree Walk is a development of 49 four bedroom detached properties all built in a similar style, with just two three bedroom semidetached homes.
- 6.11 Wooldridge Walk/ Mant Close (39 properties) differs in that it is exclusively three bedroom detached bungalows with rendered walls and tiled roofs built around a small open green space.

**Design Guidance for the Horsemere Green Lane area**

- 6.12 Modern development styles are more appropriate in this area, but reference to traditional materials in elevations, roofing styles and other details should be made. The wooded lane aspect of Horsemere Green Lane should be preserved including the grass verges, but the partial footway on the south side needs completing to Yapton Road.
- 6.13 Any new development would need to be screened from the lane with hedging and trees. Particular attention would also be needed to vehicular access due to the poor (unsafe) priority junction of Horsemere Green Lane with Church Lane and the current issues for pedestrians – the lack of pavements and the dangerous crossing at Church Lane. Attention would also be necessary to the lack of safe crossing facilities along the A259 that bisects the village.
- 6.14 The current developments led to drainage issues when first built and due consideration for drainage (both surface water and sewage) would need to be an essential part of any further development proposals.



Figure 12. Horsemere Green Lane and recent Housing Developments



## **7. Along the A259**

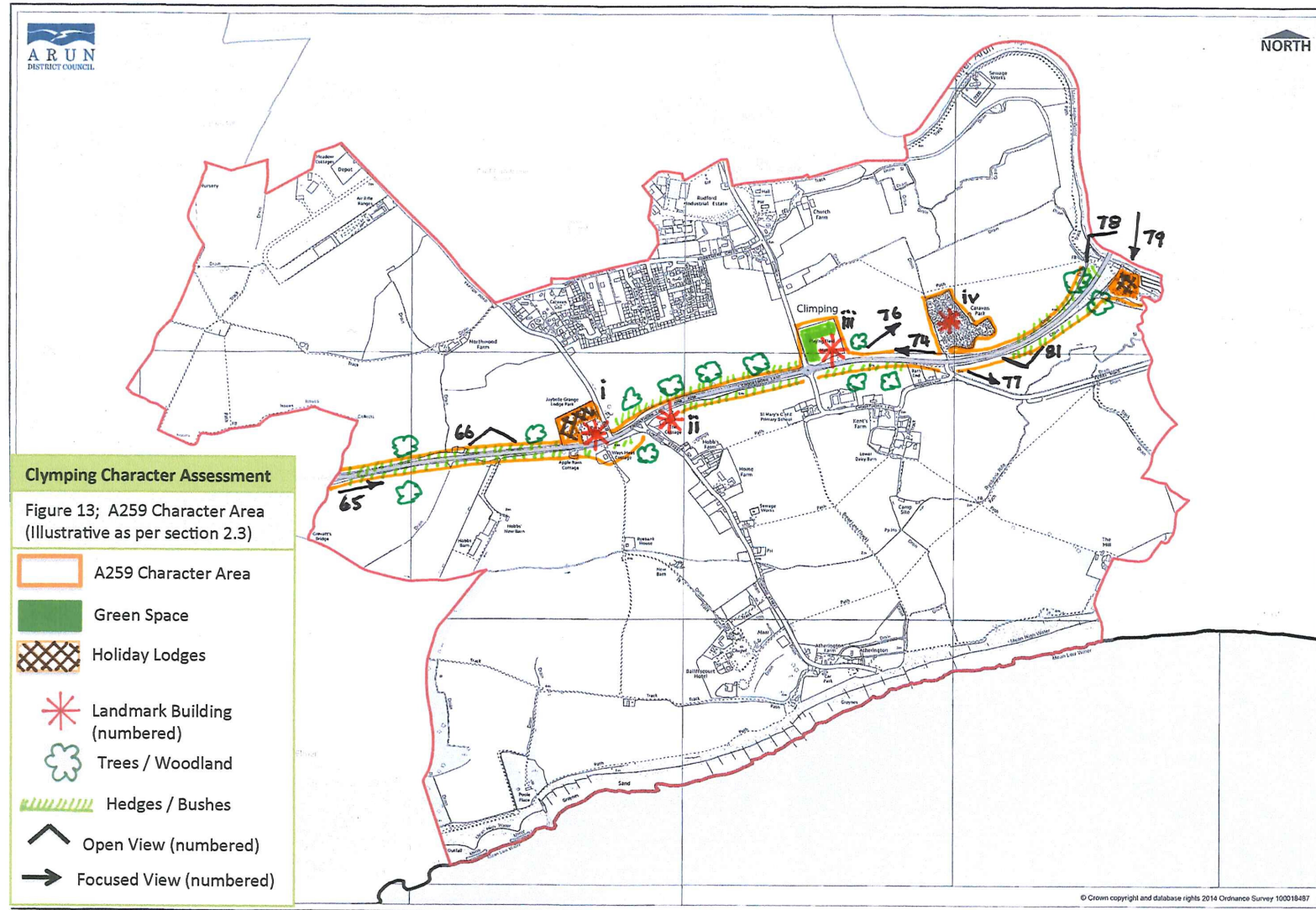
- 7.1 This character area is described in pictures in an annex of views 65 -81.
- 7.2 The A259 Principal road runs east - west, severing the village. In the west it is named Gravetts Lane and further east Crookthorn Lane. There is just one home that faces directly onto the trunk road/ Gravetts Lane. The A259 is an extremely busy traffic route that runs along the south coast. The only other major coastal traffic route is the A27 Trunk Road that is well known for its inadequate capacity and frequent bottlenecks and extensive holdups. Whenever incidents or delays occur on the A27 the A259 is used as the only alternative route.
- 7.3 The A259 in Clymping is characterized by three difficult junctions that are locally regarded as dangerous:
- The offset priority junction with B2233 Yapton Road and Clymping street
  - The small Church Lane roundabout
  - Clymping Park and Ferry Road
- 7.4 There are protective islands for pedestrians and cyclists but no controlled crossings. Most Clymping residents live north of A259; many of the facilities and amenities of the village lay south - the school, open countryside and the beach.
- 7.5 The A259 has grassed verges and hedges and trees that partially screen the countryside and the residential areas; and drivers passing through Clymping would be forgiven for not recognizing they were actually passing through a village. There is a footway along the northern side of the A259 (Crookthorn Lane) leading east from the Yapton Road junction towards Littlehampton. Beyond Church Lane this footway opens out to include a cycleway. Intriguingly both the pavement and cycle way end abruptly at the river Arun Bridge leaving the pedestrians or cyclists on a grass verge at a busy road intersection. Fortunately there is a pavement along the north side of Ferry road into Littlehampton providing a safe route for pedestrians and cyclists into Littlehampton.
- 7.6 Clymping Park is an enclosed site within the open farmland situated by the junction of Ferry Road and A259. Originally a holiday camp before the Second World War, today it comprises 105 prefabricated park/mobile homes of one or two bedrooms designed for older residents [http://www.rickwood-estates.co.uk/climpring\\_park.htm](http://www.rickwood-estates.co.uk/climpring_park.htm) .
- 7.7 In addition there are two recent developments of timber built holiday lodges (shown on Figure 13 in hatched brown) at:
- Jaybelle Grange behind the Oystercatcher Public House and Restaurant
  - the marina just to the south of the A259 bridge over the river Arun.

- 7.8 The Oystercatcher Public House and Restaurant faces onto the A259 just west of Yapton Road and is a modern building built in a traditional rural style with a thatched roof and rendered walls to complement its surroundings.
- 7.9 The Village Hall and playing field is located just to the east of the junction with Church Lane and its car park exits onto A259. This is a seventy nine years old single storey brick building with tiled roof set back behind its car park and hedges. The hall and playing field were gifted to the village and are held in trust for the community. It is home to the local Cricket, Football and Stoolball clubs and a number of other well supported leisure clubs and activities.
- 7.10 There is a farm shop situated on the south side of Crookthorn Lane/A259. This is a relatively modern steel framed and faced single storey building currently comprising an antiques shop, a grocery, bakers, butchers, a café and a garden centre.
- 7.11 Along the A259 a number of important amenities are local visual landmarks that are highlighted on Figure 13:
- i. The Oystercatcher Public House and Restaurant
  - ii. The Farm Shop
  - iii. The Village Hall and playing field
  - iv. Clymping Park

### **Design Guidance for the A259 area**

- 7.12 The south side, and some of the north side of the road, is designated strategic gap in the Arun Local Plan. It is important that a screened and wooded effect along the road is maintained if any new developments were to be proposed. If this was the case any access would need to be designed to ensure safety, provide controlled crossing places for pedestrians and cyclists and maintain traffic flow. Any new traffic movements should not be allowed to further worsen the already difficult junctions. Any opportunity to reduce the severance effect of this road on Clymping should be taken to facilitate free movement around the village, particularly for pedestrians, cyclists or the handicapped.

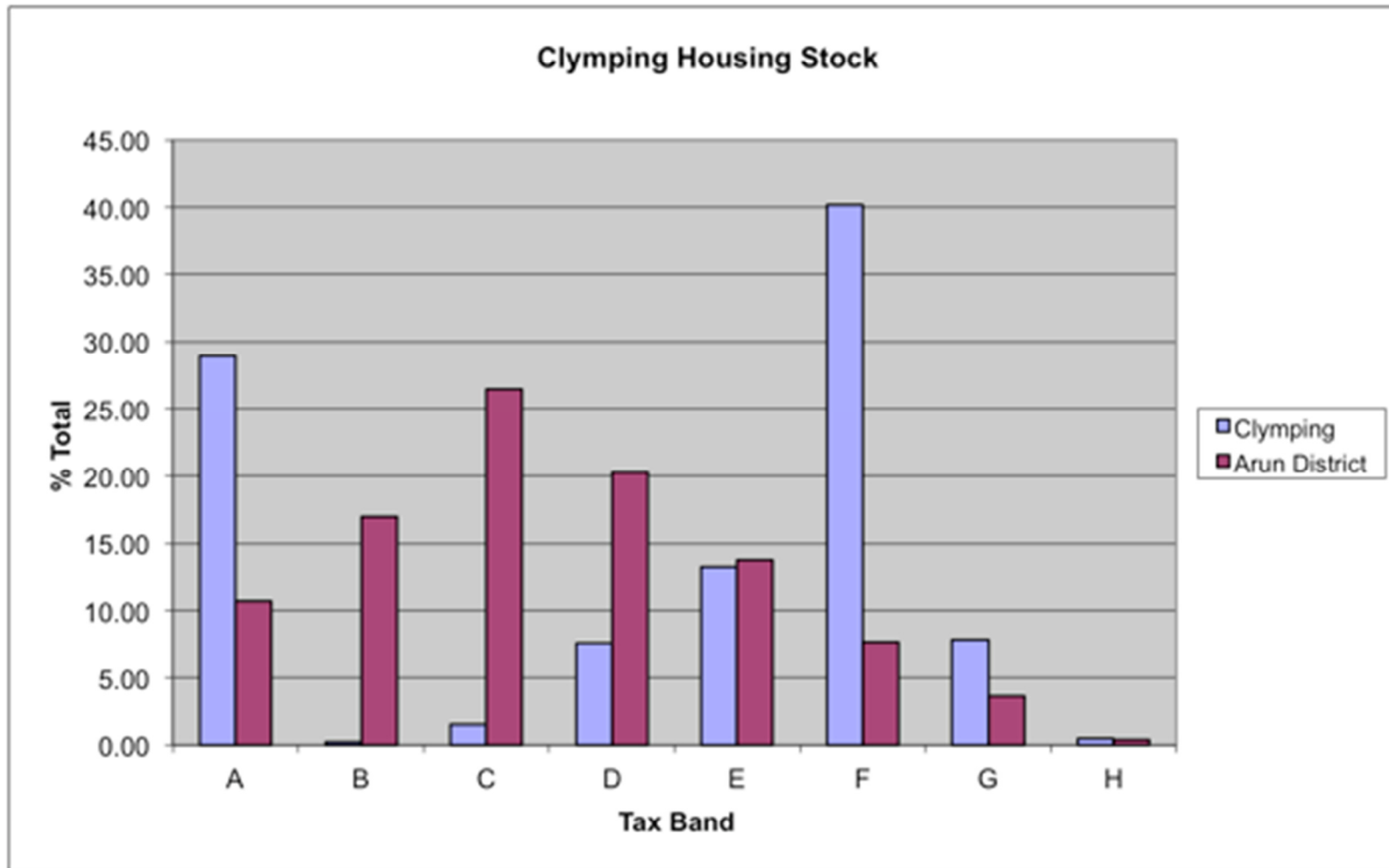
Figure 13 Clymping Amenities & Landmarks and views along the A259



## **8. Overarching Village Characteristics**

- 8.1 Clymping is a coastal village in West Sussex with 408 home listed in the electoral register. It is characterized by the open farmland that surrounds it and separates it from the neighbouring towns and villages. The countryside and farmland is flat, low lying and naturally prone to flooding but protected by river dykes, coastal protection and a network of drainage ditches. It is essential that this infrastructure is maintained and not overloaded by developments in neighbouring communities. Flood risk was the number one issue in Neighbourhood Plan community surveys.
- 8.2 The flat and open countryside means that there are fine views towards the South Downs, the National Park and Arundel as well as along the coast, and as discussed previously, these should be preserved.
- 8.3 The village settlement is dispersed with older houses in traditional styles but clustered close to the church and the original farms that were built on higher ground. There is some industry based in buildings on the former Ford Aerodrome and converted farm buildings.
- 8.4 Tourism is important with the beach, Bailiffscourt Hotel, numerous B&Bs, holiday lodges and the Black Horse and Oystercatcher public houses. It is an important area for recreation with footpaths and a byway crossing the countryside and paths along the River Arun towards Arundel. Preserving the historic and rural aspect of the parish will be important to maintain the tourist, visitor and recreational attractions of Clymping but opportunities should be considered to improve visitor access from the neighbouring resort towns to support the local economy.
- 8.5 The rural nature is emphasised by the extensive Sussex flint walls, the grass verges and the absence of pavements that line many of the lanes. This absence however poses a challenge for pedestrians, cyclists and the handicapped moving around the village as traffic increases. Alternative traffic calming measures that are visually appropriate to a rural setting, such as shared use of lanes, need to be negotiated with any new development in the village with a measurable traffic impact. The severance created by the A259 the other main through routes (Church Lane & Yapton Road) impacts on the whole village, and lessening this is also important for promoting tourism, sustainable recreation around the area, community cohesion and access to community facilities.
- 8.6 There is no doubt that the significant developments proposed in the Arun District Local Plan in surrounding communities will adversely affect the road infrastructure in Clymping and particular care is needed to ensure that improvements for safety and movement are appropriately funded from these developments.
- 8.7 New housing built along Horsemere Green Lane has a different and modern character. The predominance of larger detached houses taken together with the number of caravan and park homes gives an unusual distribution of housing stock in the village Figure 14. There is a gap in the number of smaller family homes.

Figure 14 Housing distribution by Council Tax Band (2013). Clymping in comparison with Arun District as a whole



*Based on valuation band information supplied by Arun District Council May 2013*